

CENTRAL HEADLIGHT

Vol. II, No. 10

OCTOBER, 1941

Houghton Takes Over Job Held by E. M. Wilcox

W. L. Houghton, formerly Master Mechanic, Chicago, was advanced to Assistant Superintendent of Equipment, Indiana Harbor Belt and Chicago Junction, September 1. Mr. Houghton, whose headquarters will remain in Chicago, succeeded E. M. Wilcox, who retired on the same date.

Mr. Houghton started service with the railroad August 1, 1908, at the Beech Grove shops. He was promoted to Foreman, Piece Work Inspector, at Bucyrus, July 1, 1918, and on November 1, of the same year, was made Assistant Erecting Foreman. On July 15, 1922, he was transferred to the Ohio Division of the New York Central as General Foreman at Stanley, Ohio. His next advancement was to Assistant General Foreman at Linndale Engine House on April 1, 1939. Five months later he was moved to Chicago as Master Mechanic.

Mr. Houghton's former post has been taken by G. P. Roffe, who came to Chicago from the Linndale Engine House, where he was General Foreman.

Mr. Roffe started work as a laborer January 20, 1913, and subsequently held jobs as Boilermaker Helper, Clerk and Storekeeper, Machinist Helper, Machinist and Shop Inspector, being appointed to the latter post May 3, 1922. He was appointed Piece Work Inspector at Avis, Pa., May 16, 1922, later returning to Machinist at West Albany. On August 8, 1938, he was made Gang Foreman at Englewood Engine House and on July 38, 1939, was transferred to General Foreman at the Linndale Engine House.

Century Vet Makes Last Run

Thomas L. Rhees, Conductor on the Twentieth Century Limited and a veteran of forty-one years' service, retired September 30.

Mr. Rhees was born at Maple Grove, O., October 24, 1875, and entered railroad service as a freight brakeman September 26, 1900. He was promoted to freight conductor October 19, 1903, and again promoted on April 2, 1913, to passenger conductor. In recent years he has been assigned to Twentieth Century and Commodore Vanderbilt runs over the Western and Toledo Divisions.

In 1935, Mr. Rhees was personally commended by Assistant Vice-President McKee for his handling of train No. 43 on the night of September 13, following an engine failure, when he cleared the main line in the shortest possible time.

Warns of Ship Fire

Because of the alertness of Edward Cowan, Electric Division Engineman, New York City police were able to offer speedy rescue to survivors of the burning Finnish steamer Aurora, anchored in Hudson River off Spuyten Duyvil. Noticing the fire while operating a train at 3:30 a.m., Engineman Cowan attracted radio police to the river front by blasts of his engine's whistle.

Stricken in Terminal

Raymond M. Gray, Assistant Conductor on the Hudson Division, died August 27 from a sudden heart attack in Grand Central Terminal, New York. He was 51 years old and entered railroad service in 1918 as a brakeman.

President Williamson Explains Why Train Service Must Be Re-Scheduled to Handle Troops

TO ALL IN NEW YORK CENTRAL SERVICE:

Acting upon the request of the Quartermaster General of the United States Army and of the Council of National Defense, the railroads of the country recently made a careful study of their entire passenger schedules with a view to releasing from regular service additional passenger cars and locomotives required for troop movements.

It should be remembered that the demands of Defense industries have necessitated the inauguration of a system of priority control of essential materials. This rationing of materials has made it impossible for equipment manufacturers to deliver in the near future the additional passenger cars which are necessary if we are to accommodate fully the constantly increasing demands for transporting our soldiers and sailors and our civilian population as well.

As a result of our study we have re-scheduled a number of our passenger trains commencing Sunday, September 28, 1941. We have endeavored in our new schedules to meet the situation in such a way as to give our regular patrons the maximum service possible with the equipment available and at the same time release cars and locomotives needed for the transportation of our armed forces.

We believe that the public we serve will have a sympathetic understanding of the situation if it is properly explained to them. To any of our patrons who may feel that they are inconvenienced by the new schedules, the facts should be courteously explained. The advertisement which is being published in newspapers throughout the System, may be helpful in this connection.

F. E. WILLIAMSON,
President.

Eighty Thousand Freight Cars Handled in Six Months by N. Y. Central's Marine Department



THERE are railroaders who prefer to go down to the sea in ships as captains and deckhands—even if it is only to New York harbor in tugs and floats—rather than speed over land in locomotives and cabooses.

For there is work to be done on the New York Central requiring a steady hand on the deckhouse wheel as well as on the throttle and a sure foot on heaving decks as well as in busy freight yards.

The work of the New York Central Marine Department in the Port of New York, a terminal point of the System, is a necessity in the final delivery and original pick-up of much of the freight which moves over the rails. In the first six months of this year, for example, the Department lightered 1,260,387 tons of merchandise and floated 80,320 freight cars.

The Marine Department, with 268 units of equipment, operates one of the largest and finest fleets of freighting vessels in the harbor. Its activities are directed by Superintendent L. Relyea, who is also in command of the River Division. Headquarters of the Marine Department, at 2 Broadway, New York City, are in charge of F. Gleisner, Assistant Superintendent.

On a recent sunny morning at 7 a.m. New York Central Diesel-electric Tug No. 34 rocked against her mooring lines off Pier 2 in Weehawken, home port of the fleet. Captain William Effertz and his crew of five men had just taken over for their eight-

hour shift. A brief check found everything ship-shape. Captain Effertz leaned from a window of the pilot house and called to Deckhands Joseph Bohets and Henry Gebhardt to cast off. The craft backed slowly out from its berth and hovered off the end of Pier 2. Then came the first order of the day.

Dispatcher Tom Davison picked up a megaphone and called from the window of the Dispatcher's Office in the direction of Tug 34: "Barge Fishkill gangway 7 North of Pier 4 to gangway 6 on South of Pier 3."

Capt. Effertz waved understanding, jotted the order down as the first entry on his log for that day and swung his craft around upriver. Nosing up to Gangway 7, First Deckhand Bohets stood at the bow with a two-inch hawser coiled in his hands. When Tug 34 nudged the Fishkill Bohets lassoed the nearest bit and tied up fast alongside.

Floaterman Charles Lagerquist then stepped from the gunwales of the tug to the deck of the barge and made fast another line aft. The floatman in every tug's crew does his work on the barges and floats which are towed. Floaterman Lagerquist then released the mooring lines of the Fishkill and Tug 34 backed water with her charge out into the river. When the order had been completed, Tug 34 returned to Pier 2 for the next order from the dispatcher.

The log of Tug 34 for the rest of the day read: "Float 15 from 3 bridge West Shore to South side of Pier 35, East River—Barge Dayton from North of Pier 9, East River, to North of Pier 6, Brooklyn—Barge Oakfield from North of Pier 59, North River, to end of pier North of Pier 59, North River—reported back at Pier 2, Weehawken—ferryboat Weehawken into Lang's Shipyard, Hoboken, for repairs—Barge Lansing from North of Pier 64 North River to North of Pier F, Jersey City—Barge Fairport from South of Pier 17, North River, to North side of Pier 37, East River—light back to Pier 2, Weehawken—off duty."

Many miles of the harbor had been traversed in the duties of the day. When away from Weehawken, subsequent orders were received by telephone calls to Pier 2. Enroute, the deckhands kept a sharp eye on the barges and floats lashed alongside, while casting appraising looks at passing harbor craft. For lunch the

(Concluded on page 8)

M. E. Welch to Retire Oct. 31; Dinner Planned

M. E. Welch, Superintendent of Grand Central Terminal, Electric, Harlem and Putnam Divisions, will retire as of October 31. Friends and associates will tender him a reception and testimonial dinner on Monday night, October 6, at the Hotel Commodore, New York City.

The dinner will be held in the main ball room and is scheduled for 7:30 P.M.

Mr. Welch, who is a self made man who came up from the ranks, has given fifty years of outstanding service, during which he has endeared himself to all those with whom he came in contact.

Individual and general letters of invitation have been tendered his associates in the service, as well as executive officers, in the hope of making the event truly representative. An effort is being made to have as many as possible of his friends from the Buffalo, Syracuse and Rochester districts—where he put in many years' service—attend the function as well as his associates of more recent years.

A large orchestra will provide classical and popular musical selections during the reception and dinner. The program will be supplemented by vocalists.

Following the dinner, there will be dancing. Ladies have been especially invited.

Chicago Legion Officer is Honored

Anthony H. Hilgers, Accountant in the office of the District Station Accountant, Englewood, Ill., and Past Commander of O'Donnell-Eddy Post No. 714, The American Legion, recently was honored at the Springfield, Ill., state convention of the Legion when he was elected for a two-year term as Commander of the Fourth District. The Fourth District comprises over 4,000 Legionnaires and covers most of the south side of Chicago.

Commander Hilgers has long been known in Legion circles for his vigorous activities in building patriotism among the young people of the country. Membership of the Fourth District has reached an all-time high this year.

Aids Distressed Woman

Recently a woman bought a ticket at Indianapolis for Olmstead, Ill., to attend her brother's funeral. The only passenger service south of Harrisburg is a mixed train, and the timetable showed that train as arriving at 1:45 P.M. The funeral was to be held at 2 P.M.

Mixed trains, however, do not run exactly on scheduled time, and it was found, on her arrival at Harrisburg, that the train on that particular day would not arrive at Olmstead until 4 P.M., too late for the funeral. She did not have sufficient funds for a taxicab.

About that time Captain C. D. Phillips, of the Big Four Police Department, arrived in his automobile, enroute to Cairo. He promptly offered to take her to Olmstead, where she arrived in ample time.

Courtesy such as this is what brings passengers back to the Big Four time after time.

Every freight car owned by the railroads in the first half of 1941 performed approximately three-fifths more transportation than in 1918.

Central Headlight

Published monthly for New York Central System employees and their families in nine 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 1528, 466 Lexington Avenue, New York City.

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Volume 2

October, 1941

No. 10

File No. C-11 — Our Future

THE most important letters received by the New York Central System are not addressed to either the financial or legal departments. They are not uniformly typed on smooth bond paper. Some are penned in beautiful English script, others are penciled in the sprawling, uncertain hand of children. They are the commendatory letters received from travellers and shippers who have been pleased by some extra courtesy or service rendered by a New York Central employee.

These letters have always been welcomed because they promise tacitly or in fact that when their authors travel or ship again it will be over our System. But they are particularly gratifying today when in the press of increased travel and freight shipping busier employees might neglect the extra niceties; might lose friends against the time when Defense activities will be over and good will earned or lost will spell the volume of our peace time traffic.

These letters are filed under the code number C-11, but in the Public Relations Department they are more appropriately known as the "New Friends' Letters." This, because rapidly expanding industries are bringing many manufacturers and business men in contact with our Road for the first time. These men are forming first opinions about the pleasantness, ease and facility of rail travel and shipping. As in private life, their friendship is given or withheld on the performance of small acts. Their letters indicate that when they are pleased by the solicitude of New York Central employees, these first time contacts will not be their last.

W. J. Clarke of Rochester, a conductor on the Syracuse Division, expressed the opinion in a recent address at a dinner for the pensioned New York Central employees of Wayne County, that none of us is exempt from the responsibility of convincing the public that their patronage is a welcome trust. He said that a gracious, alert, unselfish attitude is as essential in earning good will as the new, luxurious equipment that is every day being purchased.

Mr. Clarke is right. The "New Friends' Letters" have been as much in praise of the considerate acts of our men as for the comfort found in beautifully appointed lounge cars or diners.

If his reasoned convictions were shared by all other New York Central men, it would be a tremendous forward stride in assuring the success of our Road and the security of employment.

Increased travel and freight shipping are giving us the opportunity to earn from a new public a wealth of good will—an opportunity which if seized will pay off in the years to come.

That is why we insist, and you will surely agree, that the most valuable correspondence received by the New York Central finds its way into File No. C-11 — with the "New Friends' Letters."

The Roundhouse

By Sim Perkins

We all live and learn! I only recently discovered that the admirers of old Commodore Vanderbilt included not only all of us but also some members of the feathered kingdom.

As you probably all know, on the south facade of Grand Central Terminal, just above the ramp where the automobiles go right and left around the Terminal and up or down Park Avenue, there stands a famous statue of the Commodore in his fur overcoat, made of bronze, which once adorned the original St. John's Park Terminal on the lower west side of New York City. And, although he wears a fur overcoat, our distinguished founder stands there throughout the year, bareheaded. But alas, the thousands of pigeons which like to roost in and around Grand Central Terminal apparently sensed the Commodore was a friend of all warm-blooded feathered vertebrates—birds to you!

As a result, for some years many of them formed the habit of perching

above his bare noodle and there continuing their love making and other exercises of nature. The result was a bit dismaying, so much so, that the Terminal management, in an effort to keep the Commodore's bean unspotted, were finally forced to erect upon the pigeons' roosting place chevaux-de-frise—in other words, a protecting device of sharp pointed copper which speedily led the birds to believe that there were easier chairs elsewhere.

Today the Commodore looks down in all his pristine dignity upon the thousands of business men, debutantes and visitors who pass him daily.

Thank Heaven this device was erected before the priorities on copper were instituted!

Well, here we go again!

With the cost of living rising—clothes, food and rentals, etc., all going up—we are a little hesitant to aid in any way the pranks of that imp Cupid, who has been so busy on our

Information Booth

BELOW are given the answers to a number of questions asked recently by some of our readers. They are printed here in the expectation that they will interest others besides those who made the inquiries:

1—The longest tangent, or straight stretch of track, on the New York Central is that between Air Line Junction, west of Toledo, and Butler, Indiana. It is 68.49 miles long.

2—A two percent grade is a rise of two feet in 100 feet of track. The New York Central's main line between New York and Chicago has no grade as severe as this.

3—In addition to the 110,000 passengers who use Grand Central Terminal daily, about 400,000 other persons walk through its concourses and passageways, as a short cut to or from the subways, hotels or office buildings adjoining the terminal.

4—By 1842, there was a through railroad route between Albany and Buffalo, even though this required six changes of cars. In summer, the trip could be made in 25 hours. In winter, the train stopped overnight in Syracuse. Today, New York Central trains cover the 293 miles in six hours, or less.

5—To carry as much freight as a 100-car freight train, nearly 1,100 five-ton trucks would be required.

Selling The New York Central

No. 3

Autos via Rail

By Jack Well

MOST OF US can easily see how we can solicit passenger business for our railroad by talking up New York Central convenience, speed and safety among our friends and acquaintances. Many of us, however, don't know that there are just as easy ways of influencing valuable freight business to come our way.

Let's consider, as a first example, shipping automobiles by rail. We have 17,707 auto boxcars on the System. This number represents one-seventh of the total number of all freight cars on our lines.

Naturally, keeping these 17,707 auto boxcars moving gives work to thousands of Central employees. Yet how many of us ever stopped to consider that important fact? Thousands more can be set rolling by this simple way:—if, when buying a new car, each one of us and our friends and acquaintances insist that the dealer have taken delivery of the automobile by rail.

Automobile dealers can have their cars shipped by rail from the factory, or they can use the trailer method. Many dealers favored the trailer because of the single advantage that the cars were delivered to their showroom door.

During the past year our Freight Traffic Department has made steady progress in getting dealers to ship by rail. This has been accomplished through the employment of servicing companies in various key sections, who deliver automobiles from the freight station to the dealer's door for a small charge. Dealers say that they like this new method because it enables them to keep their own men in

the shop. At the same time, it affords the dealer the advantages of rail delivery—sealed cars, cleaner shipments and faster service.

Although the railroad's liability ceases at the freight station, our Freight Traffic Department is glad to place a dealer in touch with a reliable, fully insured company in his vicinity who can offer him favorable rates on the delivery of his automobiles, from the freight station to his door.

One of the companies doing this work recently reported that during an eight month period they had delivered more than 3,000 automobiles, and that many of the dealers were so pleased with this new service in the winter months that they continued to use rail this Spring and Summer, instead of returning, as is their custom, to trailer and drive-away.

We can, therefore, look forward to the day when we will receive our full share of automobile shipments throughout the year, instead of during the winter months only, when the traveling gets too difficult for the trailers. All of us can help reach this goal by advising our local automobile dealers of this new store-door delivery service. The dealer will probably be very glad to know of it. Wherever interest is shown, please notify our Freight Traffic Department.

We have now covered Vacation Tours, Travel on Credit and Autos via Rail in our discussions on "Selling The New York Central." Keep talking about these services we have to offer. We can rightfully feel proud of them, and of our position as representatives of the New York Central.

are in the offing.

All I can say is that the New York Central seems still to be the Road of Romance. If actual results count, Cupid's tally on the Pacemaker, the Commodore Vanderbilt and other Central trains during the past year is beginning to set a record.

Heaven knows if I should spread the news, but I am willing to take a chance. After all, being human, I like girls, too, so if I can help any of the little dears—well, you know!

Courtesy and Service

By E. J. Virkler

Freight Agent, Syracuse

COURTESY is a consideration no longer optional in any field of endeavor; it is expected and demanded by all who transact business one with another.

We must recognize courtesy more

or business relations where it is not practised?

Our business, that of a common carrier, is in a class by itself, having only one commodity to sell or dispose of, namely, Service. Others have more than one commodity; therefore, if one item is not satisfactory, others are available.

Courtesy is a personal obligation that cannot be passed on to someone else to perform.

Unless we are courteous those we supervise or come in contact with are apt to get a similar view. Have you not many times been feeling out of sorts when you entered a place of business and coming in contact with a courteous and gentle employee you soon discovered you were in a different atmosphere, with the result your dealings were satisfactory? Now, if you had met someone feeling as you did, or a discourteous individual, the meeting might have been disastrous.

There is a vast difference between what we call the patrons and the public. If we have been building and teaching courtesy without a clear conception of this fact, we have been building on a false foundation.

The public includes all of mankind, employes, patrons, and all, and, the public is a potential patron of our Company tomorrow. A nod, a smile, to the clerk at the desk, or to any employe of the patron, costs nothing and may bring big results.

If we recognize only the boss or person in charge and ignore other members of the organization whom we meet, or pass, or come in contact with, we may unconsciously be sowing in their minds seeds of resentment which they will make known to their employer. Those we ignore today may be in positions of importance tomorrow.

Be courteous for your own sake. The rewards of this will come to you by an ever increasing circle of friends.

True, it is difficult to be courteous under all conditions. Some of us may feel there is a limit to insults we can take and maintain dignity, yet, our position, if courteous, is to practice and teach it regardless of circumstances. Lack of it in others is no excuse for us to be discourteous. Because a pig grunts at us is no reason why we should grunt back.

Our organization should have a courteous atmosphere so that it spreads to all. We cannot live up to an ideal without becoming ennobled thereby.

I want to repeat the following from a previous article a year or two ago:

1. Think before you speak.
2. An agreeable man can listen attentively, intelligently, and sympathetically.
3. If it is necessary to express yourself as differing from him, then so inform him politely.
4. Remember that great men are sometimes modest and unassuming.
5. Carefully avoid wounding the feelings of others by thoughtless remarks, or allusions, or by an unkindness, especially after finishing a telephone conversation or after party has left your presence. A friend of the party may overhear such a remark and it gets home. Unless we can say something nice about them — say nothing.
6. Avoid causing others, for any reason, to fear you. Some persons are naturally timid and should, where possible, be made to feel at ease — create a feeling that will permit them to come to you for any matter.
7. Personal remarks or jokes about a person are inexcusable — we should not even think them let alone voice them out loud.
8. Speak pleasantly, avoiding loudness or gruffness — intentional or otherwise. Unpleasantness of speech is frequently a matter of habit and can be corrected.
9. Avoid sharp replies to inquiries or remarks of patrons, regardless of occasion.
10. If you have an inquiry where a patron wishes to speak to a certain person and that person is not available, ask if you may take the message or do something for them, or, if it is urgent obtain their telephone number and make every effort to contact the person in question, bearing in mind that there are more disappointments and more dissatisfaction over a telephone than a personal conversation. Further, the party making the inquiry has a reason for desiring to speak with that particular person. Nothing else will do more to gain friends.

Leesburg Agent Indiana Harbor Belt Railroad Important "Sells" the N.Y.C. Connecting Link Between the East and West

C. S. Weldy, Agent at Leesburg, Indiana, has inaugurated a novel program designed to popularize the New York Central System in his neighborhood. Small cards measuring approximately five by eight inches have been printed and are now being distributed to everyone in his community. The message on these cards, stressing the mutual interest between each member of the community and our railroad, reads as follows:

AGENT

I have been Agent for the N.Y.C. R.R. at Leesburg for nearly 20 years.

I spend 99 and 44/100's of my salary in Leesburg and immediate vicinity.

I am, and always have been, eager to help you with your transportation problems.

NYC SYSTEM

The New York Central is one of the great trunk lines offering facilities both passenger and freight to points East, West, North and South.

It pays thousands of dollars taxes each year to Kosciusko County—Plain Township, Tippecanoe Lake and Leesburg receiving their proper share.

PROPOSAL

We are trying out, for an uncertain period, new schedules for our passenger trains, which we believe you should appreciate, as follows:

Lv. Leesburg	6:08 A.M.
Ar. Indianapolis	10:05 A.M.
Lv. Indianapolis	5:40 P.M.
Ar. Leesburg	9:29 P.M.

Daily except Sunday.

I hope telephone (13) rings often, that I may answer your transportation problems for you—or better still—call at my office. I would like to talk to you face to face—and I'll bet we can change your problems into satisfaction before you leave.

C. S. WELDY, Agent, NYC Lines, Leesburg, Indiana

PROBABLY the New York housewife, serving her family the morning portion of California grapefruit, never heard of the Indiana Harbor Belt Railroad. In fact, it is altogether likely that the great majority of people, outside of railroad and shipping circles, are unaware of its existence.

Yet the Indiana Harbor Belt constitutes a highly important unit in America's railroad system. It is, as W. J. O'Brien, veteran General Manager of the Indiana Harbor Belt Railroad and the Chicago River & Indiana, says, a major connecting link between the East and the West.

Here perishable freight such as meats, fruits, dairy products, vegetables and other foodstuffs, as well as numerous other products from the producing centers of the Middle West, West and Southwest, are received, serviced and quickly transferred to continue their journey to the densely populated areas of the East. In reverse are handled valuable freights from the East.

For many years the Indiana Harbor Belt has specialized in this high-class traffic, which requires not only speedy movement, but special servicing enroute. Certain kinds of fruit shipments require cake icing. Other shipments, such as fresh vegetables, lettuce for example, require interior icing where crushed ice is placed directly on the commodity, thus making it possible for the shipment to be marketed in perfect condition at destination, frequently after traveling as far as 3,000 miles in a refrigerator car.

During the winter season many of these perishable freight shipments require heat protection, instead of icing. Heaters are placed in the bunkers at each end of the cars, where they are secured and kept supplied with charcoal for fuel and in this manner a temperature best suited to the commodity being transported is maintained.

In like manner, live stock shipments moving under Federal regulation as to feed, water and rest, are taken to the Calumet Park Stock Yards where, de-



W. J. O'Brien, General Manager, Indiana Harbor Belt Railroad.

pending upon the length of time the animals have been confined in the stock cars in which they are being transported, they must, in accordance with Federal law, be unloaded and permitted to rest in well maintained pens for a stipulated period. During this time they are fed the proper amount of feed and permitted ample time to drink as much water as they may desire before being reloaded and taken on to the end of their journey.

Extreme care is exercised in handling live stock shipments, and the facilities used are maintained in a highly sanitary condition. The reloading and forwarding of these shipments in time to make fast train connections gives this class of traffic an exceptional service.

One glance at the map of the Indiana Harbor Belt Railroad will make it at once apparent, even to a casual observer, that it occupies a most strategic position in the handling of through traffic through the terminal section of all Chicago trunk lines, which enables it to receive from and deliver to all of the carriers involved at a minimum of time for the terminal service. This includes not only the various classification work required on the heavy volume of traffic involved,

but the care required in the various kinds of servicing of the commodities involved in these shipments, which is even more important because of the need of this protection varying in the same degree as the violent changes in the weather which so frequently occur.

It is a common thing to have from 3,500 to 4,000, and some days even 4,500, loaded cars moving either between connecting lines or between industries and connecting lines. On such days it will be found that the perishable freight will amount to as much as 1,200 to 1,400 cars, with a total volume of 6,500 to 7,500 cars, including the empty cars, which must necessarily move in one direction where such commodities as coal, live stock and refrigerator freight is involved.

The Indiana Harbor Belt Railroad serves six of the largest gasoline refining and oil shipping firms in the Central West. On heavy days their output amounts to from 350 to 500 loaded cars. This is a commodity requiring prompt and careful handling.

The Indiana Harbor Belt has been an outstanding factor in the development of the vast industrial area surrounding Chicago. Many new industries, locating along the line, not only have at their service one of the best terminal railroads in this country, but enjoy the advantages of being located outside of the congested area, an advantage enjoyed also by their employees through living in suburban territory.

Mr. O'Brien points out that the Indiana Harbor Belt is growing constantly and sees it as a continuing important factor in the future development of industry in the Chicago area.

Mr. O'Brien, presiding genius of this important operation, is a native Chicagoan, having been born in that city February 18, 1874. In 1888, at the age of fourteen, he entered railroad service and has served consecutively in the capacities of Messenger Boy, Clerk, Switch Tender, Yard Clerk, Cashier, Chief Clerk to General Superintendent, Trainmaster, Superintendent and General Manager.

Chicago Claim Men are Shifted

The Claim Department at Chicago announces the following changes in personnel, effective September 1:

William J. Holden, District Claim Agent at Chicago, promoted to Assistant Chief Claim Agent at Cleveland.

Orin E. Smith, District Claims Agent at Indianapolis, promoted to District Claim Agent, Chicago, vice Mr. Holden.

Arthur W. Kerchner, formerly Claim Agent at Chicago, promoted to District Claim Agent at Indianapolis.

Maurice N. Ray appointed District Claim Agent at St. Louis.

Carter H. Harrison, Claim Agent at Elkhart, Indiana, transferred to Chicago.

Winfield J. Hollander, Claim Agent at Indianapolis, transferred to Elkhart.

David B. Self, appointed Claim agent at Indianapolis.

Chicago Clerk Now a Doughboy

W. L. Donaldson, Clerk in the D.F.A. Section of the General Freight Department, Chicago, was the first employe of that department to be inducted into military service.

Mr. Donaldson was presented with a fountain pen and an automatic pencil by his co-workers, who wished him well in the service of this country.

P. F. Donlevy, Chief Clerk to J. W. Switzer, Chicago, spent his vacation in Minocqua, Wis., trying to catch fish.

Allan Hill, Rate Clerk in A. W. Foellger's office, Chicago, escorted Mrs. Hill and the two boys on a trip to New York City and Washington during his vacation.

Dick Baxter, of A. W. Foellger's office, Chicago, passed his vacation at his summer cottage in Michigan.

W. A. Hillman, Clerk in the General Freight Department, Chicago, is the proud father of an eight-pound girl, Karen Susan, born Sunday morning, September 7.

The American Association of Railroad Ticket Agents held its annual meeting at Sun Valley, Idaho, September 10 to 13. J. W. Switzer, Passenger Traffic Manager, Chicago, attended the meeting, with E. R. Hutton, Secretary-Treasurer of the association.

Fred Schmid, New York Central Passenger Representative, Chicago, also was present. An enjoyable time was reported.

Conductor's Son Recovers from Fall

After a plucky battle against a serious injury which almost took his life, Robert Daniels, 10 years old son of P. J. Daniels, L. E. & P. Freight Conductor, returns to school this month.

In July Robert fell from a tree and landed on a stick which pierced several organs in his stomach. Modern surgery and Robert's courage have combined to effect his recovery, although he is still confined to bed in his home at 321 Longford Ave., Elyria, Ohio.

Chicago Man Dies

Julian E. Franke, 50, Ticket Seller in the City Ticket Office, Chicago, died August 30, after an illness of about two months. Mr. Franke had been employed in that office continuously since May 3, 1918. His passing will be greatly felt by his many friends and fellow workers.

Willard Skoglund holds this year's record for long distance vacation travel, insofar as the Freight Traffic Manager's office in Cleveland is concerned. Accompanied by his wife, he spent his time in Florida. Willard says that summer is an ideal time to visit the Southland, there being even more sunshine and cool breezes than in his home town of Olmsted Falls, Ohio.

Indiana Harbor Belt News and Notes

William H. Flynn, Accounting Department, I. H. B. and C. R. & I., is back at his desk again after being laid up for some time with an infected eye.

Sherwin O. Simon, Accounting Department, I. H. B. and C. R. & I., successfully underwent an operation for appendicitis and is back on the job.

Virginia Mohr, daughter of William M. Mohr, C. R. & I., General Bookkeeper, was married September 6.

Fred W. Musser, Accounting Department, I. H. B. and C. R. & I., is the proud father of a girl. This makes number two for Fred.

Private Albert P. Zirwes, Jr., with the Accounting Department, I. H. B., until his recent induction into the army, has applied for his release from military service on the grounds of being over 28 years of age.

Private John J. Stanton of Fort Bragg, N. C., recently paid his fellow employes in the Accounting Department, I. H. B. a visit.

Sidney C. Bannister, Accounting Department, I. H. B. and C. R. & I., is recuperating at home and will soon be back to work according to latest reports.

R. S. Neiner, Clerk, Transportation Department, I. H. B., Gibson, reported at Fort Benjamin Harrison, Indianapolis, for military service September 24.

Agnes MacLeod, Clerk Auditor of Freight Accounts, Gibson, is recovering from a minor operation at St. Margaret's Hospital, Hammond, Ind.

Ralph E. Gurnsey, Agent of the Peoria & Eastern Railway at Brownsburg, Ind., who has been off duty on account of illness since December 1, 1940, has returned to work. He is now night operator at Jamestown, Indiana. He is much improved in health and seems to be his old self again.

Chicago Police Notes

Patrolman Doherty, genial traffic cop in the La Salle Street Station carriage court, has become a daddy. Her name is Donna Mae.

John Stauffer, C. R. & I. Patrolman, attended the national matches at Camp Perry, Ohio, as a civilian, unattached. John rates as one of the best marksmen in the Police Department target practice, but he refused to tell his standing after shooting with National Champions.

The Chicago City Police Department again has taken men from the New York Central ranks. Patrolmen McCarthy and Fleming are now in the City Police training school. Again the axiom holds true. Chief Edgeworth makes them and the city police takes them.

Another benedict, Patrolman Tolen of Chicago, recently took unto himself a wife.

Mt. Carmel's Oldest Engineman is Dead

W. T. Edmunds, 68, of Cairo, Illinois, an engine man on the Cairo Division since February 17, 1903, died suddenly at Mt. Carmel, Illinois, August 20, after completing his trip from Cairo.

Mr. Edmunds was the oldest engineer holding seniority rights on the Cairo Division. Burial was at Cairo.

J. O. Seibert, 77, retired clerk, died at his home in Mt. Carmel, Illinois, August 16.

Mr. Seibert for a number of years was the Cairo District Store Keeper.

Brakeman Walter Scott of Mt. Carmel, Illinois, who has been in service since January 22, 1897, retired October 1st.

Chicago Business Women Have Dinner

The Railway Business Women's Association of Chicago held its monthly dinner at the Chicago Bar Association Tuesday, September 16. The speaker of the evening was James Bradley-Griffin, in his recital version of "The American Way." Phillip Jorgensen was at the piano.

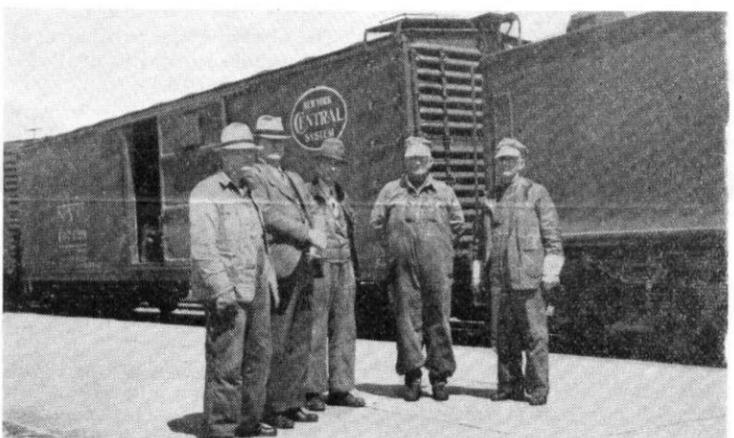
The Railway Business Woman's Association is proud of its membership of more than 800 in the Chicago area. Miss Aileen Green, Secretary to the Assistant Vice President, is Chairman of the Press and Publicity Committee.

New Paulding Plant

Through the co-operation of the Chamber of Commerce, the Grizzley Manufacturing Company, with headquarters in California, has decided to locate a plant in Paulding, O. This concern is now constructing a group of buildings along the tracks of the Northern district of the Ohio Division. The plant will be in operation some time in November. This concern manufactures 80% of the country's brake linings.

Railroads moved approximately 5,415,000,000 pounds of United States mail in the fiscal year 1940.

Five Veterans' Services Total 190 Years



This picture shows the oldest conductor, oldest station agent, oldest brakeman, oldest engineer and oldest fireman on the Northern Division. The picture was taken at Paulding, Ohio, when every man on the crew was made up of veterans.

Agent A. H. Rulman is the oldest veteran, with 49 years' service. Conductor U. O. Tester has chalked up 39 years. Engineer Arthur Arbaugh has 38 years of service. Fireman E. E. Kouts and Brakeman Harry Miller have served 32 years' each. The entire group have a total of 190 years of

service on the railroad. All of the train crew reside at Van Wert.

Reading from left to right: Conductor Tester, Agent Rulman, Brakeman Miller, Engineer Arbaugh and Fireman Kouts.

Camera Club Prizes

First prize in the monthly contest of the Manhattan A. A., New York Central Camera Club, New York, was awarded to Maurice H. Wood. Second prize went to W. Stamm and third to J. J. Hollweg.

Forman, Chief Claim Agent at Detroit, Retires

Herbert L. Forman, who has been Chief Claim Agent at Detroit, since December 1, 1922, retired on August 31, after more than fifty years of conscientious service.

Mr. Forman commenced the study of telegraphy as a student operator at Jasper, Mich., January 16, 1890. He entered the Claim Department, January 1, 1907 and served subsequently as District Claim Agent at Toledo, Special Claim Agent at Cleveland, Assistant Chief Claim Agent at Cleveland and finally Chief Claim Agent at Detroit.

Mr. Forman will be succeeded as Chief Claim Agent at Detroit by Harry G. Whiteman, who has been Assistant Chief Claim Agent at Cleveland.

On September 9, following a staff meeting of the official personnel of the Claim Department, an informal honorary luncheon was tendered Mr. Forman at the Hotel Statler, Detroit, at which forty-five of his friends and former associates were present. Oliver G. Browne, General Claims Attorney, New York, presided.

Mr. Forman was presented with a handsome wrist watch, suitably engraved, and a five h.p. outboard motor. F. A. Hruska, Chief Claim Agent, Cleveland, presented the watch on behalf of the members of the Claim Department, and John J. Danhof, General Counsel at Detroit, presented the motor on behalf of Mr. Forman's friends in other departments. In accepting the gifts, Mr. Forman extended an invitation to all of his friends to visit him at his cottage on Torch Lake, Alden, Mich., where he expects to spend considerable time in the future, enjoying his new found relaxation.

Kingston Model Club 4 Years Old

The Kingston, N. Y., Model Railroad Club, organized four years ago through the co-operation of the New York Central System and F. W. Gleisner, then Trainmaster of the River Division, celebrated its fourth anniversary, September 18.

Guests included S. J. Keating, Trainmaster, River Division; J. A. Simpson, Freight Agent, Kingston, and Mayor Conrad J. Heiselman.

Floyd Link, 59, Scale Inspector Foreman, was found dead in his automobile near the Ashtabula & Buffalo Dock Company, August 29.

Terre Haute Notes

Congratulations are in order for James T. Hudson, Locomotive Department, Duane yards, Terre Haute, Indiana, who was married September 2.

Grover C. Byrley, Terre Haute, Engineer, who had 22 years' service, died after a brief illness September 2.

New York Central Veterans' Association entered a Ladies' Bowling Team in the Terre Haute City Bowling League, with Cynthia Ervin, Stenographer in Local Freight Office, as captain. White silk shirts with N. Y. C. letters in red on back are used.

Circle Tour Rates To Be Continued

"Grand circle" railroad fares, which were to have expired on October 31, will be continued for an indefinite time, the Association of American Railroads announced early last month.

Under this plan, which was established experimentally in the spring of 1939, a circle tour coach ticket sells for only \$90, and a first-class ticket for \$135, plus special Pullman rates of \$45 for a lower berth and \$34.50 for an upper.

Half fares are allowed children between 5 and 12 years of age accompanied by parents or guardians.

Timothy Long, an engineer, Chicago, for 37 years, died September 18 in his home, apparently of a heart attack. Long, a bachelor, is survived by three sisters. He was 62.

Detroit Men Honored at Party



Left to right, Thomas Ballantine, C. B. Hennessey and Floyd E. Bassett.

Employees of the Detroit Passenger Yard tendered a party and presentation of gifts to two of their fellow employes on the occasion of their recent promotions.

Floyd Bassett, Chief Clerk of C. B. Hennessey, Passenger Car Foreman, was presented with a matched traveling kit, and Thomas Ballantine, Secretary to Mr. Hennessey, was presented with a lounge chair.

Mr. Bassett was promoted to the Wage Bureau and Mr. Ballantine to the office of Superintendent of Equipment.

The New York Central Detroit Golf League has announced its team champions for the season. This year the championship team was from the General Departmental Accountant's office. It was Team No. 2, composed of W. Strasser, H. Bennett, G. Harrison and (Captain) Gil Middleditch. Incidentally this was the only team out of four from the G.D.A. office to reach the finals. Gil Middleditch also had the distinction of playing in the final play-off Saturday, September 13.

The Detroit G.D.A. Bowling League has again organized an eight team league. The season will get under way Thursday, September 18, at the Orient Alleys. Officers are Joe Walsh, President; George Garris, Treasurer, and Al Moeler, Secretary.

A group of bowlers from the General Departmental Accountant's Office has hit upon a good idea and is passing it on to other Central Bowlers.

About twenty of the men from this office have agreed to place in the hands of a "collector," semi-monthly, one dollar or more for the season, for the purpose of participating in the American Bowling Congress. By this method enough money will have been accumulated by each individual to take care of all entrance fees and part of the expenses.

Clyde William Stoutenburg, Chief Clerk, Auditor Passenger Accounts Office, Detroit, retired from service account of disability September 30, after 43 years' service. Mr. Stoutenburg entered service in New York City July 7, 1898. He and Mrs. Stoutenburg will make their home in Cincinnati where their children reside. His many friends wish him a speedy and complete recovery to good health, in order for him to be able to enjoy his retirement.

We regret to hear that Miss Ivy Jones of the Comptometer Group in the G.D.A. Office, Detroit, is seriously ill. At this writing no visitors are permitted to see her, but she would

enjoy receiving cards from her friends. Miss Jones is at Grace Hospital, Detroit.

Another serious illness is that of Frank Guyer of the Pricing Group in the G.D.A. Office, which has already reached six weeks' duration. Although he is still in the Hospital, his continued improvement raises hopes of seeing him among his co-workers again soon.

"A kind word now and then is relished by the best of men" (and women too), hence we extend commendation to Miss Mary McInerney, who voluntarily takes an interest in watching out for the sick and administering to their needs. Mary "Mac," as she is often called, is a member of the Price Group in the General Departmental Accountant's Office.

John Halligan, Local Storekeeper, Central Avenue, Detroit, died at Providence Hospital September 11, after a short illness, due to heart trouble and other complications.

Mr. Halligan was with the Stores Department of the Michigan Central since July 17, 1922, in various capacities. Prior to his service with this company he was with the D. & M. Railroad for 18 years. He was a competent employe and will be missed by all who were acquainted with him.

Chicago Bowlers Busy

The Chicago Passenger Club Bowling League inaugurated its 1941-1942 season, September 16.

M. J. (Mac) McGarr is Secretary-Treasurer of the league, besides being one of the better bowlers.

Other New York Central employes participating are: E. R. Hutton, E. Connors, Chester Hantsch, Rudy Schrey, Frank Annetti, Harold Carlson, Fred Schmid and Ben Anderson.

Because of the improvements in construction and maintenance, engine failures on railroads are only about one-seventh as frequent now, compared with twenty years ago.

Twins to Retire Same Day

Twin brothers, who are New York Central employes in Chicago, will retire at the end of this month, the same day.

They are Hugo Henry and Otto George Shumm. The former has been a receiving clerk and the latter a caller.

Each has been in service in the Chicago district since 1905.

Jackson Veterans Honored at Dinner

About fifty fellow employes and friends assembled for dinner at the Veterans of Foreign Wars Club, Jackson, Michigan, on August 14, to honor Orin H. Blakely, retired Car Inspector, and Mathew Blake, retired Oiler.

The toastmaster, W. A. O'Brien, Chief Clerk to the Division General Car Foreman, called upon W. J. Rourke, Division General Car Foreman and a number of others present for remarks. The balance of the evening was spent in social activities.

Mr. Blakely retired April 8, after thirty years of service, and Mr. Blake on July 28, after twenty-seven years of service. Both men were presented with gifts.

Joseph Nowak, Carman Helper at Jackson, was inducted into service, on August 27.

M. C. Warehouse Damaged by Fire

Damage estimated at more than \$150,000, was caused by fire from an undetermined source, in the warehouse of the Michigan Central at 120 East South Water Street, Chicago, September 10.

Train Crew Aids Boy Hurt By Fall

The following story which appeared recently in the Reporter, Greenfield, Ind., tells of a "good Samaritan" act on the part of a Big Four train crew in helping take an injured boy to receive medical attention:

"Charles Laird, age 13, son of Mr. and Mrs. Virgil Laird, of Shirley, can thank his playmates and the crew of a Big Four train for some quick thinking in treating his injured leg Tuesday afternoon.

"Laird, Wayne Mahan, 17, and several other boys were climbing trees in Trail's grove a mile east of Shirley. Laird had climbed high in a tree when the limb on which he was standing, snapped, letting him fall to the ground. He tried to get up, but couldn't stand on his left leg.

"Mahan picked Laird off the ground, carried him to the Big Four tracks. Seeing a train approaching, Mahan stripped off his shirt, flagged the engine. The crew loaded the Laird boy into the cab of the engine, took him to Shirley. After first aid treatment, he was taken to the Clinic in New Castle.

"Clinic attaches said Laird had a broken left ankle."

Some Employes Recently Retired

Adams, Samuel D., Carpenter, M. W. Dept., Brewster, 18 years' service.

Anderson, Hans, Telegrapher, Western Division, 35 years' service.

Andrew, Geo. W., Steward, Boston Division, 48 years' service.

Barton James,, Engineman, Ohio Division, 38 years' service.

Bartooszek, Paul, Coach Cleaner, Jackson, Mich., 20 years' service.

Bowland, John E., Conductor, Toledo-East Division, 44 years service.

Brown Sylvanus, Carman Helper, Ashtabula, 19 years' service.

Bryant, John E., Conductor, Indiana Division, 42 years' service.

Cummings, Fred G., Conductor, Western Division, 36 years' service.

Dawson, William A., Signal Supervisor, Ashtabula, 49 years' service.

Flynn, John H., Passenger-Engineman, Mohawk Division, 46 years' service.

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

Hellings, Otto P., Agent, Union City, Ind., 40 years' service.

Kelly, James A., Train Dispatcher, St. Lawrence Division, 45 years' service.

Liddell, Alexander, Yard Conductor, Windsor, Ont., 24 years' service.

Loftus, George B., Yard Clerk, Oswego, N. Y., 34 years' service.

Macaro, James, Section Laborer, Ashtabula, 35 years' service.

Martine, Evans L., Engine Dispatcher, No. White Plains, 53 years' service.

McKaig, Robert N., Watchman, Car Dept., West Albany, 24 years' service.

Meyer, Arthur W., Clerk, Front St. Frt. House, Cincinnati, 47 years' service.

Moench, Jacob J., Car Inspector, High Bridge, N. Y. 39 years' service.

Munsil, William B., Elec. Foreman, Allston, Mass. 45 years' service.

Parks, Thomas M., Freight Conductor, Erie Division, 42 years' service.

Platler, John W., Yard Conductor, Utica Passenger Yard, 50 years' service.

Robertson, Frank C., Watchman, Car Dept., W. Albany, 35 years' service.

Russell, Walter P., Engineman, O. C. L. Division, 42 years' service.

Stiers, Charles A., Laborer, Fultonham, Ohio,,22 years' service.

Strugala, Ludwik, Section Laborer, Detroit, 29 years' service.

Sweeney, Arthur P., Sheet Metal Worker, W. Albany, 31 years' service.

Wait, Russel, Section Foreman, Bloomingdale, Mich., 29 years' service.

White, Joseph E., Train Dispatcher, Syracuse, 48 years' service.

Wildenhein, Bruno, Section Laborer, Grafton, Ohio, 37 years' service.

Wilkins, Milo B., Freight Checker, Cleveland, 23 years' service.

Wilson, George, Engineman, C.R. & I., 43 years' service.

Breuer, Frederick W., Inspector & Repairer, Schenectady, 35 years' service.

Chandler, Hiram W., Road Brake-man, Hudson Division, 36 years' service.

Clancy, Thomas J., Signalman, Erie Division, 47 years' service.

Doran, Walter E., Engineman, Toledo-East Division, 37 years' service.

Farsaci, Joseph, Blacksmith, DeWitt, N. Y., 36 years' service.

Kuschel, Frank Laborer, Western Division, 23 years' service.

Laidman, James F., Yardmaster, Detroit, 49 years' service.

Munier, Eugene, J., Engineman, Mohawk Division, 49 years' service.

Murphy, Owen F., Telegrapher, Mattoon, Ill., 30 years' service.

Nuckles, Jacob L., Yardmaster, Midland, Ill., 46 years' service.

Prime, John H., Engineman, Mohawk Division, 48 years' service.

Rhoads, John A., Yardmaster, Cleveland, 41 years' service.

Tittle, Charles W., Clerk, Trans. Dept., Cincinnati, 46 years' service.

Bailey, Jacob W., Crossing Watchman, Ansonia, Ohio, 24 years' service.

Lynch, William B., Engineman, Mohawk Division, 48 years' service.

Reiter, Jacob H., Yard Conductor, Lyons, N. Y., 41 years' service.

Regan, Edward M., Conductor, St. Lawrence Division, 47 years' service.

Strauss, Morris H., General Foreman, M. P. Dept., N. Bergen, N. J., 49 years' service.

Petz, Joseph D., Crossing Watchman, Dunkirk, N. Y., 17 years' service.

Fowler, George E., Laborer, Hobson, Ohio, 25 years' service.

Cullen, Michael, Car Inspector, Riverside, Ohio, 37 years' service.

Wallace, Charles, Car Inspector, Riverside, Ohio, 24 years' service.

Cunningham, Michael Joseph, Passenger Conductor, River Division, 58 years' service.

Powers, Peter E., Gateman, Adams, Mass., 12 years' service.

Priggs, Reinhardt F., Baggage Checker, 125th Street, N. Y. City, 18 years' service.

Pulver, Robert J., Clerk, Auditor Freight Accounts Office, Detroit, Mich., 37 years' service.

Roberts, Christian L., Supervisor of Track, Van Wert, O., 42 years' service.

Simon, Albert A., Oiler, Car Department, DeWitt, N. Y., 22 years' service.

Smith, John E., Switchtender, Rochester Yard, 22 years' service.

Strauss, Morris H., General Foreman, N. Bergen, N. J., 49 years' service.

Toon, John M., Section Stockman, Stores Department, Beech Grove, Ind., 18 years' service.

Turek, John F., Laborer, MP Dept., E. Buffalo, N. Y., 24 years' service.

Ex-N. Y. C. Man Tells Fall of Tacoma Bridge

The gymnasium of the Railroad Branch of the Y. M. C. A., East 47th Street, New York City, was thronged with a highly appreciative audience on Friday evening, September 26, when a lecture on "Bridges and Aerodynamics" was delivered by Dr. D. B. Steinman, one of the outstanding bridge engineers, who at one time was on the staff of the Engineer of Structures, New York Central, New York City.

The lecture was illustrated with lantern slides and motion pictures, and Dr. Steinman clarified his technical explanations by blackboard diagrams and also by the use of an electric fan and structural models. The main feature of the evening was the motion picture of the distortion and collapse of the Tacoma Narrows Bridge on November 7, 1940.

Dr. Steinman described the \$6,400,000 Tacoma Bridge as 2,800 feet long between towers, and exceeded in length of middle span by only two other bridges—the George Washington, a 3,500-foot span, and the Golden Gate, with a 4,200-foot span. Its opening to traffic on July 1, 1940, was the culmination of a trend in bridge design toward ever more slenderness. The width, center to center of suspension cables, was only 39 feet or 1/72 of the span, while the depth of the longitudinal stiffening girders was only eight feet or 1/350 of the span. It was this latter slimmness that was the determining factor leading to the collapse of the structure.

Even during the construction of the concrete roadway on the bridge, the latter's gyrations were so violent that workmen became seasick. After the bridge was opened to traffic, motorists traveled hundreds of miles to experience the novel sensation of driving across "Galloping Gertie," as its peculiar undulations caused it to be nicknamed. As slight a breeze as four miles per hour engendered these "sine-curve" movements, but during the four months of service they did not exceed five feet vertically, from top of rise to bottom of fall.

On the morning of November 7, 1940, the bridge had been subjected to undulating movements for about three hours under the influence of a forty-mile wind, when the highway authorities, alarmed by the persistency of the motion, although the vertical amplitude was only three feet, closed the bridge to traffic. At 10 A.M., as the last truck passed safely over the span, something snapped, and the rhythm of the gyrations changed suddenly to a two-wave twisting motion with the two sides out of phase. The frequency of the waves dropped from 36 cycles per minute to 14 and then to 12, and the amplitude steadily increased from three feet to 28 feet. As the northeast quarter point of the floor between towers was going up, the southwest quarter point was going down, until the floor at one of these points was at right angles to the floor at the other.

For over half an hour the concrete slab and steelwork took this incredible punishment until one floor panel at midspan broke out and dropped into the river, 208 feet below. The writhing twists continued until 11 A.M., when 600 feet of the main span tore away from the suspenders, the girders ripping away from the floor like a zipper. The 1,100-foot side spans now participated in the racking motion for 10 minutes, when nearly all the rest of the main span tore loose and crashed down. The side spans suddenly deflected about 60 feet, striking the approach parapets underneath, sprang upward with an elastic rebound, and then dropped with a final sag of about 30 feet. This was the last gigantic convulsion in the death struggle of a great bridge.

In a series of interesting demonstrations with basic structural models of various shapes subjected to the air current from an electric fan, Dr. Steinman illustrated the distortions produced in bridges by wind in conjunction with the natural harmonic periods of the structures. A long narrow plate, analogous to the Tacoma Bridge, was particularly sensitive to the breeze, writhing and twisting violently and revealing what the engineer called "Aerodynamic instability."

Softball League Victors Receive Cup and Prize Money



All feelings of strife arising from keen competition were forgotten by the members of teams in the Manhattan New York Central Athletic Association Soft Ball League during their season-end dinner at Firenze Restaurant, New York City, September 17. Seated in foreground, left to right, are Bert Porter, Supervisor of Soft Ball, presenting silver cup and prize money to Jack Neary, Manager of winning Passenger Traffic Department team; and Bill Gibson, Manager of runner-up Railway Express team, receiving second prize money from Gene Rotchford, Vice-President of Sports, Manhattan A. A.

B & A Relief Holds Its Annual Outing

The Boston & Albany Railroad Relief Association held its annual outing at Edgemere Lodge, Worcester, on the shores of beautiful Lake Quinsigamond, Sunday, August 24.

Upward of 300 people attended, including members of the Association, their families and friends, coming chiefly from Boston, Worcester and Springfield.

The Management cooperated by furnishing special cars to and from Worcester. The main body arrived about 11:15 A.M. and left the grounds about 5:30 P.M. Games of various description were held and prizes were presented. A chicken dinner was served at 1:30.

The feature attraction of the afternoon was a soft ball game that kept the crowd in a high state of excitement. To the lucky holders of Booster Tickets, two Government Defense Bonds were presented.

The following employees of the Ash-tabula Scrap & Reclamation Plant have received their honorable discharge from the Army: Walter R. Enstrom and Fred B. Wagner.

Soft-ball League Ends Season; Passenger Department is Victor

Coming up from third place in 1940 to win the League championship this year, the Passenger Department's strong team finally broke the four-year strangle hold the Tariff Bureau had on the A. A. soft-ball league by defeating the Railway Express in the play offs.

A lion's share of the credit for the victory must go to the playing Manager, Jack Neary who, not only inspired them and kept them on their toes from June to September but played a bang up game at second.

Particularly outstanding was the battery of Wilson and Wahlgemuth, for without them it is doubtful if the hitting of Knoblock and Condon could have overcome the well balanced team which the Railway Express entered.

Another team which added class and spirit to the League and who were a threat up until they were defeated in the play-offs by the Railway Express, was Harmon Electric & Track. Both the Railway Express and Harmon will make the Passenger Department step throughout next season, as all three are so closely matched that it will take the best the Passenger has remain out in front.

Train Is to Be Featured in Movie

For the first time in movie history, a train plays one of the leading personality roles in a feature-length motion picture. Walt Disney's "Dumbo," which is staged in the exciting world of the Big Top, has such a leading character in the person of Casey, Jr., the little train that pulls the circus from town to town.

But although Casey, Jr., has a human personality, any ordinary circus train is equally fascinating. The average circus needs a train of about 26

sleeping cars. The stars have private compartments, and the other performers have upper and lower booths assigned on the basis of seniority.

Each car has its own porter and the car which houses the single girls of the circus has a woman porter. A couple of "stag" cars carry men only. Behind these cars are the quarters for the animals. Behind those are the baggage and flat cars which carry the wagons, stake drivers, tents, poles, trunks, seats and other heavy equipment.

Loading the cars is quite a feat. Iron treads are put from car to car and loading progresses from the end of the train. Equipment meant for the first car is rolled straight through from the end, everything else following in order. It's so efficient that armies have copied it.

N. Y. Freight Yard is Now Modernized

Complete modernization of the Westchester Avenue Freight Yard, serving meat packing houses and consignees and shippers of merchandise freight in The Bronx, New York City, has now been completed. The work had been in progress since April of this year.

Among the improvements installed in the three-acre yard are an additional track for the convenience of the large meat packing houses and independent wholesalers located on Brook Avenue, and completely concreted and widened driveways, with turn-around areas, for pick-up and delivery trucks.

The yard is in charge of Freight Agent W. H. Kaufman.

"Traffic Night" in Buffalo is Attended by 500

G. E. Taylor, Assistant General Freight Agent, Buffalo, was General Chairman at the first Fall meeting of the Central Railway Club, Buffalo, held in the Ball Room of the Hotel Statler, Thursday evening, September 11. Five hundred were present.

Assisting Mr. Taylor was President Charles V. Howick of the Buffalo Passenger Association, and George D. Kennedy, Program Chairman. John J. Murray headed the entertainment committee.

Before introducing the speakers, Mr. Taylor urged upon those in attendance the necessity for added support for the enactment of legislation to combat the subsidized competition the railroads are called upon to contend with, mentioning particularly the Barge Canal. The aspects of motor competition were also convincingly set forth.

Louis F. Heinick, General Passenger Agent of the Lackawanna Railroad, and William J. Sheridan, Assistant General Freight Agent, B. & O., spoke on freight and passenger problems arising from the nation's all-out defense effort. Austin J. Roche, Buffalo Police Commissioner, gave an interesting talk on police preparation for national defense.

The Keystone Quartet of the Pennsylvania Railroad, sang.

With the extreme importance of President Roosevelt's talk and its relationship to the problems discussed, special arrangements were made by the Committee so that everyone attending could hear the momentous and history-making message.

Two Selkirk Car Men Made Foreman

James Haupt and Peter Van Kampen, Car Department, Selkirk, are being congratulated on their recent promotions to Foreman.

Mr. Haupt began his service with the Pennsylvania Railroad in Sunbury, Pa., the place of his birth, and transferred to the New York Central at Syracuse on July 1, 1912, as Car Inspector. He has since worked at various positions at West Albany and Selkirk.

Mr. Van Kampen was born at Hilversum, Holland, October 18, 1898, and came to the U. S. A. when a small boy. He first entered the service of the Central at West Albany, August 9, 1917, and has worked at various positions at West Albany and Selkirk.

Frank Bonafide on August 28 was the first employe of the Selkirk Car Department to be inducted in the Army. He was given a purse by his fellow workers on departure. Private Bonafide went to Fort Dix, N. J., and after two weeks was transferred to Texas for the big war games.

Sympathy is extended to Philip Gwynn, Machinist, Selkirk, on the recent death of his father.

Foreman Loses Son

Sympathy is extended to George M. Downie, Road Foreman of Engines at West Springfield Engine Terminal in the loss of his 23 year old son, George R. Downie.

The younger Mr. Downie worked at West Springfield Locomotive Shop until recently.

John Nardi, Pensioned Laborer at West Springfield Engine House, died September 13.

Buffalo Vet. Honored

John C. Dallas of the Buffalo Freight Claim Office, was presented with a medal at a testimonial dinner in Buffalo, September 11.

The medal was inscribed "50 Years—New York Central System—Buffalo District Office" and was presented by P. D. LeFevre, District Freight Claim Agent.

Mr. LeFevre read testimonial letters from J. K. Lovell, General Freight Claim Agent, New York, and T. A. Ward, Freight Claim Agent.

Old and New Vice Presidents, Accounting, and Handsome Plaque Presented to Mr. Wishart, Retiring



This shows a few of the employes present at the presentation of a plaque to the retiring Vice-President, who is standing directly to the left of the plaque. At the right, beside him, is L. V. Porter, now Vice-President, Accounting and Comptroller.

Wm. F. Jones, Retired, Dies

William F. Jones, retired Purchasing Agent of Dining Service, died in Albany Hospital, Albany, N. Y., September 13, after an illness of two months. He was 78 years old.

Mr. Jones was born in Fair Play, Md., March 7, 1863 and entered the service of the New York Central December 17, 1900. He retired in 1932. For years Mr. Jones was General Storekeeper at West Albany.

Although his offices later were in New York City, he lived in Albany for many years.

He was a former president of the Central Railroad Club of Buffalo and the Railroad Club of New York City.

He leaves four sons and three daughters.

Alan Rogers Dead

Alan Rogers, 68, for several years Publicity Manager of the Big Four Railway, died in Cincinnati, September 18.

Mr. Rogers, who had been in ill health for several years and who had been retired since September 30, 1939, was born in Berea, Kentucky, June 18, 1873. He came to the New York Central in March, 1920, from the Cincinnati Enquirer, and for four years was publicity manager of the Big Four. In June, 1924, he was appointed general agent, Agricultural Department, Rochester, N. Y., and three years later was made supervisor of public relations, Chicago.

He is survived by his wife and two sons, Jack and Vance Rogers. The body was cremated in Cincinnati, September 20.

F. P. Boisseau Dies

F. P. Boisseau, former Freight Claim Agent and Auditor Freight Overcharge Claims of the Big Four, died at the Good Samaritan Hospital in Cincinnati, after a brief illness.

Mr. Boisseau started his career as a clerk in Cincinnati, in 1888, and was appointed Freight Claim Agent in 1900, having supervision over Loss and Damage and Overcharge Claims. He remained Freight Claim Agent until September, 1915, when he was appointed Auditor Freight Overcharge Claims. He held the latter position until consolidation of offices with the New York Central Railroad, March 1, 1932.

Mr. Boisseau was in the service of the Central until retired, February 1, 1938 at the age of 70. He is survived by his wife and son.

Ex-Buffalo Man Dies

George C. Ransom, once a New York Central employe and later Chairman of the Canadian Freight Association, Montreal, died in that city recently.

Mr. Ransom, who was 77 years old, started with the New York Central in 1877 and was Division Freight Agent for the Michigan Central in Buffalo, until 1912, when he resigned to join the Canadian Freight Association.

J. J. Dixon Dead

James J. Dixon, retired Baggage Cashier, died September 5 at his home in Cleveland.

At the age of 27, in 1884, he entered service with the Cleveland Union Passenger Station, as a checkman in the baggage department, and remained in that department throughout his service. He was successively Baggage Foreman and Assistant Baggage Agent, becoming Baggage Agent in 1914.

In 1917 he was made Cashier of the baggage department, in which position he remained until his retirement in 1928.

Chicago Man Dies

E. M. Gerth, Assistant Chief Clerk in the office of the Division Freight Agent at Chicago, died September 6 after a long illness. He had an unbroken record of service with System lines since entering the employ of the Michigan Central on April 27, 1904. Mr. Gerth endeared himself to his co-workers and to the shipping public and will be greatly missed.

Mercury Fireman Receives Valor Medal



Left to right: George C. Howe, Executive Assistant; Verne C. Frizzell, with medal he received, and Frank McElroy, Superintendent.

Valor Medal is Given Fireman for Saving Girl

At a luncheon, September 18, in the Hayes Hotel, Jackson, Michigan, at which were present D. J. Hackett, Mayor of Jackson, formerly Superintendent of the New York Central System at that point, the Chief of Police of Jackson, a number of railroad officials and several business men, George C. Howe, Executive Assistant to Vice President and General Manager McKee, Detroit, presented a New York Central Valor Medal to Verne C. Frizzell, Mercury fireman, for saving a child's life.

Frank McElroy, Superintendent presided at the luncheon, which was attended by about 35.

Mr. Frizzell was Fireman on Train No. 75, June 14. The train was standing on the westbound main track, at Battle Creek, when Mr. Frizzell noted a little girl in the middle of the eastbound track, looking at the Mercury's engine. He saw CD-4 approaching from the west on the eastbound main. Realizing that the crew on CD-4, due to some bushes along the river bank and a curve, could not see the child until they were too close, he got off his engine, ran alongside of the engine, endeavoring not to frighten the child, and when he got opposite her wheeled and picked her up. Then he stepped back, alongside of his own engine. CD-4 was only about three carlengths away at the time. Mr. Frizzell held the child and crouched as close to his engine as possible until the freight train had passed.

New Coaches on The Pacemaker

New de luxe streamline coaches replaced those formerly in service on the Pacemaker, the New York Central's popular all-coach train, operated daily each way between New York and Chicago, with the adoption of new schedules for fall, effective September 28.

The new coaches on the Pacemaker are made of high tensile, low alloy steel and are fully streamlined, including skirting, and have folding vestibule steps. Each is equipped with 28 rotating, reclining seats, with foam rubber cushions, providing seating capacity for 56 persons. Features of the cars include double, dehydrated windows and spacious lounge rooms at each end.

The Pacemaker retains its 1-hour schedule, but leaves New York 15 minutes later, at 5:20 p.m. instead of 5:05 as at present and arrives in Chicago at 9:20 a.m. It leaves Chicago at 2:15 p.m., 15 minutes earlier than before, arriving in New York at 8:15 a.m.

The schedule of the Wolverine was quickened 35 minutes and its departure time was set at 6:05 p.m., with arrival in Chicago at 11:45 a.m.

The departure time of the Iroquois was made 11:30 p.m. instead of 11:15 to accommodate theatre goers departing for the west. It arrives in Chicago at 4:40 p.m., connecting with evening streamliners to the west.

The departure and arrival times of the 20th Century Limited were changed one hour, with departure from New

Dinner at Lyons Honors Pensioners

A dinner in honor of eleven retired employes was given recently in the Hotel Wayne, Lyons, N. Y., by fellow workers, 105 of whom were present. The affair proved so enjoyable it was decided to make it an annual event.

Of the eleven pensioners honored, eight were present. They were: Edward Lally, Yard Conductor, with 54 years' service; William H. Wilson, Agent, with 51 years; H. F. Van Dusen, Agent, with 50 years; John Leahy, Engine Houseman, with 47 years; Thomas Quinn, Signalman, with 45; Jacob Reiter, Yard Conductor, with 45; Salvatore DeVito, Crossing Watchman, 40; Frank DeVito, Crossing Watchman, 38; Lester Rockwell, Building Bridge employe, 28.

Three pensioners, Ray Stevens, Adelbert Foote and John Mullarky, were absent.

J. W. Kennelly of Clyde was toastmaster. Talks were given by William Clark, Conductor; O. J. Wagner, Agent, Lyons, and E. J. Graney, Supervisor of Track, Lyons, among others.

Mattoon Veteran Dies

Mattoon, Ill., lost one of the best loved and known pensioners September 12 in the death of George T. Duane, retired engineer of the St. Louis Division. "Deacon," as he was affectionately known by a host of friends, succumbed to a heart attack at Sportsman Park, St. Louis, during the excitement of a ball game. He entered service of the railroad February 24, 1893.

York at 6 p.m. and Chicago at 4 p.m. and arrival in New York and Chicago at 9 a.m.

The Advance Commodore and The Commodore Vanderbilt were set back one hour to leave New York at 4:20 p.m. and 4:30 p.m., respectively.

The Montreal Limited was set back 45 minutes to leave at 11:15 p.m.

The Empire State Express was set back 10 minutes to leave at 9 a.m.

Twenty-two per cent of the steel rail now used by railroads weighs 110 pounds to the yard or over, compared with only 1½ per cent twenty years ago.

Bucket Resigns

Stanley G. Bucket, General Foreman of the Ashtabula Scrap & Reclamation Plant, recently left the service of the New York Central to accept a position with the Flannery Bolt Company of Bridgeport, Penna.

The Supervision presented him with a Hamilton wrist watch; the Shop employes' gift was traveling bags.

Three Hundred at Manhattan A. A.'s Outing at Lake



Saturday, September 6, marked another milestone in the progress of the New York Central Athletic Association of Manhattan, for on that day 300 or more members and their relatives went by special train and motor car to Vail's Grove, near Brewster, N. Y., and "took the Lake by storm." A well laid out program was carried out to the letter and prizes went in all directions. Water sports, games of all descriptions for old and young and a "Married Men-Single Men" softball game occupied the major part of the day. Above is a few of those who watched the water sports.

Hudson River R. R. 90 Years Old, Oct. 1

Ninety years ago — October 1, 1851 — the first rail service along the Hudson River between New York City and Albany was established by the Hudson River Railroad, a precursor of the New York Central of today and now absorbed in it.

The first early wood-burning locomotive to make the journey covered the distance in four hours, unheard-of celerity in those times when the palatial river steamboats were the fastest creations of man's engineering science in the Hudson valley. The brass bell on that first engine sounded the knell of the steamboating era.

Construction of the Hudson River Railroad trailed more than a decade behind that of many other railroads in the East, chiefly because of fear of competition with the river steamboats. But agitation for rail service among the winter ice-bound towns, led by Poughkeepsie, steadily increased until the New York State Legislature granted a charter March 1, 1847. William Chamberlain was president of the new company and John B. Jervis was chief engineer. The capital stock at the outset was \$3,000,000.

Work was begun immediately and on September 29, 1849, at 7 a.m. the first train was run from Eleventh Avenue and 31st Street, New York City, to Peekskill. The following day this portion of the road was opened for business. Service to Poughkeepsie was established December 31, 1849.

The company then chartered the large steamboat Alida to complete service through to Albany and the Alida was used from March 11, 1850, during the season of navigation until trains began regular operation between Albany and New York on October 1, 1851.

The opening of the road was celebrated by a banquet at East Albany, October 8, 1851, which was presided over by the Vice President, Edward Jones. Among distinguished men present were Governor Washington Hunt, Ex-Governor William L. Marcy, John C. Spencer, Erastus Corning, John V. L. Pruyn, General John E. Woll, James D. Wasson, Judge Buel and Robert M. Pruyn.

By the spring of 1852 six trains were in daily operation between New York City and Greenbush, the ferry station for Albany. Two 6 o'clock trains, morning and evening, out of New York City made connection for through express travel with New York Central trains at Albany. The total trip was eighteen hours between New York and Buffalo.

Because of difficulties of tunneling and filling in on the river banks, the 143 miles of railroad had cost more per mile than any other in the United States up to that time, averaging \$80,000 per mile. Once in operation it ran more trains than any other in the nation.

For several years the young railroad struggled bravely, ably led under the presidencies of such men as James Boorman and Samuel Sloan. Gradually it triumphed over the competition of the steamboats, but it came fully into its importance only when it was joined with the New York Central under control of Commodore Vanderbilt. On November 1, 1869, it lost its identity when it became part of the New York Central & Hudson River Railroad.

Louis Bluestone Ends 55 Years' Service

Louis Bluestone, Ticket Agent, who has been employed at the New York Central's Syracuse Station for 55 years, retired August 31.

Mr. Bluestone was well known to two generations of Syracuseans. He was born at Utica in 1871 and entered the Central's service as an operator and clerk in Syracuse in May, 1886. He was promoted to ticket agent in 1908.

His successor is Arthur C. Ellis, hitherto Assistant Ticket Agent.

Mr. Bluestone was guest of honor at a dinner given in the Hotel Syracuse, which was attended by nearly 200 officers and fellow employes. Among the guests were Philip C. Agans, Division Superintendent, and R. B. Marvin, Mayor of Syracuse.

Mr. Bluestone was presented with a purse. He is "taking it easy for a while" at his home, 205 Cambridge Street, Syracuse.

Five Cincinnati Veterans Retired

The Local Office family, Cincinnati, was a bit sad about bidding "adieu" to five of its members who are retiring. Those leaving are:

Charles W. Tittle, Transportation Supervisor, who entered the service on August 4, 1895, and has 46 years' service to his credit.

William S. Murphy, General Cashier, who entered the service on August 6, 1886, serving the Big Four Railway for 55 years.

John P. Holmes, who joined the Big Four Family on June 1, 1889, and was Rate Clerk. Mr. Holmes has been with the road for the past 52 years.

A. W. Meyer, who spent 47 years in the Local Freight House holding the position of Depot Foreman.

Herman Luetkehaus, a trucker, who had been in the employ of the Big Four Railway since January, 1925.

All are members of the Worcester Chapter of the Big Four Veterans.

Charles Stark has taken his place as Stenographer in the Assistant Superintendent's office.

Sympathy is extended to Miss Clara Doyle, and Mrs. Mae Doyle Donelan, whose mother died on September 17.

Loses \$500 Award Because He Moved

Milton J. Baumhardt, City Freight Agent in the office of AGFA Douth at Cleveland, had a remarkable stroke of "good" luck recently. More than two years ago he registered for a "Bank Night" drawing at one of the local theatres in Elyria, Ohio, his home town. Just a few weeks ago his name was announced as the winner of the grand prize of \$500.

M. E. Krenzel, Secretary to the Freight Traffic Manager at Cleveland, who was attending the theatre in Elyria at the time, immediately notified him of this fact and congratulated him. It developed, however, that Baumhardt moved from Elyria to Cleveland about a year ago, and was not present at the time his name was announced. Therefore, he was not eligible for the award, and his good luck vanished into thin air.

Cleveland Freight Stag Outing is a Hit

The fifth semi-annual Stag Outing of the Freight Traffic Department in Cleveland was held Saturday, September 13. These affairs, formerly held once a year, have proven so popular that they are now held twice a year, once in the Spring and once in the Fall.

The usual committee of three, namely N. D. Maurer, S. E. Wilcox and Les Schreiner, again handled all arrangements for this outing.

Entertainment of all types was provided to suit the taste of each individual, including golf, horseshoes, cards and a raffle, but the highlight of the day proved to be a softball game between Assistant Coal Freight Agent Keegan's *Eagles* and Les Ehrhardt's *Wolves*.

Ed Hoffman, formerly General Agent at Cleveland, who served as umpire, a function usually allotted to him at these affairs, could not render a decision, the two teams being so evenly matched.

Beacon Park News

A. B. Kneeland, Engine Inspector, has returned to work after recovering from severe injuries received in an automobile accident.

H. B. Springer, Road Foreman of Engines, is home from the hospital after a serious illness.

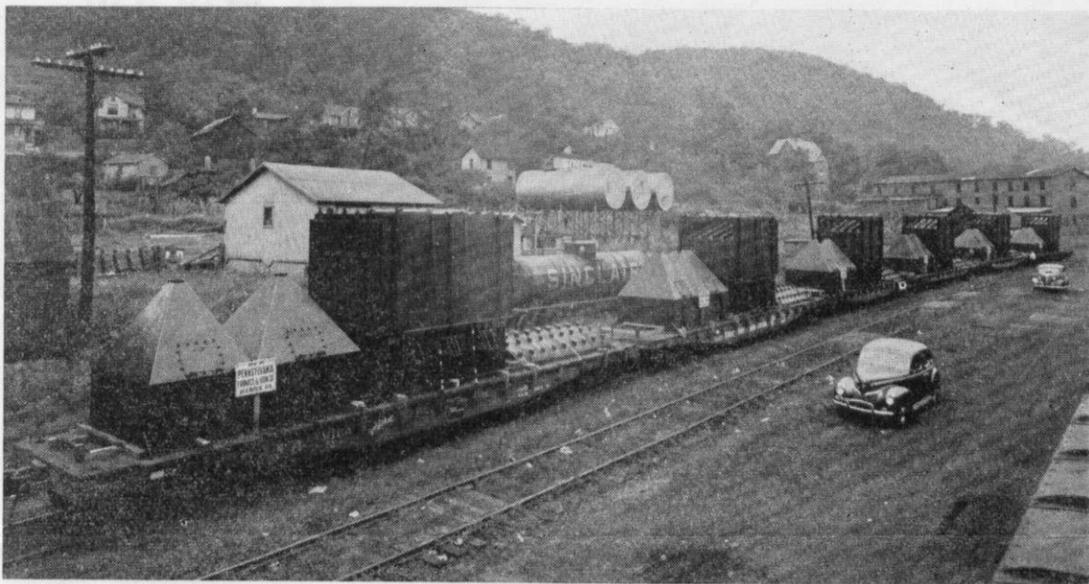
E. Golden, Engineer, is at home in Newton recovering from injuries received in an automobile accident.

Walter J. Slamin, Engine Dispatcher, recently married, has returned from a trip to Washington, D. C.

John Reagan, boiler maker, is receiving congratulations on being a "Grand-pop."

Safety First, Last and Always

A Smelting Machinery Shipment That Only a Railroad Can Handle Readily



The six cars above are shown loaded ready for shipment from Warren, Pa., to Clifton, Ariz., via the New York Central and the St. Louis Gateway.

Sparks from Rolling Wheels

Robert H. Sage, Assistant to Comptroller, New York, rounded out his fiftieth year of service on September 26. Mr. Sage entered the service of the New York Central as a clerk in the Operating Department on September 26, 1891. One week later he transferred to the Accounting Department, where he has been ever since.

Miss F. T. Cromwell, of the Vice-President and Comptroller's Office, New York, who recently underwent an operation in the Bronxville Hospital, is improving rapidly at home in Bronxville.

Sympathy is extended to Charles S. Bonin, of the General Auditor-Disbursements' office, New York, on the recent death of his father.

Joseph P. McAvoy, stenographer in the Station Master's office at Grand Central, New York, is receiving congratulations following the birth of a daughter, Patricia Claire, in St. Agnes Hospital, White Plains, August 30.

C. L. Roberts, Supervisor of Track for the Cincinnati Northern, retired recently after 53 years of railroad service. A luncheon was held in his honor at the Bancroft Hotel, Springfield, Ohio, when he was presented with a Cogswell chair and ottoman by the office and supervisory forces of the Big Four. He lives at 819 North Jefferson Street, Van Wert, Ohio.

John Kelly, Bellefontaine, recently closed his career as passenger conductor on the Indianapolis Division of the Big Four after 42 years of railroading. His fine record was praised by Trainmaster G. E. Connelly. Mr. Kelly expects to spend his leisure time with his family and grandchildren and follow his hobby of fishing. He recently landed a 13-pound catfish at Indian Lake.

Benjamin Franklin Smyers, retired locomotive engineer, Wabash, Ind., died suddenly of a heart attack when in a local store. He had been employed for 37 years on the Anderson-Elkhart division of the Big Four and retired last May due to illness. He had served on the Wabash, Ind., city council and was a member of the First Methodist Church and the Masonic Lodge.

Dick Leury of the Superintendent's office, Chicago, vacationed on Sugar Island, Canada. By this time his friends all have heard about the "big ones"—that got away.

Stanley Burden, Secretary to the Assistant Superintendent, Chicago, was absent on a two-week vacation. Where? No one knows.

H. S. Varney, Pay Draft Clerk, Accounting Department, Boston, died

August 25. He had been in the service for 41 years. He was succeeded by F. L. Wright, who has been in the service 39 years.

On October 8, Harry VanDelinda, Timekeeper, Accounting Department, Boston, will have completed 50 years service.

John Revis, Car Inspector, Sharonville, Ohio, and Miss Martha Plank were married recently. After spending a brief honeymoon in St. Louis they are now residing in Reading, Ohio.

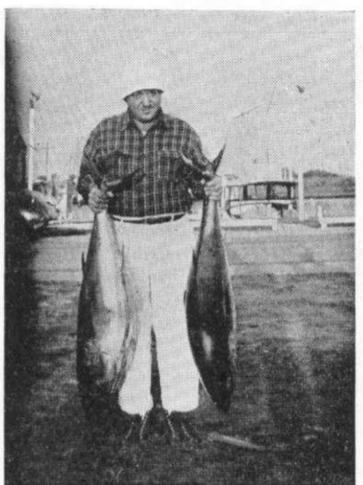
George Frank, agent at Zionsville, Ind., is an extra proud grandfather. His daughter, Mrs. Georgia Lee Kamm, recently presented the family with a fine boy named him George Frank, after his grandfather. With four daughters in the family, this boy was cause for special rejoicing.

Ralph E. Hughes, son of Agent J. R. Hughes, Lebanon, Indiana, was married May 31 to Miss Blossom Fay, LaJolla, Calif. Ralph is a Corporal in the U. S. Marine Corps, acting as Storekeeper in the Quartermaster's Department on the Rifle Range from the Marine Base at San Diego.

C. J. Murphy Dead

Charles J. Murphy, son of F. K. Murphy, Superintendent of Equipment, Indianapolis, died September 10 at his home in Indianapolis. Mr. Murphy was a native of Paducah, Ky., and was forty-two years of age. He was a graduate of an Indianapolis High School and attended the University of Illinois. He was a World War veteran, a member of the American Legion and was representative of the Magnus Metal Company, at the time of his death.

M. of W. Angler



A. Don Stabile, Mason Helper, New York, and the tuna he caught last month, 10 miles off the Ambrose Channel lighthouse. One weighed 85 pounds, the other, 65. Mr. Stabile is also a small arms enthusiast.

Two Cincinnati Freight Men Dead

Henry Kane died recently, after serving the Big Four Railroad since November, 1928. At the time of his death he was employed at the Front Street Freight House, Cincinnati, as a trucker.

Luke Dammerell, employed by the Big Four Railroad for 23 years, is also dead. Mr. Dammerell worked as a clerk in the Cincinnati Freight Office. He is survived by his widow, Mrs. Nora Dammerell and one son, William Dammerell, who is Corporation Counsel for the State of Ohio.

R. J. Dickman, Chief Yard Clerk at Ivorydale, Ohio, is wearing a broad smile these days. The reason is a grandson, born to Mr. and Mrs. Ray Marshall.

Andrew Vetter, foreman, Bridges and Building Department, was retired after 42 years of service with the Big Four Railway.

The B. of R. C. Baseball Team (made up of clerks of the various departments of the freight house and office, Cincinnati) have a good chance of winning the League Title and Championship of the B. of R. C. League.

Thomas Cooney, 61, Car Repairer, Sharonville, Ohio, died August 12, at his home, 137 Sharon Avenue, Sharonville.

J. W. Johnson, Car Department Laborer, Sharonville, Ohio, has retired after 14 years' service.

Carlson Takes Over

Harold Carlson, of the Passenger Traffic Manager's office, has been appointed a member of the Chicago editorial board of the Central Headlight. Mr. Carlson succeeds R. H. Baxter, General Passenger Agent's office, who has been forced to resign from the board because of the pressure of other duties.

The board has lost also the services of S. Buschkemper, who has been called to active duty with the United States Naval Reserve. Until recently he was Chief Clerk, Dining Service.

Rail Employees Increase

Class I steam railways excluding switching and terminal companies had 1,207,569 employees in the middle of the month of August, the Interstate Commerce Commission announced. This was an increase of 13.92 per cent compared with August, 1940, and an increase of 1.72 per cent compared with July, 1941.

J. V. West, with 22 years' service in various capacities, was recently retired as B. M. Helper at Mattoon, Illinois.

Class I railroads and the Pullman Company had 673 new passenger cars on order on July 1, 1941, and seven new passenger rail motor cars.

From Our Readers

Recall First Taxicabs

To The Editor:

I noted with interest the scale model of the first taxicab operated in New York City by Westcott Express Co. as published in your September, 1941, issue.

There are, perhaps, but two of us left, Frank Marlow, at present in the Foreign Department of the American Express Co., 65 Broadway, New York City and myself who were employes of the old Westcott Express Company at the time we changed over from horse cabs and wagons to motor cabs and trucks along about the turn of the century. The Westcott Company at that time operated cabs from the Grand Central Terminal and also from the 42nd Street and the Lackawanna Ter-West Shore Terminal at the foot of minal at the foot of 23rd Street.

The New York Central officials of the day urged upon the Westcott Company that they replace their horse cabs with motor cabs (this was before the day of "taxicab") and Westcott started out experimenting with four cabs. Two of these were gasoline built by the American Locomotive Company with the old Berliot French motor, later called the Gray Motor and still later the Alco. The other two were electric cabs, one by the General Electric and the other by the Columbia Electric. We experimented with these four cabs and it was decided to operate only gasoline cabs. We purchased ten cabs from the American Locomotive Company and ten from the Thomas Company of Buffalo. All subsequent purchases were American Locomotive cabs.

An interesting fact, I recall, was that at that time we employed some 125 horse cab drivers, all of whom with but one exception, we broke in as chauffeurs. The one exception was an old fellow named Gorman, who was too old to grasp the motor car operation. It was thought to be a foolish idea to change all these old coachmen over from horse drivers to chauffeurs, but the Superintendent of the Company at the time, Ed Miller, insisted that if a man could take care of a horse he could take care of a car.

Yours very truly,
White EDWARD A. O'BRIEN,
Plains, President
N. Y. Central Taxicab Company.

B. & A. Shop Men "Invade" Gloucester

Gloucester, Mass., the largest fishing port in the country, was recently invaded by a regiment of Boston & Albany Railroad men from the West Springfield Locomotive Shops. The city was taken by "storm" and no resistance was encountered.

The boys left West Springfield by caravan at 1:30 Sunday morning, September 14, and at seven, they put out to sea in a chartered boat.

It is understood from sources believed to be reliable, that everyone had a grand time, no one was seasick, no submarines were encountered, and the speed of the boat was not greatly reduced by the weight of the fish the boys caught, the largest being a 12-pound Boston blue.

The party was arranged by Walter Yuskalis, Draftsman in the Locomotive Shops; Walter Broughton, Gang Leader, and Stan. Maszta, Machinist. Another party is being arranged.

By not being seasick the boys were sorry to disappointment such sissy landlubbers as Al. Dube and Al. LaFleur, who had slight coughing spells on a trip some time ago.

Jackson Golfer Goes to Chicago

Chicago golfers will be glad to learn of the arrival of one of the best players of Jackson, Mich. He is Fred Felde, new Storekeeper at Englewood, whose transfer from Jackson became effective September 1. Before coming to Chicago, Mr. Felde was Chief Clerk for the Division Storekeeper at Jackson and Niles. His first job was as Stockkeeper at Niles.

Mr. Felde is one of the foremost club swingers produced in the vicinity of Jackson, and in 1933 won the Jackson Citizen-Patriot's city championship after having been the runner-up, two years previously.

(Concluded from page one)

floatman boiled a pot of coffee in the galley and the crew ate sandwiches during a brief layover at a North River pier.

Captain Efferts, surrounded by windows in his pilot house, guided his tug and burden of barges through the tides and currents in the river as deftly as an Indian handling a canoe. He has seen 28 years of service, four as a deckhand and 24 as a Master Pilot.

Two remaining members of Tug 34's crew came out on deck only for a few moments at a time, blinking at the sparkling harbor water, then returned below to watch over the engines. They were Engineer August Yaverek and Oiler James Allen.

Engineer Yaverek is proud of his throbbing engines and whirring generators. Occupying the entire hull, equipped with a work table for repairs, his engineroom gleams with paint and polish. He has been an Engineer on Tug 34 since it was placed in service 15 years ago. When his engines are running smoothly, he works at a constant program of repair work, grinding valves, repacking the water pump, cleaning motors and brushes.

The Marine Department operates twenty-four hours a day and every crew works during its shift on its own craft, except when it is laid up for repairs. One result of this is the pride of crews in their particular craft in the New York Central fleet—the cleanest and most shiny in New York Harbor.

At present the units of the New York Central fleet are as follows:

Ferryboats	9
Tugs	25
Steam hoist barges	4
Self-propelled lighters	5
Oil storage barges	3
Gasoline hoist barges	17
Coal and pumping barge.....	1
Scow barges	28
Covered barges	103
Refrigerator and heating barges	28
Car floats	45

Total number of units.....268

All craft on which power is used, ferryboats, tugs and steam lighters, are oil-burning. Their fuel is supplied to them by the three oil storage barges, each with a capacity of 210,000 gallons.

Not all of the equipment of the Marine Department floats on water. Land equipment includes eight ferry slips, a repair shop at Pier 13 Weehawken, and the great West Shore Grain Elevator, largest in the Port of New York, with a capacity for 2,000,000 bushels of grain.

This elevator is a fireproof building of reinforced concrete, steel, brick and tile. One hundred cars containing approximately 200,000 bushels can be unloaded and the grain stored in bins or delivered to boats and vessels in an eight-hour day.

The ferryboats are an important part of the Marine Department fleet because during 1940 they carried 12,300,000 passengers between New York City and Weehawken, almost all being commuters on the River Division. They also carried 1,532,000 automobiles.

Today's members of the Marine Department, numbering 1,300 in personnel, uphold one of the finest traditions of public service, which often amounts to acts of heroism. Hundreds of people have been rescued from drowning by New York Central harbor crews. The most recent rescue, reported by THE HEADLIGHT, saved the lives of two policemen and a young woman in the Hudson River.

As firefighters along New York City's waterfront, New York Central tugs have also established an enviable record. On September 18, when Pier D at the 60th Street Yard caught fire, a dozen New York Central tugs were among the first on the scene. Their water guns—monitor nozzles—went into immediate action and the pier was saved.

Big Four Folk Picnic

More than 125 members of Mad River Valley Chapter, Big Four Route Veterans' Association, and Ladies' Auxiliary No. 2, attended the organizations' annual joint picnic at Camp Knolls near Yellow Springs recently.

Games, entertainment by the New York Central orchestra and a basket supper highlighted the program.



At right, Diesel Tug 34 approaches a Hudson River pier with Captain William Effertz at the helm in the pilot house and his crew at attention. Crew members, left to right, are First Deckhand Joseph Bohets, Second Deckhand Henry Gebhardt and Floatman Charles Lagerquist.

Elyria Watchman Tells 'Em Why Whistles Blow

The following was recently printed in the Elyria Chronicle-Telegram:

Dear Sir:-

Recently I heard that some people of this city were objecting to the blowing of whistles on the New York Central at the Olive street crossing. The public should know why the whistle is placed on a locomotive. It is not a toy for the engineer, but to save their lives.

Personally I do not think the whistle is used too much, as on the NYC we have as fine a group of engineers as you could find anywhere in the country; not only that, but a group of railroaders who know their rule book and obey it. The book of rules says: "Rule 31: The whistle must be sounded at all places where required by rule or by law or in emergency. Rule 32: The unnecessary use of either the bell or the whistle is prohibited."

Those are both rules quoted direct from the NYC book of rules, and they are obeyed very well by the engineers.

These people who are objecting have no doubt never seen an auto hit by a train, and I hope they never have to, as it is far from pleasant.

Suppose they quit blowing the whistles for crossings—about the first car that got hit—and there would be plenty of them—the people would ask why the whistle was not blown. Why? Because it made too much noise. It kept John Q. Public awake at night. No, the engineers don't blow the whistle at night just to keep John Q. awake at night, but to save the lives of those who are up at night. We're not all able to be in bed at night because of work. Many cars cross Olive street crossing every night between midnight and six A.M. Most of these are men going to or coming from work in the many shops in that neighborhood.

When you pull up to a set of crossing gates and find them down, they are down for a reason—a very good reason—why? To save that neck of yours, brother, so that you will be able to see a few more days of sunlight.

Well, my blood-pressure has dropped to normal now, so I'll quit.

Yours sincerely,

Wh. H. Clausius, Watchman Elyria, Ohio.

The first locomotive to reach Chicago, now the world's greatest railroad center, was the "Pioneer" which arrived on a sailing vessel in 1848, for service on the Galena & Chicago Union Railroad.

Big Four Legion Officers Are Chosen

At a recent meeting of Big Four Post No. 116, American Legion, in Indianapolis, E. H. Clark was elected commander.

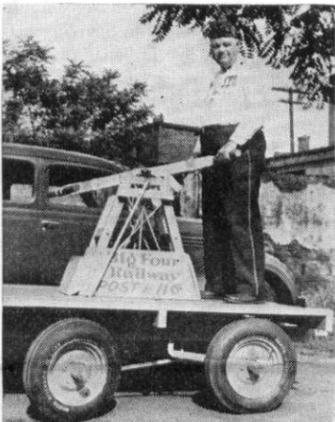
A charter member, he has been active in Legion work for many years. Other officers elected were:

Edward Hopper, first vice-commander; Earl Beasley, second vice-commander; A. E. Pischner, adjutant; Fred Meixner, finance officer; Frank Wetterick, chaplain; R. L. Seigler, service officer; C. A. Reed, historian; Ralph Meyers, sergeant at arms; E. G. Parish, athletic officer, and Andrew Wetterick, Americanism officer.

P. M. Pursian and F. L. Mumford were elected delegates to the state convention, with Floy Woolf and L. H. Farrington as alternates. Twelfth district delegates are E. H. Clark and Mr. Pursian, with Mr. Reed and Mr. Woolf as alternates.

Members of the executive committee are Mr. Pursian, Mr. Reed and Mr. Mumford.

Big Four Exhibit



Big Four Railway Post No. 116, The American Legion, at Indianapolis, entered a railroad hand car in the parade at Milwaukee, during the recent National Convention of the Legion.

The hand car, which made its first appearance during the Indiana State Legion Convention in August, was built by Legionaire D. E. Lemon, New York Central police officer at Indianapolis, who poses with his creation in the above picture.

A model "T" Ford chassis was used, with a three speed motorcycle transmission. The steering rod is operated by a detachable socket wrench. It is equipped with midget pneumatic auto tires, inflated to fifty pounds pressure and has a capacity of eight men.

Mr. Lemon avers that not even a railroad cotter key was borrowed for its construction.

Cleveland Folks Eat, Play Ball

There was a very good turn-out at the tenth Annual C. U. T. Engineering Department Picnic and Reunion on Saturday, September 13, which this year was held at Schluter's Tavern. Forty-one were present during the afternoon, and thirty-five stayed for the chicken dinner and evening session.

A number of the boys met at the office in the Terminal and the "home guard" furnished a light lunch before all headed for the picnic grounds.

The time, place and weather were perfect, and everyone entered into the spirit of the affair with plenty of spirits. No casualties were noted, although the usual charley-horses, stiff backs, banged fingers, were to be expected from the ball game, which was the main event of the afternoon.

Marty Corlett, now of the State Highway Department, did his usual job of umpiring, although this year he was almost mobbed, due to numerous "raw" decisions. "Dangerous Dan-McGrew" Beekley, however, when he took over, was no decided improvement, and the game had to be called at 6 for dinner. Everyone took the game in their stride, including the "old men," who cheered and jeered from the benches.

Among those present were Lyle Andrus, Mayor-Elect of Rocky River; Dave Strong, now Chief Electrical Inspector for the Navy Department in the Cleveland Area; "Red" O'Donnell, government Inspector, Avena Arsenal; I. Claus; George Smith, of Diamond Alkali, and Frank Gorman of the Austin Company. The New York delegation included Bob Ross and Eugene Beekley of the main office, and Irving Ingles, guest from the Operating Department; W. S. Leggett, railway sales, General Electric Company; Dave Terwilliger, Electrical Engineer, Republic Steel; Howard Smythe, now of the Nickel Plate; Charles Knipper of Johnson & Jennings; Milo Pamley of the County Engineer's, and Frank Woodruff of the County Sanitary Engineer's offices; Ken Newell, now professional photographer; "Deacon" H. L. Bigelow, now of the Division Engineer's office, and Lee Harmeyer of the Pass Bureau. The Signal Department was represented by Supervisor Eddie Bousquet and Joe Hancock. The Cleveland Interurban Railway delegation consisted of the two Bills, Heineman and Edwards. Equipment for the game was furnished by Louis Gillich, former office boy, and Local Storekeeper, M. J. Somsak. Nick Opsic furnished equipment for one of the indoor games.

Horseshoe pitching was enjoyed by the boys before the dinner, G. N. Fenn evidently being "champ" in this particular department.

There were a few after-dinner speeches, including a rendition by George Corr of "The Irish Jubilee." The evening session started off in the right spirit with singing, Smythe accompanying on the uke. Needless to say, "Auld Lang Syne" was the feature number. Cards and African golf finished the program.

A rousing vote of thanks was tendered R. W. Anderson, Chairman, for his efforts in making the affair a success, and the "home guard" were well pleased with the results of the reunion, all hands unanimously declaring the affair should continue to be run on an annual basis. The "home guard" consisted of Messrs. Anderson, O'Donoghue, Ingles, Palmer, Wertz and Electrical and Mechanical Engineer H. W. Pinkerton. Unfortunately, Assistant Engineer W. C. Wilson was unable to be present, due to sickness.

C. O. Beck returned from a fishing trip out of Pakesley, Ontario—he said his long "woolies" were quite comfortable, and though the fish were not so plentiful he nevertheless was not disappointed.

Mr. and Mrs. R. W. Anderson returned from a vacation trip to West Virginia, but the presence of copperheads and other snakes took all the joy out of what started to be a fishing trip.

More than 100,500 coal mine workers were employed to produce the coal consumed by railroad locomotives in 1940.

Collinwood Bids Harthill Goodby

John Harthill, General Boiler Foreman at Collinwood Locomotive Shop, retired from service, September 30, after 54 years and four months of continuous active service. He was 70.

Mr. Harthill was born in Birmingham, England, on September 11, 1871 and came to this country at the age of eight, settling in Elkhart. He entered the service May 9, 1887 as a Boilermaker Apprentice. He became Assistant Boilermaker Foreman at Elkhart, November 1, 1901 and General Boiler Foreman at Collinwood, September 9, 1910.

As a charter member of the Master Boilermakers' Association and as an officer he pioneered in welding and has had much to do with the advocating of the welding of firebox sheets.

There was much hand shaking and well-wishing when Mr. Harthill left the shop.

A. B. Welsh, Assistant Engine Dispatcher in the office of the Master Mechanic at Collinwood, was promoted, September 1, to the office of Supervisor of Fuel and Locomotive Performance at Buffalo, where he will serve as a Power Distributor.

He left many friends at Collinwood and they all wish him success in his work.

A boy was born to the wife of John J. Kearns, employed as a Piercecroft Clerk in the Superintendent of Shops' Office at Collinwood. The baby's name is John Michael Kearns.

The Collinwood Bowling League, under the leadership of J. Schwering, got under way on Monday, September 8. The League consists of eight teams, and C. Winchell, Clerk in the S. S. & M. M. Office at Collinwood, is again serving as Secretary.

The Y. M. C. A. Membership Campaign at Collinwood is now in full swing and it is expected that the quota of 1,500 will be reached by the time of the closing of the Campaign—October 17.

Peterson Dies in Ashtabula Harbor

Carl J. Peterson, Department Foreman, Car Department, Ashtabula Harbor, died August 21. Mr. Peterson was on duty as usual on August 20. After going home, he was suddenly taken ill and rushed to the Ashtabula General Hospital, where he passed away that night. Mr. Peterson was born in Johnsonburg, Pa., June 8, 1882 and entered the service of the old L.S.& M.S. on March 30, 1903.

L. A. Faulkner, Air Brake Foreman at Ashtabula Old Shop was promoted to Department Foreman, Ashtabula Harbor, on August 25, succeeding Peterson. Mr. Faulkner entered service in the Car Department September 25, 1917, was promoted to Assistant Foreman May 27, 1922, and later to Foreman, Air Brake department and then Foreman in charge of Car Department train yard operation.

Matt Tuomala, Car Repairer, Ashtabula Harbor, died August 24 of a heart attack, at the age of 58.

Elmer Korkate, Assistant Foreman, Ashtabula Harbor, died September 6, at the age of 47 years. Mr. Korkate entered service May 6, 1913.

The following have been pensioned: John A. Pentinen, Inspector; Carl G. Anderson, Inspector; Kustaa A. Kallio, Station Fireman, and Jacob Felt, Wheel Inspector.

Sara Fallon, Stenographer, Ashtabula, vacationed in Yellowstone Park; William Tienvier, Clerk, in Seattle, and Ernest Kampinen, Clerk, in Philadelphia and points east.

Gibbs Promoted

Harry B. Gibbs, one of the star members of the stenographic profession in the Chicago territory and authority in all that pertains to bridge whist, has been appointed Chief Clerk in the New Orleans office of the New York Central System. Harry will be greatly missed by his many friends in the Chicago offices, who wish him all success in his new work.