

# CENTRAL HEADLIGHT

Vol. VI, No. 10

OCTOBER, 1945

## Christmas Gift for Every N. Y. Central Veteran of the War

Handsome Leather Wallet to Hold Discharge Papers Will be Sent to Those Now or Formerly in Service

The New York Central System again will send a Christmas Gift to each of its furloughed employes who are members of the Armed Forces of the United States, including those furloughed employes in Canada who are serving that country.

The gift, a handsome and durable wallet for discharge papers, will also be sent to those veterans who have returned to Company employment.

As of September 14, there were 30,084 furloughed employes who had entered the Armed Forces. Of this number, 3,069 have been discharged and returned to our employ.

It was originally planned to forward the gift to the Army or Naval address, but due to the fact that the war is over and may servicemen and women are being redeployed or returned to this country, it was decided to forward the gift to the home address for holding until the individual returns home.

The project will be handled to a conclusion through the office of Vice President, Personnel, and will involve the typing of names and addresses received from employing officers and the packing and mailing of the packages.

Gifts were similarly presented, by the Company, twice before.

## N. Y. C. Soldier One of First Americans Who Entered Japan

One of the first American soldiers to enter Japan was a former New York Central railroader, T/Sergt. J. W. McCarthy, of Brooklyn, who landed on Atsugi airdrome near Tokyo, two days before the surrender was signed.

A former stenographer for the NYC, Sergt. McCarthy now is with the 304th Signal Operations Battalion, which operates the message center of Lieut. Gen. Robert L. Eichelberger's Eighth Army Headquarters in Yokohama. With a small group from the 304th and the headquarters, Sergt. McCarthy flew from Leyte, P.I., via Okinawa.

Overseas a year, Sergt. McCarthy has seen service in the New Guinea and Philippines campaigns. His home is at 30 Middagh Street, Brooklyn.

## Shineman in Vienna

Lieut.-Col. Ralph E. Shineman, furloughed Assistant in charge of advertising to Vice President, Traffic, New York Central System, was one of the first Americans to enter Vienna as a member of Gen. Mark W. Clark's U. S. Occupation Forces in Austria.

Before going overseas, Colonel Shineman was Executive Officer of the M. R. S., Transportation Corps, with offices in Washington.

## Chicago Export Agent

W. P. Hansen, Foreign Freight Agent, Chicago, recently announced the appointment of William A. Hillman as Export and Import Agent, New York Central System, with headquarters at La Salle Street Station, Chicago.

## 4 Young Women 90% of War Freight Aid Passengers Moved by Railroads On Empire State

With Atom Project

Uniformed Train Representatives Trained to Answer Service and other Questions on Famous Streamliner.

Young women Passenger Representatives, who will offer assistance and thoughtful attention of the New York Central's Passenger Traffic Department to the traveling public while enroute, made their debut Sunday, September 30, on the daily runs of the Empire State Express.

Like the stainless steel, streamlined "Empire" itself, the last new train to enter service before the war and a forerunner of fast, deluxe coach trains of the near future, the young women point the way to added service as part of plans to make postwar train travel on the Central far more enjoyable than ever before.

Attractive in trim, distinctive uniforms and courteously attentive to passengers' problems, in answering 1001 questions about history, hotels, resorts and travel connections, or even recent good books, they will alternate singly on both the daily eastbound and westbound trips of the Empire State Express between New York City and Buffalo.

"We have chosen the four young ladies to inaugurate this service because of their proven ability and courtesy in previous positions in dealing with the public during the past trying war years," said E. E. Pierce, General Passenger Agent of the New York Central System. "We also chose the Empire State Express to introduce the new service of Passenger Representatives on trains because it is a favorite train of families traveling together and of tourists who wish to travel through the historic and picturesque Hudson and Mohawk River valleys, the route of the 'Empire,' by daytime."

The four Passenger Representatives are Miss Dorothy Boulden, who has served in the Passenger Traffic Department as Clerk, Secretary and Passenger Agent; Miss Virginia McNamara, Miss Una O'Hara and Mrs. Sally McIntosh, who have served as Ticket Sellers in Grand Central Terminal since 1942. They are all of New York City.

For two weeks, as special training for their new jobs, they visited the

(Concluded on page 9)

Clerk at Rome, N. Y. Wins Bronze Star



Pfc. Edwin D. Stanton, a furloughed demurrage clerk, recently was awarded the Bronze Star for achievements in operations against the enemy in Western Europe from June 18, 1944 to May 7, 1945. Stanton, who was an ammunition handler, entered the Army January 6, 1943 and is now stationed in Bremen, Germany. His brother, Pfc. Gerald C. Stanton, a furloughed yard clerk, has been in the Army since January 11, 1944 and is now in the Near East.

## Lieut. Col. Snow Back; Sees Son First Time

Lieut. Col. Wallace M. Snow, furloughed New England Freight Agent, N. Y. Central System, Boston, Mass. arrived in New York City, on the Queen Mary, September 10, after three years and three months with the Transportation Corps, U. S. Army, in England, France and Belgium.

He has one son, six, and another three years old. He had never seen the latter until he arrived home. He is now enjoying a vacation with his family.



William J. McElwreath, former New York Central Officer at Grand Central Terminal, is presently serving with the Security & Intelligence Division of the Manhattan District, the atom bomb project. Officer McElwreath was inducted into the United States Army, April 1, 1943, and received his basic training at Fort Ontario, Oswego, New York. In May, 1943, McElwreath was appointed to the Counter Intelligence Corps and stationed at Governors Island, New York, under the command of Major William S. Sullivan. The following November, he attended the CIC Advanced Training School at Chicago, graduating with James D. Roosa, Jr., son of J. D. Roosa, Assistant Superintendent, New York Property Protection Department. From the Chicago school, McElwreath was sent to an overseas staging area and was subsequently assigned to the Manhattan District. He has been on duty in Detroit since January, 1944, as Resident Special Agent for the State of Michigan. McElwreath has been a member of the New York Central Police Department since 1929.

## Jackson Man Wins Bronze Star

Pfc. John B. McKenna, who was employed as Machinist Helper at the Jackson, Mich., Engine House, prior to his induction into the Army June 3, 1943, has been awarded the Bronze Star for heroic achievement in action April 1, 1945, near Breiterbroun, Germany. A member of a forward observer section, he exposed himself to heavy enemy fire in setting up communications with the supporting artillery.

Samuel Rifkin, Buffalo Yard Conductor, Receives Valor Medal



Miles R. Dwyer, Division Superintendent, is shown presenting medal to Yard Conductor Rifkin for saving Yardmaster Dennis J. Carey, on January 28, at the height of one of the winter's worst storms. The presentation was made in the Yard Office at East Buffalo. As a work train and spreader approached, Carey attempted to climb a snow bank but fell repeatedly. Rifkin pulled him to safety, although Carey was slightly injured by a wheel of the passing caboose.

Troop Handlings by Rail Totalled 32,655,793 Men — Supplies Carried Were 293,758,000 Tons

American railroads handled more than 97 per cent of the Army's organized troop movements and hauled approximately 90 per cent of all its freight during the War, according to figures released by the War Department. The figures revealed for the first time the number of men and the tremendous volume of supplies moved through the various ports of embarkation, as well as the overwhelmingly important part played by the railroads in their movement.

From Pearl Harbor through August, 1945, Army troop movements by rail aggregated 32,655,793 men, as compared with less than a million men by other commercial carriers.

With all domestic carriers performing approximately 209 billion ton-miles of freight service for the Army during the course of the war, the railroads hauled 293,758,000 tons of supplies up and down and across the country, while motor carriers transported approximately 26,000,000 tons and inland waterways slightly more than 4,000,000 tons, between August, 1942, and August, 1945.

More than 7,300,000 troops, including some Allied soldiers and some civilians, were transported from all United States ports to foreign theaters during the war, while 126,859,000 ship tons of cargo were moved over supply lines stretching more than 56,000 miles. The number of troops sent overseas from the United States was greater than the entire population of the continent of Australia.

With New York setting the pace both in the number of men and cargo handled, 4,687,850 troops and 75,334,000 tons of supplies were moved through East Coast ports during the 45-month period from Pearl Harbor up to and including August, 1945.

West Coast ports, with San Francisco leading the way, handled 2,451,000 men and 44,286,000 tons of cargo. Gulf Coast ports handled 167,000 men and 7,239,000 tons of cargo.

While the Army's great ports of embarkation — Boston, Philadelphia, Baltimore, Hampton Roads, Charleston and New York on the East Coast; Los Angeles, Portland, Seattle, Prince Rupert and San Francisco on the West Coast, and New Orleans on the Gulf — handle two-way traffic, the bulk of their activity now that the war is over is devoted to processing returning troops. From VE-Day through the end of August, more than 1,225,000 incoming troops were received, the most of them coming from Europe or other inactive Atlantic theaters.

According to Major Gen. Charles P. Gross, Chief of the Army Transportation Corps, all soldiers in Europe except those in the Army of Occupation and the minimum required to dispose of the Army's surplus property will have been returned to the United States by next February. Return of American forces in the Pacific is expected to be completed by next June.

## W. R. Warren

W. R. Warren, 84, former City Freight Agent, Philadelphia, who retired in 1932, died September 6. Mr. Warren's service extended over 54 years. He was Agent of the Merchants Despatch Transportation Company, and later Assistant Commercial Agent of New York Central Fast Freight Lines, Philadelphia.

**New York Central System Employees Win Red Cross Blood Donor Award**



G. Metzman, President, New York Central System, recently received the award, shown above, together with a letter from Earle Boothe, Director, American Red Cross Blood Donor Service, New York Chapter, transmitting certificates for presentation to John G. Castle, Assistant to Vice President, Personnel, Miss Clair H. Ward and Miss Gloria P. Canning, Personnel Department employees, for their outstanding work in forming group appointments for donors. The certificates were presented by Vice President Horning, September 4. Left to right are shown Miss Canning, Mr. Castle and Miss Ward. Mr. Boothe's letter also expressed appreciation for the cooperation of the Company and its 682 employees who donated in the New York area. Thousands of others were donors elsewhere.

**718th a Busy Unit in Battle of Bulge**

The outstanding record of the 718th Railway Operating Battalion, one of the six sponsored by the New York Central, was recently disclosed in detail.

The 718th started at Fort Sam Houston, Texas, December 14, 1943, and received its technical training on the deadly Clairborne & Polk 70-mile stretch. The unit was sent to England August 1, 1944, and two weeks later landed in France on Utah Beach.

The Battalion was one of the busiest in Europe. By V-E Day it had operated more than 8,330 trains and had serviced 8,000 locomotives and 27,000 freight cars of all types. In addition, the unit repaired 2,700 locomotives and 550 cars, plus 14 large railroad cranes.

After the Germans forced their way into the Bulge, the 718th evacuated Patton's Third Army from the territory

adjacent to Benestroff and moved the Seventh Army in as reinforcements. During the defense of the Bulge territory the Battalion hauled enormous amounts of ammunition and other supplies.

The 718th, one of the first railway operating battalions in France, operated the first supply train over the Rhine River on the Army-built Roosevelt Memorial Bridge at Mainz, Germany. In recent months the unit repaired railheads and track inside Germany.

**Gets Washington Post**

Effective September 1, Robert W. Bashor was appointed Passenger Representative at Washington, D. C., with office at 228 Shoreham Building, with H. H. Harwood, General Agent.

**What Eastman Said - Keep the Record Straight**

We have the privilege of reprinting a message to railroad employees, written by J. B. Hill, President of the Louisville & Nashville Railroad, answering references to the Eastman report made in recent advertisements of some sections of the motor industry. The message:

**To Fellow Employees:**

One of the large manufacturers of motor trailers is undertaking through wide advertising to show that motor transport more than pays a fair proportion of highway cost and maintenance. The manufacturer relies for authority on a report prepared by Dr. Charles S. Morgan, former Interstate Commerce Commission economist, begun when Mr. Jos. B. Eastman was Federal Co-Ordinator of Transportation. The advertising refers to the report as

"The Eastman report, a conclusive government report—proving scientifically and conclusively that motor transport pays its way—and more; and that no one has been able to refute him."

**Mr. Eastman's Own Words**

The foreword by Mr. Eastman in presenting the report on "Public Aids to Transportation" makes no claim to infallibility, and contains the following:

"The responsibility for these reports is one which I assumed as Federal Co-Ordinator of Transportation and which I continue to assume. The Interstate Commerce Commission has no responsibility, and its members, other than myself, have no acquaintance with even the contents of the reports \* \* \* the man to whom credit for them must be assigned is Dr. Charles S. Morgan \* \* \* All that I have supplied has been counsel and advice \* \* \* In the interpretation of the underlying facts and in deriving conclusions therefrom, occasion has often arisen for the application of certain principles or theories \* \* \* It is here that the greatest room for difference of opinion lies, and I make no claim of 100 per cent validity for all of the conclusions thus reached that are presented in the reports. \* \* \* It is because, however, of the room for bona fide differences of opinion with respect to some of these matters that I have favored the provision (Sec. 53) in the general transportation bill S-2009, as it passed the Senate at the last session, which would create a temporary board of investigation and research \* \* \* which would, among other things, investigate and report \* \* \*. The report herewith presented would, I am sure, be of the greatest possible aid to such a board of investigation and research. \* \* \* The proposed board would, however, constitute a tribunal before which those disposed either to contest or to support the statement of facts and the conclusions reached in the reports could present their evidence and views at length, and from which they could obtain a further adjudication. The questions involved are so large and important that they merit such further consideration."

It is evident, therefore, that Mr. Eastman did not in any sense consider the report "conclusive." On the other hand, he realized, and specifically stated that he made no claim for 100 per cent validity of all the conclusions; that in interpreting the facts it was necessary to apply certain theories; that there was room for bona fide differences of opinion; that the facts and conclusions should be considered for adjudication by a Board, after full hearings; and that the questions were so important as to merit such further consideration.

**Report Issued by Staff**

The Morgan-Eastman report was ultimately presented to the Board of Investigation and Research but that Board died without having given conclusive consideration thereto. The staff of the Board did however assemble the unfinished reports of the Board and referred them to the President and Congress. The press release of the Board did not indicate wherein the reports of its staff may have disagreed with the views of the Board. Mr. Webb, who was a member of the Board, was reported in the press release as believing "that the groups of large property-carrying vehicles and inter-city buses, do not contribute a proportionate share of the aggregate costs charged against motor vehicles generally for road use." Hence, it can be said, the Morgan-Eastman report did not have the thoughtful consideration the large and important questions therein merited. In the consideration accorded them, there was not full agreement between the Board members.

Neither was the report conclusive. In the prefatory note Dr. Morgan says, in part, as follows:

"Grateful appreciation is expressed to Hon. Joseph B. Eastman \* \* \* for the highly beneficial comments and criticisms which he offered upon reading the reports at one or another stage of their progress toward completion. It is perhaps unnecessary to say that the reports could be improved upon in many particulars. Despite the unusual patience shown by Commissioner Eastman \* \* \* it is recognized that there are aspects of the subjects treated which could advantageously have been investigated further."

Now, what manner of man is Dr. Morgan and from what wisdom does he draw that his theories, judgment and conclusions must be accepted without question? He is a graduate of the Universities of Michigan and Yale, has been in some branch of government service for many years; was principal economist of the Commission from 1928 to 1933, was Director of Research under the Federal Co-Ordinator from 1933 to 1936, and became Assistant Director of the Bureau of Motor Carriers in 1936. Without claiming that his connection with the Bureau of Motor Carriers might favorably influence his judgment toward the motor industry, there is nothing in his training, background or experience that should give greater, or even as much weight or validity to his opinions on highway construction, use and maintenance, as should be afforded the studied conclusions of men theoretically as able and well prepared, but who have the added value of practical experience on highway matters.

**Refuted by Able Men**

Despite, therefore, the statement in the national advertising referred to that nobody has been able to refute the conclusions of the Morgan-Eastman report, they have been ably refuted by as high authority as exists in America, namely, an Engineers' Committee composed of—

- C. B. Breed, Consulting Engineer, Professor of Railway and Highway Transportation, Mass. Institute of Technology.
- Clifford Oldor, Consulting Engineer, Former Chief Engineer and head of the Illinois Highway Department (a man of unexcelled judgment and experience) and director of the well known Bates Road Tests in Illinois, which have constituted the basis of design for cement concrete highways throughout the country.
- W. S. Downs, Consulting Engineer, Professor of Railway and Highway Engineering, West Virginia University.

These gentlemen from different sections of the country have all had practical experience in the design, construction and maintenance of many miles of highway, involving different types of construction.

The conclusions in this exhaustive and studied Engineers' Report are widely at variance with the Morgan-Eastman report. The Engineers' report pointed out inconsistencies, erroneous premises and faulty conclusions. The net results of its deliberations so far as highway matters are concerned, are clearly reflected in the different results affecting the costs to certain types of highway carriers, as contrasted with the results indicated by the Morgan-Eastman report. These differences constitute a complete reversal of the conclusions in the Morgan-Eastman report and show an annual underpayment instead of an overpayment on certain types of vehicles. IN THE CASE OF TRUCKS OVER 5 TONS COMBINATION, THE CONCLUSION IS CHANGED FROM AN OVERPAYMENT OF \$287 TO AN UNDERPAYMENT OF \$2,047 ANNUALLY.

**Underpayment is Large**

The annual underpayment is large in amount and increases with the capacity of the vehicle. This appears altogether reasonable even to a layman. An absurdity of the Morgan-Eastman report is, that after showing that users have paid less than half of the cost of road and street improvements (counting nothing for the land on which roads and streets were built) and that other taxpayers (home owners, business, professional men, wage earners, etc.) have paid more than half, it arrives at the remarkable conclusion that motor vehicle users have paid more than their share.

Lay aside for a minute all theories and expert considerations and apply a little common sense and clear thinking: For example—

On a road 18 feet wide — two passenger cars can pass each other with a 3 ft. 6 in. clearance between them and still leave a margin on opposite sides of 1 ft. 5 in.; one 8 ft. wide truck and a passenger car, to maintain the 3 ft.

6 in. clearance between them, would have only a 6 in. margin from the pavement's edge; two 8 ft. wide trucks would have only 1 ft. clearance in passing and a 6 in. margin on the sides.

Hence, it requires a pavement 22 ft. wide to give the two trucks a little less margin and clearance than is required for two passenger cars. Therefore, at least 4 additional feet of pavement is required to accommodate large trucks with a proper margin of safety.

**Costlier Pavement Required**

Does it not stand to reason that their heavier loads and size will require thicker, wider and more expensive pavement than is necessary for smaller vehicles?

Does not the large size and slow up-hill movement of large trucks add a nervous hazard to the driver of smaller and faster vehicles, as well as being a nuisance?

Is there any earthly reason why these large commercial vehicles operated for profit should not pay not only the excess costs they add in construction and maintenance, but should also pay something for the business privilege they enjoy and for the nuisances and hazards they create?

Is there any logical reason why their size and weight should not be limited to standards in keeping with what is required for ordinary vehicles?

If the size and weight are to be great, is not the State overlooking a source of tax revenue that should ease the tax burden for others?

The reference herein to the national advertising in advocacy of larger trucks on highways is merely to keep the record straight and to inform you of the activities of self interested groups who would constantly increase the size, weight and capacity of highway vehicles, much to the detriment of the ordinary automobilist and small and medium trucks. It is only the manufacturers of the large truck and trailers, their operators and a few others, who agitate increased weights and sizes of trucks, for personal gain and profit. There is scarcely any limit to their desires. The weight and size attained today in one State simply become the base on which to request greater weights and sizes tomorrow in that and other States.

**Railroad Workers Have Stake**

It is not to the interest of the general public to be hoodwinked by their spurious claims of "trade barriers," etc. It certainly is not to the interest of railroad employees to permit a competitor who does not pay his own way and at the same time creates a nuisance, to get away unchallenged.

It is certainly well for the ordinary automobilist, the farmer, all other small vehicle users, and taxpayers, that railroad men constantly point out the inequities and dangers of permitting these huge trucks and trailers to push the little fellow off the highway.

You should help to properly inform the ordinary user of the highway and your legislative representatives of the truth of all these matters, and that the larger the vehicle, the greater the cost of inconvenience to other highway users.

Sincerely,  
J. B. HILL  
President.

Louisville, Ky.

**New York Bridge Club Suggests Tournament**

At the annual meeting of the Manhattan A. A. Bridge Club, held September 28, in the Club's quarters, Room 553, 466 Lexington Avenue, New York, it was announced that the program for the new season will include weekly games for which prizes are given and play for the individual championship and for the Vanderbilt Pair Trophy.

NYC Bridge clubs in other cities which are interested in formulating plans for inter-city series or play for championship of the NYC System should communicate with the Secretary, Miss Eleanor Corcoran, 466 Lexington Avenue, New York, Room 700.

The club, which was founded in 1940, is comprised of employees who enjoy a friendly and competitive game of bridge. There are few if any "experts" or "sharks" among the members, and this year the club is making a special appeal to interested employees who would like to acquire experience and at the same time, enjoy a social evening.

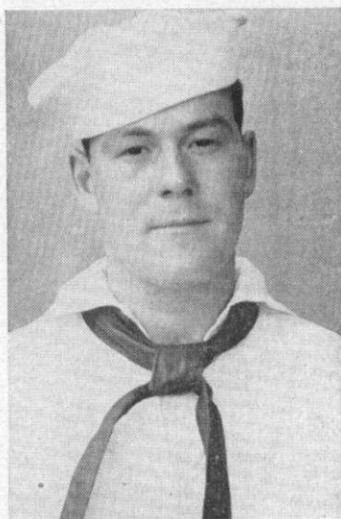
**In Philippines**



Sergt. August Goulet, furloughed locomotive fireman on the Boston & Albany, at Worcester, was, at last reports, a member of the Bomber Barons, a veteran B-24 Liberator Group of the 13th A.A.F. in the Philippines.

This Unit won two distinguished unit citations for victories over the Japanese in the Carolines and in Borneo. Sergt. Goulet is an armorer-gunner.

**On Destroyer Escort**



Official U. S. Navy Photo  
William A. Caroon, 25, Watertown, N. Y., is now a fire controlman, third class, with the Pacific fleet. A furloughed brakeman, he enlisted in May, 1944. His wife and two children live in Watertown.

and Private First Class Kenneth Earl McCormick, 20, an aviation mechanic, son of Mrs. Rose McCormick, Dove Street.

Pfc. McCormick attended Philip-Livingston High School, Albany, where he participated in football and baseball, and was employed by the New York Central Railroad at Selkirk, N. Y., before enlisting in December, 1942. He was promoted in October, 1943.

**On Luzon**



Above is shown Sergt. Wilbur W. Waters, furloughed Train Recorder at Springfield, Mass. Station, who went into military service April 9, 1942 and who is with the 1759th Engineer Special Shop Battalion, on Luzon, in the Philippines. Bill Waters holds a citation "for outstanding devotion to duty and superior achievement in the performance of exceptionally difficult assignments, in connection with boat-building activities," which covers activities from August to mid-December, 1944, when his battalion was engaged in assembling amphibious landing-craft at a major Army Services-of-Supply base on New Guinea. The Sergeant also wears the Good Conduct Ribbon, and the Asiatic-Pacific Campaign Ribbon, with two battle stars. He entered railroad service at West Springfield, Mass. on July 1, 1925. He is the son of Passenger Conductor Wilbur L. Waters, West Springfield, who has been with the B. & A. since November 5, 1907.

**In the Orient**



Corp. George E. Connor, oldest son of George S. Connor, of the New York Central Ticket Office, Grand Central Terminal, has been with the 721st Railway Operating Battalion in the China, Burma, India theater since November, 1943.

**Brakeman Marine Wins 2nd Bronze Star**



A Gold Star, in lieu of a second Bronze Star Medal, has been awarded to Marine Sergt. Harold R. Heidrich, a furloughed New York Central brakeman, of Addison, N. Y., for "heroic achievement" in the conquest of Iwo Jima.

Major Gen. Clifton B. Cates, of the Fourth Marine Division, made the presentation at a formal parade.

In the words of the citation: "Sergt. Heidrich saw a Marine fall wounded, summoned a member of his section and proceeded to the wounded man's side. With complete disregard for his own safety and despite heavy enemy fire, he administered first aid and helped evacuate the man to safety, thereby saving the man's life."

Sergt. Heidrich won his original Bronze Star for heroism in the conquest of Tinian Island. He has also fought at Saipan and in the Marshall Islands. He enlisted in the Marine Corps in August, 1942.

**Final Drive for National War Fund**

The final drive for the National War Fund began last month with "Let's Finish the Job" as its slogan.

The numerous U.S.O. lounges which are operated by the Fund will be vitally needed during the coming months, when several million American sailors and soldiers will be discharged or redeployed. In fact, attendance at many of the lounges in the East and Midwest recently has been larger than heretofore.

In addition, the need for emergency war relief to the people of our Allies and to refugees who suffered from Axis oppression is approaching a new peak.

The private voluntary relief agencies which depend on the \$115,000,000 fund which is sought are planning vital relief work in Czecho-Slovakia, France, Holland, Italy, Norway, Belgium, Luxembourg, Greece, Poland, Lithuania, Yugoslavia, the Pacific and elsewhere.

These funds will supplement the work of the U.N.R.R.A. and will be used in regions which this agency does not yet serve.

**Mathews Built Bridge Over Saone**

One of the toughest jobs ever tackled by Company A, 733rd Railway Operating Battalion, Transportation Corps, was the erection of a 660-foot pile trestle bridge across the flooded Saone River in France. A large railroad bridge in the area had been blown up by the Germans.

First Lieut. Alexander Mathews, Company commander, who formerly worked for the New York Central, arranged three working shifts daily. Floodlights were hooked up to power lines for night work and the non-stop job was begun.

When the 51-ton, 75-foot steel center span was rolled into place, and the rail was laid across the bridge, the 733rd had completed another tough job on the March to Berlin.

**River Division Man Ends Long Army Tour**

Private John Nostrome, a furloughed engineman on the River Division, arrived home recently after having been in the Army since 1940. He was one of the first to be inducted under the original defense program. Later, after being released for a few weeks, he was recalled when war was declared and was among the first to go overseas. He helped fight Rommel in Africa and participated in the invasion of Sicily and Italy.

After considerable service in the field artillery he was transferred to the 727th Railway Operating Battalion, with which he served in France and Germany.

**New Railroad Book**

RAILROAD AVENUE—Great stories and legends of American railroading, by Freeman H. Hubbard. Published by Whitteley House, New York. Price \$3.75.

This handsomely printed and illustrated book is a treasure house of good reading for those interested in the human side of railroading and contains numerous references to New York Central events, including the origin of the System's oval and of the name Big Four.

It selects three ads as the outstanding railroad ads of this war. One of the three is the New York Central's "A Boy on a Hill-Top." The full text of the ad is given.

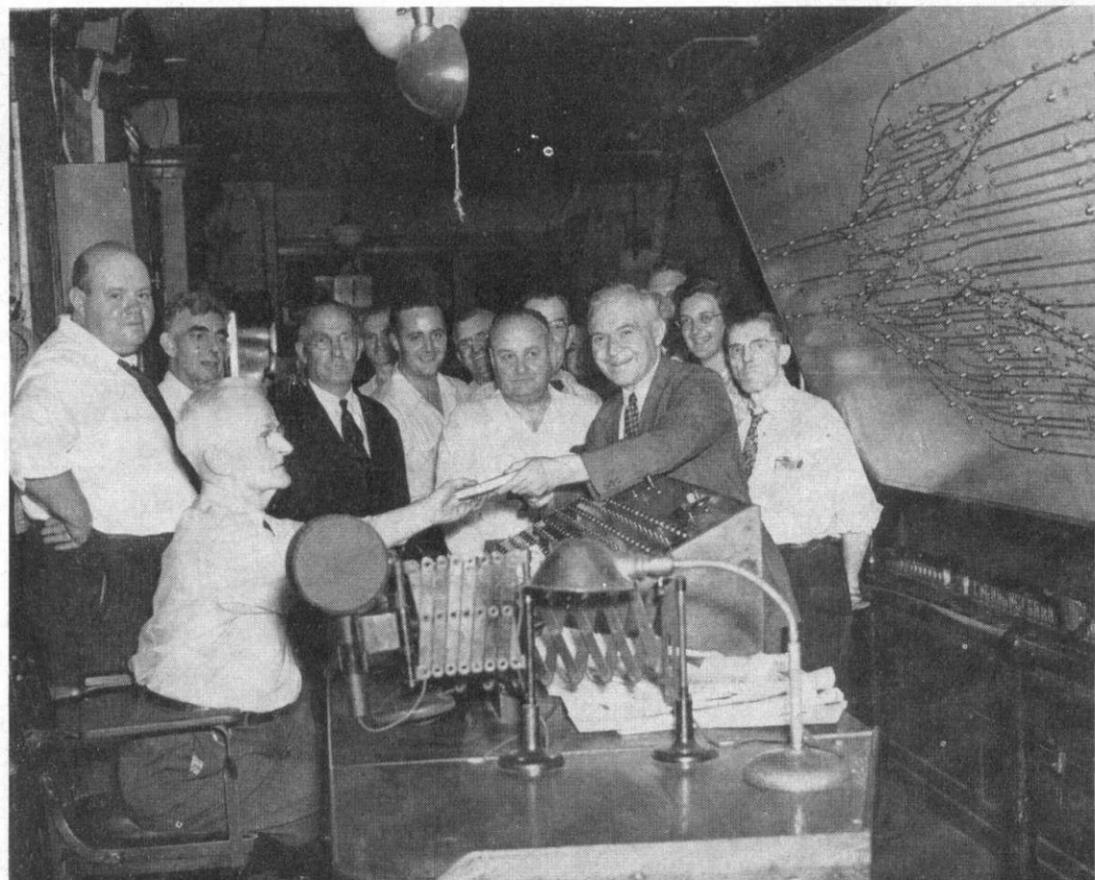
Mr. Hubbard, an editor since 1929 of Railroad Magazine, is a specialist in railroad lore and has done a swell job of presenting it.

**Albanian Back After Three Years**

Corp. Raymond A. Horan, of Albany, N. Y. had a 45 day furlough to the United States after more than three years' foreign service, ranging from the Alcan Highway in Canada to the south coast of Australia and then to the Philippines.

Horan was a brakeman for the New York Central before entering the Army in 1941.

**G.C.T. Tower Director, Retiring, Gets Purse**



Harry F. Cornell, seated, retired as Director of Tower B, Grand Central Terminal, on August 31 at the age of 70 and is shown receiving a wallet, with cash inside, from L. D. J. Williams, Chief Examiner, Electric Division. Mr. Cornell entered service as a telegrapher June 1, 1892. In first row, left to right, are C. P. Botts, succeeding Director; J. S. Geraghty, Chief Signalman, Electric, Harlem, Putnam divisions; W. H. Archibald, Director Tower C; John J. Strevor, Director Tower A and Secretary & Treasurer & Local Chairman, O. R. T.; and D. L. Wilson, Record Clerk, Electric Division.

**Lauds B. & A. Steward for Service, in Verse**

A tribute in verse to the service given by Steward F. J. Bowbin of the New England States, the premier train, between Boston and Chicago, of the Boston & Albany District, was written recently by Frank Solomon of the Clear Weave Hosiery Stores, Inc., Jamaica Plain, Boston, Mass. It follows:

IN RECENT war years — all too long  
The Customer was always wrong.  
Instead of service with a smile  
All we got was bilge and bile.

Courtesy was very rare,  
And if you had the nerve to dare  
To ask to see the bill of fare  
You'd surely get an icy stare.

On plane and train and car and bus  
All we did was storm and cuss.  
And so it was a thrill to us  
To find a man who made a fuss.

At last we found a man who rates  
A special pass through Heaven's gates;  
A man who really elevates  
The service of New England States.

A man who made us feel at ease;  
A man who really tried to please.  
To employees such as these  
You should give out Phi Beta keys.

**Albany Marines Back from Pacific**

MARINE CORPS AIR DEPOT, MIRAMAR, CALIF.—Two Marines from Albany, N. Y., were among Marine Aviation personnel who have returned here. Both were members of the same fighter squadron of the First Marine Air Wing, stationed in the Solomon, New Hebrides, and Russell Islands, and on Midway and Green Island.

They are Corporal Fred W. Anderson, 21, a ground crewman, son of Mrs. Anna Ahl, 481 Central Avenue,

**West to Direct Buffalo Bowlers**

At a recent meeting of the Buffalo Bowling Association George H. West was elected President for the 1945-46 season. He has served as an Executive Committeeman of the Association since 1929.

Until he resigned this year, Mr. West was President of the N. Y. C. A. A. Bowling League since 1924. He was also President of the Buffalo N. Y. C. A. A. for three years, and will be remembered among System bowlers as Section Committee Chairman, Section 2 (Bowling) Line East, and also Secretary of the Executive Committee, conducting all the System Annual Bowling Tournaments.

Mr. West is employed in the Superintendent's Office at Buffalo. He organized and was the first President of the Buffalo Municipal Golf Association.

**Lackawanna Man Plays Ball Abroad**

Corp. Joseph J. Szyplman, with Headquarters Company, 1st Battalion, 407th Infantry, a furloughed extra gang foreman, M. of W., at Lackawanna, N. Y., is now stationed at Diggendorf, in the southern part of Germany. His outfit recently moved in from Pilsen, Czecho-Slovakia after having been stationed there two months. He describes the mountain scenery at Diggendorf as "very beautiful."

On detached service with the 71st Division, Szyplman is playing baseball during recreation hours. He is a star catcher and batter for his team and has hit .425 so far this season. His team at last reports was playing a series with the Seventh Army's 29th Division.

Except for his Army service, the Corporal has been with the Central since 1927.

**Syracuse Man Back from Persia**

Sergt. Joseph Murphy, furloughed Assistant Section Foreman, Syracuse Division, prior to entering the Army June 6, 1942, recently was discharged. He went with the Corps of Engineers to the Persian Gulf Command, where he travelled 34,000 miles on the vital railroad that transported five million tons of material to Russia.

He received a safety certificate from Brigadier General F. F. Session of the 3rd M.R.S. in recognition of "constant observance of safety regulations."

## Supt. Perry Rumsey Ends 43 Years' Work

Perry Rumsey, who rose from brakeman to Superintendent of Stations and Transfers, on the staff of the Manager of Freight Transportation, New York, closed his desk at 466 Lexington Avenue for the last time September 30, retiring after 43 years of service.

Mr. Rumsey joined the railroad April 4, 1902 as a brakeman on the River Division. Thereafter, he was a freight clerk and chief clerk at Kingston, N. Y., agent at Poughkeepsie, supervising agent, Hudson Division, station supervisor, trainmaster, Electric Division and assistant superintendent, New York. In March, 1934, he was promoted to the post he now relinquishes.

Cedric S. Hill, Assistant to Manager, succeeds him. Karl C. Metzman takes Mr. Hill's post.

## S/Sergt. Kieser Cited

S/Sergt. John A. Kieser, furloughed clerk from the office of C. J. Brister, Vice President, Freight Traffic, recently was cited for "ability and devotion to duty although beset by illness and exposed to nightly enemy air raids on Saipan." Major Gen. Sanderford Jarman wrote:

"Landing during an early phase of the Saipan operation, his unflinching efforts, quick intelligence, and helpful suggestions contributed in a large measure to the successful completion of the many tasks imposed upon this headquarters. With a fifty percent shortage in personnel of the G-1 Section, the efforts of Sergt. Kieser were of great value in easing the burden.

## Unique Photo of Train Shed of Old Grand Central Station, 1902



This unusual photograph of the interior of the old Grand Central Station, replaced in 1913 by the present Terminal, in New York City was "discovered" recently by D. Koller, Photographer, in the files of the Engineering Department. Taken in 1902 and showing the first bulletin board, left, of the 20th Century Limited, it is the only picture known to be in existence showing the old train gates and approach to the trains at the platforms. Old memories will be awakened in many people by this photograph and some may even recall the polished cuspidor shown sitting in solitary grandeur between the gates.

## Camera Club Meets

The Camera Club, New York, held its first meeting of the fall season on September 14. Dr. Ruzika, one of the best known salon exhibitors in New York, was the speaker.

He showed, by exhibiting examples of his work, that expensive equipment is not necessary for making good pictures and travelling to the far corners of the world was not required, as most of his pictures were made right in New York with an inexpensive 25-year-old camera. He also judged the pictures which the Detroit Camera Club interchanged with the New York Club.

Lebron Roubian and R. H. Mertens were guest speakers at a meeting, September 28, on the subject of "Lenses and their uses." The annual meeting and election of officers for the year will be held on October 19.

The Men's and Women's bowling teams get underway the week of October 1 at the R. R. Y. M. C. A.

## 22 National Rail Paintings to be Exhibited

RAILROAD LANDSCAPES, an exhibition of water colors by John M. Sitton, and sponsored by Bendix Radio Division, will be shown at the Grand Central Art Galleries, New York City, October 17, to 27.

Included in the 22 colorful pictures is one showing the Hudson River, near Peekskill, with one of the Central's streamlined Hudson type locomotives in the foreground. The paintings later will be shown in Chicago.

## Buffalo Men Meet on CG-Manned Cargo Vessel in Pacific



With jubilation showing in their faces, these two Buffalo, N. Y., men plan for the life ahead, and that new civilian suit they'll soon be getting. Left to right, they are Pvt. John N. Lepir, USMC, 350 Alabama street, and Coast Guardsman Stephen Woloszyn, Seaman first class, 152 Bond street. Woloszyn, a veteran of Pelelieu, Leyte, Lingayen Gulf, and Zombales Province, is serving aboard a Coast Guard manned cargo vessel. His friend, Pvt. Lepir, was a passenger. Lepir was formerly a brakeman for the N. Y. Central and plans to return to his former job.

## Worked 54 Years



The retirement, effective October 1, of William P. Kohler, Chief City Freight Agent, was announced by E. D. Snow, General Eastern Freight Agent.

Mr. Kohler, 70, had 54 years of railroading. Born in Plainfield, N. J., he entered the employ of the Louisville & Nashville Railroad in 1891, and served the Staten Island Rapid Transit, Staten Island Electric Companies and the Baltimore & Ohio Railroad respectively, until 1900, at which time he started work for the New York Central.

He advanced through various positions to become Export Agent in 1922, and General Agent in December 1923. On July 1, 1932, he was appointed Chief City Freight Agent.

## B. & A. Traveling Conductor Gets Gold Pass



M. L. Corcoran, Traveling Conductor of the Boston & Albany Division, at a recent ceremony in Springfield, was presented with an annual Gold Pass in recognition of his 50 years of service. The presentation was made by Superintendent A. M. Scott. At the ceremony he also received a letter from President Metzman. Mr. Corcoran has travelled more than three million miles in the last half-century. A native of West Springfield, he started his railroad career when he was only 16 years old.

## Takes Detroit Post

Henry P. Stacy recently was appointed General Attorney at Detroit, vice William A. Alfs, who resigned to enter private practice.

Upon the assumption by this Command of the duties of Headquarters, Western Pacific Base Command, this non-commissioned officer maintained his splendid record of performance and continued to exert the maximum effort toward the desired end."

## Despatch Shop Changes

Effective September 1, the following changes at Despatch Shops, Inc., were made:

T. W. Firth, Shop Superintendent, promoted to Assistant to Vice President & Gen'l Mgr.

L. L. Steuber, formerly in charge of M. D. T. Corp'n Chicago Shops, succeeds Mr. Firth as Shop Superintendent.

G. H. Schreib, Acting Purchasing Agent, promoted to Purchasing Agent.

## The Finished Job—How N.Y.C. Weehawken Pier Looks in New Garb



This pier, where many incoming troops are handled, has been repainted red, white and blue and surmounted by a huge welcoming sign, 140 feet long and 16 feet high, one of the largest in New York Harbor.

## Dunn Resigns as N. Y. City Agent

Arthur Dunn, resigned as City Freight Agent, New York, September 8, to become Branch Manager of Barclay Traffic Service, Division of Safeway Stores, Inc.

Mr. Dunn had been with the New York Central for 30 years, beginning as a clerk in the Traffic Department in April, 1916 and entering the General Eastern Freight Agent's office as City Freight Agent in August, 1942.

Daniel A. Hackett, City Freight Agent, is editor of the "Headlite," published monthly by the Traffic Club of Brooklyn, Inc. This newspaper is a vital link between the shipping public and the carriers.

**Columbus Cashier Receives Gold Pass**



Patrick Henry Forrester, General Cashier of the Columbus, Ohio, freight station, was the recipient of a Gold Pass on September 3. He started his career at the age of eleven as a messenger and entered railroad employ September 3, 1895, on his nineteenth birthday. Left to right: W. J. Donahue, chief clerk, Mr. Forrester, B. W. Taintor, Agent.

**Brightwood Boy Loses Left Leg From Land Mine**

Pfc. Warren Clemmer, a furloughed Crew Caller at Brightwood and son of A. W. Clemmer, Assistant Trainmaster, Peoria & Eastern, is recovering from wounds received on the battlefields of Europe.

He entered the service in January, 1943, and was sent overseas in July, 1944, landing in England. From there he was moved to Cherbourg, where his company joined Gen. Patton's Third Army. He took part in three major battles in France and Germany.

In March, 1945, near Badganack, Germany, while setting up a machine gun, he stepped on a land mine. He was not only wounded by shrapnel in his right leg, but his left leg was so severely injured that it was amputated below the knee. He spent some time in a hospital in Germany, and in April was moved to a hospital in Paris, France. He was sent by plane to Mitchell Field, Long Island, arriving there on April 17. It was necessary to make a second amputation, of his left leg, at the Percy Jones General Hospital at Battle Creek, Michigan.

Clemmers expects to be discharged by the first of the year and again enter the Central's employ. He was awarded the Purple Heart.

**Indianapolis Folk Hear Their Own Voices**



Left to right: E. W. Aichorn, Indiana Bell Telephone Co., and Dwight A. Fawcett, Assistant General Manager; F. N. Reynolds, Assistant to Vice President and General Manager; Mrs. Kathryn Bargelt, all of the Central.

Mrs. Kathryn Bargelt, special representative of the superintendent of telegraph and telephone, N. Y. C., conducted a voice clinic in the assembly room at Indianapolis recently.

With the co-operation of the Indiana Bell Telephone Company, which loaned equipment and operated the "Mirro-phone," Mrs. Bargelt was able to permit a large number of Central people to converse over the telephone

and then hear their conversations played back to them.

This is an exciting experience since most persons have little idea of how their voices sound to other people. Mrs. Bargelt seeks improvement of techniques in the use of the telephone. It involves a number of factors, such as articulation, voice-modulation and in general the improvement of the "Voice of the New York Central."

**Retiring Erie Engineman Opened His Home for Neighborhood Kids**

GEORGE W. NEWMAN, Erie Division Engineman, who recently retired, after 48 years of railroading, for years has been the most popular man in his home neighborhood, in Erie, Pa.

Several years ago, Mrs. Newman died. With no boys of his own, he thereafter turned his home over to the children of his neighbors, giving the youngsters, who then ranged from 7 to 17, carte blanche to use the house as if they lived there themselves.

"I never had any boys of my own," he said, "and I always liked them, so I just treated the neighborhood kids as I would have treated my own."

He equipped his basement with ping pong tables, a shooting gallery and a work shop, with lathe, electric saws and other tools. During the Summer months, the kids camped in tents in lots adjacent to his house and frequently spent the night there. For their amusement, he provided croquet sets, baseballs, footballs and basketballs.

Wiener roasts were frequent events and occasionally he invited not only the kids but their parents for a round-up party.

Every day he saw to it that his ice box was filled with soft drinks and good things that boys like to eat. It was always open to them.

The war ended his hospitality to many of these boys, for the older ones were called into service by Uncle Sam. However, when they returned on furloughs Mr. Newman's home was the

first stop after a visit to their own folks.

Now that he, himself, is retired, Mr. Newman thinks he will spend much of his time in his basement work shop.

Among the trains he drove during his long career was the Twentieth Century. Most of his runs were between Cleveland and Buffalo.

**Cincinnati Freight Traffic Notes**

Word has been received from J. C. Emig, furloughed clerk from G. F. A. Bryson's office, to the effect that he has been promoted to Corporal. Corp. Emig is at LeHavre, France, in charge of the stock control and inventory of the large cold storage plants at the docks.

Y1/c Andrew L. Ontjes, former Secretary to retired General Freight Agent Ferguson, visited Cincinnati recently. Andy was stationed on Ascension Island for five months.

S/Sergt. Arthur Maurer and Pvt. Thomas N. Davis, recently returned from the European Theatre of Operation, stopped in Cincinnati for a visit. Both were on 30-day furloughs.

Verner Ashcraft has received an honorable discharge from Uncle Sam's Army and expects to return to work in the Freight Traffic Department.

**70 P. & L. E. Men Form Bowling League**

Employees in the General Offices of the P. & L. E. at Pittsburgh, have started a Duckpin Bowling League.

Approximately 70 men representing the Engineering, Accounting, Stores, Freight Traffic, Treasury, Auditor of Revenues, Transportation and Purchasing Departments, have signed up.

The League bowls every Monday night at the Alvin South Side Bowling Alleys, 1609 East Carson Street.

The teams have been named after the crack System trains, such as the Twentieth Century, Empire State, Commodore, Mohawk, Mercury, etc.

High individual game for the first night of bowling, September 10, was a 206 score rolled by Russ Jones of the Auditor of Revenues Department. Russ also rolled 180 and 162, which gave him a total of 548 for the night.

The officers are A. J. Baranick (Freight Traffic Department) President, R. W. Packer (Treasury Department) Treasurer, and H. A. Geis, (Freight Traffic Department) Secretary.

**Reynolds in New Post**

J. J. Brinkworth, Vice President & General Manager, Cincinnati, on September 1, appointed F. N. Reynolds to the new post of Assistant to Vice President & General Manager, with headquarters at Indianapolis. Mr. Reynolds has been with the Big Four since 1913.

D. A. Fawcett was appointed Assistant General Manager, with headquarters at Indianapolis.

**Beech Grovers Return**

R. E. Banks who was in the Army Ordinance in Italy and was in Army service four years, has returned to work as a Helper in the Passenger Department at Beech Grove.

E. M. Swartz, Machinist Mate 1/c in the Navy has returned to his job as an apprentice at Beech Grove after 58 months in the Navy.

J. Plemen Jr. Master Sergeant with the 764th Railway Battalion, is returning the last of September after 53 months in service. He was formerly a Welder in the Passenger Department.

**Cleveland Man Cited Once More**

An oak leaf cluster to his Air Medal has been awarded to Sergt. William J. Rehnert, 27, for "meritorious achievement" while participating in bombing attacks upon military and industrial installations in Germany. Sergt. Rehnert is the tail gunner of an Eighth Air Force B-17 flying fortress. A ticket clerk of the New York Central Railroad in Cleveland, he entered the Army Air Forces in October, 1943.

**Poppe Retires**



Frank Poppe, formerly Chief of Police, Big Four District, with headquarters at Cincinnati, retired August 31.

Mr. Poppe entered service of the "Big Four" as a Patrolman on January 11, 1929. He became Chief of Police July 1, 1937, at the retirement of former Chief William J. Love, and held this position until March 1, 1945.

About two years ago Mr. Poppe suffered a severe illness and, although he returned to duty after recovery, his health has since that time been somewhat impaired. On March 1 he became Assistant to Chief of Police, which position he held for the past six months until his retirement on August 31st.

Police Department employees presented Mr. Poppe with a leather bill fold, lined with greenbacks. Mr. Poppe expects to acquire a small place in the country.

**Bennett Ends 53 Years' Work; Hart in Cleveland Post**

E. L. Bennett, Superintendent, Passenger Transportation, Line West, with headquarters at Cleveland, retired August 31, after more than 53 years of service.

L. C. Anderson, Manager, Passenger Transportation, appointed D. T. Hart as his successor.

**Meet in Belgium**

Two former employees of the New York Central at Detroit, Sergt. Harold Bushway and Pvt. Richard Laurain, met while both were serving with the Armed Forces in Belgium, according to word received recently from Sergt. Bushway.

After this meeting, which they feel was an excellent "morale builder," the boys spent several pleasant hours discussing home-town news and mutual friends.

**Cleveland Girl "Ops" Pick "Flying Tiger" as Pin-Up**

The girls employed in "ON" Telegraph Office, St. Claire Avenue, Cleveland, recently wrote the following letter to Lieut. R. T. Davis of Shelbyville, Ind., a former telegraph operator on the Indiana Division and during the war a member of the 14th Air Force's Flying Tigers in China:

"This is to inform you that we, the feminine members of the telegraph office of "ON," Cleveland, Ohio have elected you 'Pin Up Boy' among the telegraph operators of Lines West. Your picture, taken from the NYC Headlight, Aug. 1945, was submitted by an admirer who prefers to remain anonymous.

"The purpose of this contest is to alleviate absenteeism among the female employees of "ON."

"As The Boy We'd Like Most To Be Up In The Air About" we would appreciate an autographed picture of yourself, which is to be hung in the office as an incentive to faithful attendance. Please do not disappoint us by refusing this request.

"This is also, to notify you that there is always room for an efficient operator in this office. We would be most happy if, upon your return to civilian life, you would consider filling this position.

"With best wishes for your continued health and happiness, we remain

Admiringly yours,  
Micki Sheppard  
Bettie Phillips  
Joan Walsh  
Eilene Golanda  
Florence Wright  
Margaret Ruddy  
Helen Kreysler."

**Beech Grove Man is in China**

Pfc. George W. Murnan, formerly a laborer in the Freight Car Department, Beech Grove Shops, is now on duty with the Chinese Combat Command, the United States Army organization working in the field with the Chinese Army. He arrived in China with the 475th Infantry Regiment, when most of them were flown in.

This outfit was formed from the famous Merrill's Marauders. Their action in Burma was highlighted by a history-making march of more than 400 miles with pack mules across perilous jungle and mountain terrain to make surprise attacks on Japanese routes of retreat.

**Kenneth Shank**

Kenneth Shank, 51, Engineman, died in his home in Bellefontaine, Ohio, recently, after a brief illness.

**Indianapolis Yard Conductor Ends Long Service**

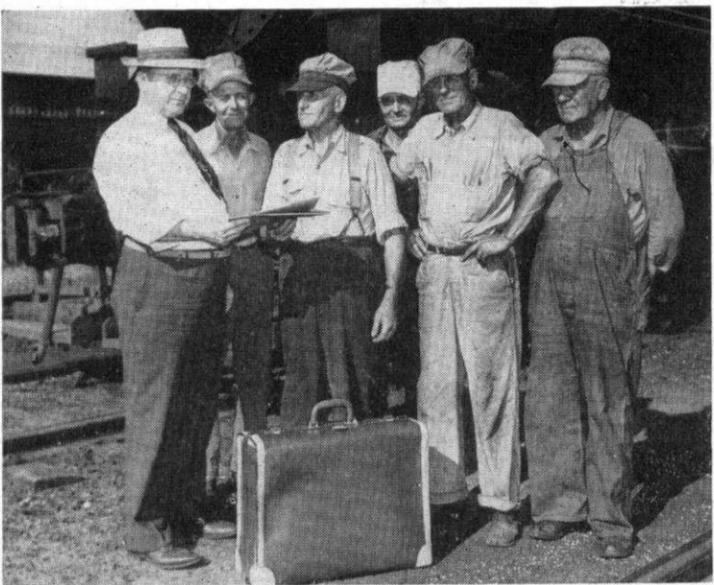


Photo by courtesy Indianapolis Star

With the Yard crew with which he has served for the past ten years looking on, James L. Neel, Yard Conductor at Indianapolis, was awarded a Certificate of Service by H. J. Manion, General Yardmaster. Shown, left to right, are Mr. Manion, Tom C. Johnson, brakeman; Mr. Neel; A. M. Lloyd, fireman; W. D. Leach, brakeman, and Charles Pavey, engineer. Mr. Neel, who retired August 31, had been with the New York Central for 39 years, all of it at Indianapolis. He had previously served on the Pennsylvania. Fellow employes presented him with a purse and a leather traveling bag, which he expects to use when he and Mrs. Neel leave for Florida soon.

## Four-Tracked Erie Division Has 163 Miles of "Speedway"

### Huge Traffic Volume Moves Fast Over 653 Miles of Track

Five Busy Branches, Handling Quantities of Iron Ore and Steel, Increase Already Heavy Business on Main Line South of Lake Erie

IT is doubtful if any operating division of the New York Central System has played a more vital role in wartime transportation than has the Erie Division. With the main line serving as a broad steel highway for vital through traffic, both freight and passenger, between the East and West, and the branch lines handling huge quantities of such vital materials as iron ore, coal, steel, and oil, the Erie Division is a mighty busy place, indeed.

Just as the Toledo Division has its "Air Line" so the Erie Division has its "Speedway." The "Speedway" is the division's main line, which swings along the south shore of Lake Erie between the two important gateways of Cleveland and Buffalo. Actually, the "Speedway" extends from Collinwood on the outskirts of Cleveland to Bay View, slightly under nine miles west of Buffalo.

There are four tracks throughout its length of 163.4 miles, giving a total of slightly over 653 miles of tracks, with no grades or curves of sufficient importance to create interference with operations.

The speed with which through traffic is moved over the main line fully warrants the name "Speedway." Symbol, or through, freight trains travel the entire 163 miles in four and one-half hours, with one stop at Wesleyville, just east of Erie. The fastest of the passenger trains, the famous Twentieth Century Limited, makes the run in two hours and twenty-five minutes.

The Erie Division is also the longest non-stop run in the System. Daily, ten eastbound and six westbound passenger trains, including the Century, Commodore Vanderbilt, Pacemaker, Ohio State Limited, New England States, and others, make the entire run without halt.

But this does not indicate that the main line cities are without completely adequate rail transportation to meet all needs. Stopping at Erie, for example, there are 12 westbound and 14 eastbound trains daily, including such top grade services as the Empire State Express, Water Level Limited, Lake Shore Limited, Fifth Avenue Special, and the Interstate Express.

#### Heavy Load on Main Line

The main line, as the connecting link between the West and the East, carries a heavy load in both directions. At Collinwood it receives the merged loads from the West and Southwest from the New York Central and Big Four. From Buffalo comes traffic from the East and New England, part of which originates on the New York Central and part on the Boston & Albany, as well as a substantial volume from important foreign road connections, including Canadian lines.

All of this, combined with receipts from its own branch lines, whose volume of freight is exceptionally heavy, and a substantial local business, gives the Erie Division an exceedingly high traffic density.

Five branch lines complete the physical layout of the Erie Division. Extending south and southwest from Dunkirk, N. Y., a distance of 90 miles, all single track road, is the Valley Branch, which terminates at Titusville, Pa., notable as the location of the discovery of oil in the United States. It was here in 1859 that Col. Edwin L. Drake drilled the first artesian well, just outside the city limits of that city, and struck oil in August of that year, an event commemorated by the Drake State Park.

Another famous early oil producing center, but less widely known than Titusville, is Warren, Pa., some miles to the northeast. At one time, it is said, oil production here was in such volume as to rank Warren with the first ten cities of the United States in per capita wealth. While its glory has long since departed, there still remain some oil refineries, together with some steel production facilities.

Also located on the Valley branch is Falconer, 33 miles south of Dunkirk. Falconer really is a suburb of Jamestown, N. Y., another Grand Rapids of the furniture industry. In recent years, Jamestown manufacturers have been turning to the production of steel furniture. Dunkirk, northern terminal of the Valley Branch, has a varied industry. Iron pipes, axles, glass bottles, and forged steel contributed heavily

toward last year's freight total of 3,800 carloads originating there.

Stemming south and southeast from Ashtabula, Ohio, is what is generally referred to as the Franklin Branch, a vital link between the great steel and coal producing areas of Ohio and Pennsylvania and the New York Central main line at Ashtabula and the lake port of Ashtabula Harbor, immediately north of the city.

Actually, the Franklin Branch is comprised of four branches. Two lines connect Ashtabula with the Youngstown area. These are the High Grade and the Low Grade Branches, the latter so called because it avoids the hills and grades present on the High Grade Branch. The High Grade line is a single track road 63 miles in length, used for passenger and local freight service.

The Low Grade Branch, a double-tracked line, extends 43 miles from Carson, four and one-half miles south of Ashtabula, to Brookfield Junction, some 11 miles north of Youngstown, where it joins the High Grade to the latter city. Through it there is direct connection between the city and harbor of Ashtabula and the New York Central with the steel producing areas of Youngstown and Hubbard, Ohio, and Sharon, Pa., and, by connection at Youngstown, with the Pittsburgh & Lake Erie, access is gained to the heavy traffic producing areas of New Castle and Pittsburgh.

The Low Grade is said to be the heaviest tonnage line in the United



An Ore Unloading Machine at Work at Ashtabula Harbor, Ohio

A view of Ore Machine No. 1, looking toward lake, showing machine removing ore from SS Charles M. Schwab, capacity 12,000 tons. This machine can handle between 600 and 750 tons an hour.

States. Northbound traffic consists between 210,000 and 225,000 cars. Southbound traffic from the East off the main line averages three-quarters of a million tons a year. This includes some 100 cars a week of high grade ore from the Adirondacks in New York State, which bids well to supplant Swedish steel, the supply of which was cut off by the war in Europe.

#### The Oil City Branch

A third of the Franklin branches, known as the Oil City Branch, extends southeast and east from Andover, Ohio, on the High Grade to Oil City, Pa., a distance of 62 miles of single track. Annual receipts consist of from 5,000 to 6,000 cars of western Pennsylvania coal, mostly for Cleveland, oil, steel products, and other traffic from Franklin, Reno, and Oil City, Pa.

The fourth and last of these branches is the Franklin and Clearfield Branch, extending from Polk Junction on the Oil City Branch just west of Franklin, Pa., to Rose, east of which operations to Clearfield are through trackage rights over the Pennsylvania and the Baltimore & Ohio. Traffic originating on this branch will average

around 120 cars a day, 85% of which is soft coal from Pennsylvania strip coal off the Philadelphia and Reading for trans-shipment by boat from Ashtabula Harbor. Within the last two or three years, there has developed a substantial movement of silt from the anthracite mines. It is used in making briquettes.

Ashtabula, although not the division's headquarters, actually is the hub of Erie Division operations. A city of some 23,000, it has considerable local industry, chief of which are carbide, ferrosilicon used in hardening steel, castings, small farm implements, and corrugated boxes. The center of a large truck gardening area, Ashtabula boasts of one of the largest small vegetable greenhouses in the world.

At Ashtabula are located the chief freight yards of the division, the more important repair facilities, the great ore and coal port of Ashtabula Harbor, and the Scrap and Reclamation Plant.

Greatest activity around Ashtabula begins and ends with Ashtabula Harbor. The harbor is a great receiving point for iron ore and an equally important shipping point for coal from

western Pennsylvania. A two-way rail movement, iron ore from Ashtabula to tons of both. In the same year boat cargoes of both products into and out of Ashtabula totaled 9,909,638 net tons.

Earliest records of the Ashtabula Harbor operations, those for 1880, show boat receipts and shipments of ore and coal as approximately 165,000 tons and movements of both products by rail of 129,000 tons. The highest totals for the 65-year period were established in 1923. Lake receipts of ore and shipments of coal were 11,204,335 net tons, and rail shipments, 11,417,520 net tons.

Facilities at the Ashtabula Harbor consist of two ore docks and one coal dumping facility. Each of the ore docks is equipped with four Hulett unloading machines, each unit of which has an average unloading capacity of 625 to 700 tons an hour. The four huge 15-ton scoops of one unloading machine, working at average speed, can unload a 15,000 ton vessel in approximately five and one-half hours. This quantity of ore is equal to about 210 70-ton hopper cars, or 270 55-ton cars.

#### 42 Carloads an Hour

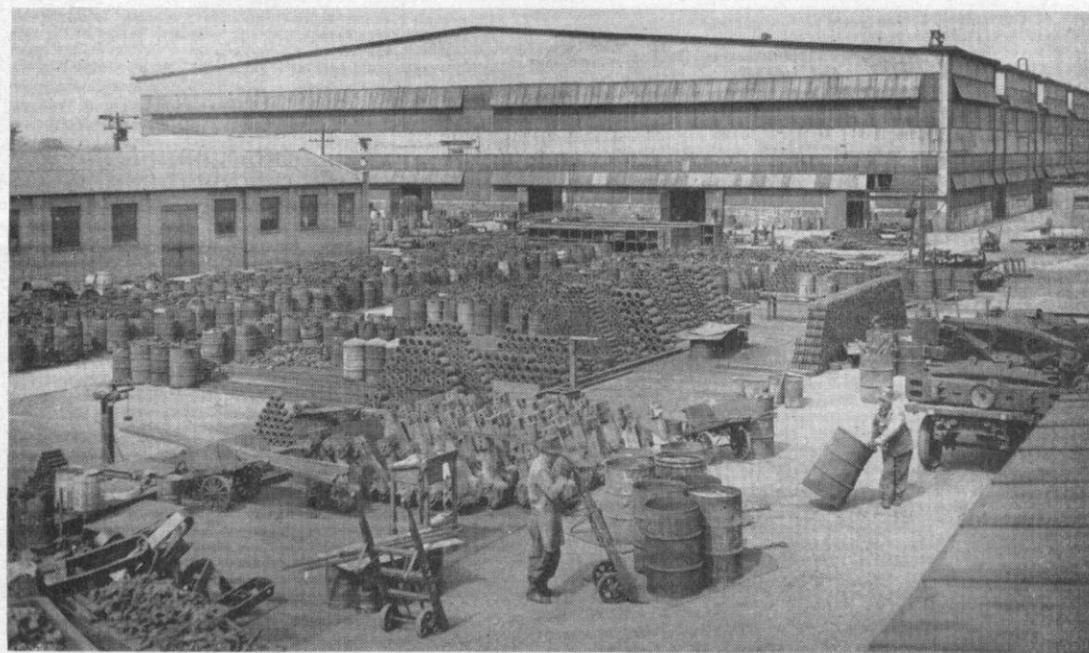
The coal dumping facility will average between 42 and 45 carloads an hour, although it has established a record of 58 cars in 60 minutes. During a business rush last year, new all-time records for size of cargo and speed of loading were established at the Harbor. On August 14, the S. S. Le Moyne of the Canadian Steamship Company received the largest load of coal, representing the largest number of railroad cars, and loaded in the least proportional time, of any boat ever handled on the Great Lakes. In six hours and forty minutes, 18,297 tons of coal, the equivalent of 288 carloads, were dumped into the ship's hold. That is an average of a car every minute and 23 seconds. In establishing this record, the loading machine at times operated at a speed of more than a car a minute.

The dock facilities for both coal and ore are owned by the New York Central and operated by stevedore companies under contract, but are under general N. Y. C. supervision. Fifty-nine grades of bituminous coal and 14 of anthracite have been handled at the Harbor.

Since weather conditions permit lake shipping only part of the year, ordinarily from April 1 to December 1, and since hungry steel mills must be fed steadily, huge stockpiles of ore are accumulated at Ashtabula for winter delivery to the mills when new receipts are cut off. Each ore machine is surrounded by space for storage of approximately one million tons of ore.

How important these stockpiles are to steel producers is evidenced in the case of one Pittsburgh producer who, lacking space for his own stockpile, is

### Reclamation Plant — Ashtabula



View of yard storage section of the New York Central's big Scrap and Reclamation Plant, at Ashtabula, Ohio. Here 14,123 gross tons were reclaimed last year.

chiefly of western Pennsylvania coal and steel products. Southbound, it is practically all iron ore, received at Ashtabula Harbor by boat from upper Michigan and Minnesota. The annual northbound movement of coal and steel products, excluding lake traffic, approximates 13,000,000 tons, or be-

the steel mills, and the northbound movement of coal and steel products swell the volume of freight traffic into and out of Ashtabula to huge proportions. In 1944, outbound ore traffic, moving by rail, amounted to \$6,233,648 net tons, and inbound coal, 3,416,481 net tons, a total of 9,650,129 net

tons. The Franklin and Clearfield Branch, through its connection with the Pennsylvania Division at Clearfield, Pa., also handles considerable high grade traffic to and from connections with eastern lines. This traffic in 1944 included 583,785 net tons of anthracite

**Supt. Jedele and Some Erie Officers**



Front Row, left to right: T. C. Harrington, Trainmaster; A. B. Hyder, Chief Dispatcher; G. H. Jedele, Superintendent; W. R. Horton, Trainmaster, and O. J. Miller, Assistant Trainmaster. Rear row: E. J. Cowin, Trainmaster; N. J. Fitzgerald, Trainmaster; E. J. Crowley, Trainmaster, and L. J. Cole, Trainmaster.

dependent upon regular daily year-round receipts from the Ashtabula board. Each day he receives from Ashtabula a solid trainload of ore, just about sufficient to keep his furnaces operating for a 24-hour period. The prompt delivery of this ore is so necessary and its movement so regular that the "ore special," as the train is called, operates with almost passenger train precision. In winter, freezing of the ore is prevented by spraying a mixture of calcium into the cars and through the ore as it is dumped into the cars.

Ore trains from the Harbor are assembled at the Carson Yard, approximately six miles to the south. As an indication of the speed with which ore trains are dispatched, full trains can be and are sent out of the Carson Yard within from three hours and forty minutes to five hours after unloading a ship is started. Frequently, complete trains are on their way while the ship from which the ore came is still being unloaded. The Carson Yard, with eight tracks, has a capacity of approximately 750 cars.

The Ashtabula Harbor Yard, devoted exclusively to the handling of ore and coal, is by far the largest of the three Ashtabula yards. Its 158 tracks have a capacity of 5,000 cars. The third yard, known as the West Yard, has a capacity of 1,700 cars on 23 tracks.

The more important repair facilities of the Erie Division also are located around Ashtabula. At the West Yard, a force of approximately 225 men maintains an average of approximately 1,200 light repairs a month, and about 175 medium and heavy jobs. Emergency light repairs to passenger equipment also are made at the West Yard. A like number of medium and heavy repairs is credited to the force at the Harbor Yard, where an additional 2,300 light repairs also are handled. The Harbor repair forces total around 265.

**150 Men at Roundhouse**

An engine terminal averages daily dispatchments of 60. The round house is equipped with 32 stalls and employs a force of around 150 men. Currently a program of rebuilding drop-end mill-type cars is being carried out at Ashtabula.

Another large and important development at Ashtabula is the Ashtabula Scrap and Reclamation Plant which occupies a 50-acre site on the outskirts of the city. There are three buildings of size—a main building 243 feet by 431 feet, a machine shop 53 feet by 141 feet, and a new mechanized equipment building 100 feet by 200 feet. Several smaller buildings are in operation also. Here is assembled scrap material from all over the New York Central System with the sole exception of the Pittsburgh & Lake Erie, which itself operates in the greatest scrap buying district in the country.

Receipts fall into two categories, that which can be repaired for further use, and that which is sold as scrap material. The latter is prepared according to Association of American Railroads' scrap classifications and goes mostly to the steel mills.

Last year, the total amount of material received amounted to 168,623 gross tons, of which 14,123 gross tons of material were reclaimed and 154,500 gross tons were sold as scrap. Since about the time the United States entered the war, or the period from Jan. 1, 1942, until June 1, 1945, the latest available figures at the time of this writing, a total of 534,545 gross tons of material were processed, of which 45,177 gross tons were reclaimed. The monetary value of re-

claimed materials, based on prices for similar new materials, last year, was \$2,304,879. In two preceding years, the amounts were \$1,991,948 in 1943, and \$2,154,081 in 1942.

The total of individual items repaired or reclaimed in a single year runs into hundreds of thousands and includes such items as airbrake material, brake beams, side frames, bolsters, couplers and parts, draft gears, pipe nipples, coil springs, washers, couplers, yokes, and numerous other miscellaneous articles.

During the last year the scrap plant has added some straight-away repair work to its activities. One job taken on was the cropping of rail, work done for the entire System. Another is that of repairing motorized equipment for the Line West, a job now being done in the new mechanized department. Also recently this Ashtabula plant, having ample storage space, has been designated as a depot for new steel in transit. This constitutes chiefly rail purchased by a foreign country and which must be held in storage a more or less indefinite period while awaiting shipping space.

Many of the operations of the Scrap and Reclamation Plant are carried on with special machinery designed and built there. In peacetime, demolition of equipment constitutes a large share of the work, but this activity has been

discontinued since March, 1941, because of war transportation needs.

Second most important city on the main line from the standpoint of traffic is Erie, divisional headquarters. Erie, a city with a normal population of approximately 125,000, and a wartime total of some 135,000, chiefly an iron and steel town, has a substantial number of important industries such as the production of refrigerators, large forgings (up to 300 tons), electrical supplies, rubber production, washing machines, stoves, enamelware, and steam shovels. Last year, loadings into and out of Erie in car-load lots totaled 21,832 cars. L. c. l. shipments totaled 67,500 tons.

All is not iron and steel on the Erie Division, however, as lying between the city of Erie and Buffalo is one of the greatest fruit producing areas in the country. There are many small fruits, chief of which are strawberries, grapes, cherries, and peaches, and tomato growing is on a large scale. As a result, there is a substantial canning and preserving industry in the territory. And not to be overlooked for either quantity or quality are Western New York apples, claimed by inhab-

itants of the Empire State to be among the best eating apples in the country.

The entire main line between Colliwood and Bay View is dotted with towns, too numerous to mention. Among the most important traffic producing cities, in addition to Ashtabula, Erie, and Dunkirk, is Painesville, near the western end of the division. Receipts there average approximately 100 cars a day, a large percentage of which is coal, received from the Baltimore & Ohio.

**P. & L. E. Colonel Wins Bronze Star**

Word has been received that Col. E. E. Exon, Chief of Supply at the Hawaiian Air Depot, Pearl Harbor, has been awarded a Bronze Star for meritorious service. Colonel Exon is an employe of the Real Estate and Tax Department, at Cincinnati, and has been with the Armed Forces since July 1, 1942. He served in World War 1 in France as an artilleryman.

## RAILROAD "COURTESY CLINIC"

Here, sketched both in their meeting and on their jobs, are members of a New York Central public relations roundtable. These groups all over the system now have some 25,000 goodwill graduates...a reason, perhaps, why business travelers recently voted Central one of America's two most courteous railroads.

At these meetings, railroaders from every department... ticket girls and trainmen, red caps and roundhouse mechanics...are pooling their experience. And out of their talks grow better ways of working together and working for you... ideas that will build a more efficient and courteous transportation team to match the finer Trains of Tomorrow.



**Conductor.**  
As train commander, he's busier than ever. Heavy travel conditions give him extra chances to apply service ideas developed by group.



**Reservations Girl.**  
In meeting the requests of patrons helpfully, promptly and efficiently, she has many public relations problems for group to help solve.



**Subject—YOU!**  
How to earn your goodwill by more efficient, more courteous freight and passenger service is the subject of more than 1500 public relations groups drawn from all the departments of N.Y. Central.



**Superintendent**  
believes "courtesy begins at the top." Millions who travel or ship via his division of N.Y.C. benefit from his part in these roundtable meetings.



**Station Agent**  
makes good group leader. Handling everything from tickets and train information to mail and freight, he learns what passengers and shippers need and want.



**Freight Brakeman.**  
At meetings, he hears problems of other railroaders - learns how to co-operate with them more effectively on the vast job in which all play vital parts.



**Redcap.**  
Meetings give him added knowledge of Railroad service aims... aims which he can further daily by helpfulness to N.Y. Central travelers.



**NEW YORK CENTRAL**  
BUY VICTORY BONDS

## Chicagoan Writes of Tariffs in India

Sergt. Robert A. Blocki, formerly of the Freight Traffic Department, Chicago, and now stationed in India, recently sent the following regarding effective tariffs on the Indian railways.

"It seems that Indian railways military tariffs provide charges 'wagon' (freight car) detention and demurrage, as follows: a. A free allowance of nine daylight hours will be given from the time wagons are available for loading or unloading. Any time taken in excess of this allowance will be charged for at the same rate as for the Public.

"In the case of Military 'Special' trains the time in excess of nine hours of daylight is charged for at the rate of three annas (6c) per wagon per hour or part of an hour. Daylight hours are considered to be from 0600 to 1800 hours — 12 hours a day, that is, the public charge for detention and demurrage is one anna per ton per hour, based on the marked weight of the car, and there seems to be no allowance of free time for unloading at all. One anna, of course, is roughly two cents."

## Chicago Group Will Sing Carols in Station at Xmas

Employees of the New York Central System and the Rock Island Lines in the Chicago district are organizing a chorus for a series of recitals in the waiting room of the La Salle Street Station, Chicago, during the Christmas season. These programs will be in honor of the railroad men and women who have served in the Armed Forces.

The first meeting of the group was held September 18 in the station.

Regular rehearsals are now being held under the direction of a committee for each railroad. Those on the Central's committee are Miss Irene Shantz, Walter Jones and Miss Marie Prendergast.

## Four Sons Serve; 1 Dies

William Gerdes, Agent, at Norris City, has had four sons in the Service.

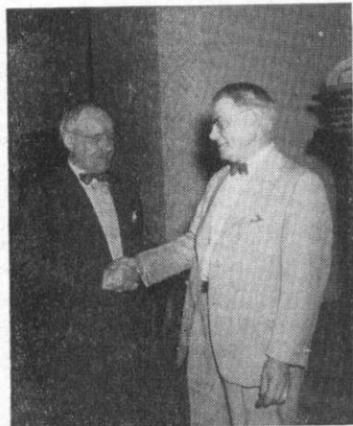
Sergt. Chester James, participated in the invasion of North Africa, Sicily and Italy and was killed in action January 15, 1944, in the Cassino sector, while serving with a Coast Artillery Unit; Gerald Richard, in the Navy, has been in the Philippines for two years; George Frederick is with the Seabees at Pearl Harbor and Pfc. Norman Wayne, after serving with General Patton's 6th Armored Division in Belgium, Luxembourg and Germany, recently was home on furlough.

The coming of peace so inspired Mr. Gerdes that he wrote some verses entitled "They're Marching Home Again."

## Chief Claim Agent Stineman, Retiring, After 47 Years Service, is Feted in Chicago



Seated at the speakers' table, left to right: J. C. Stineman, retiring Chief Claim Agent; O. G. Browne, General Claims Attorney, New York; J. Aronson, Vice-President, Law, New York; and J. L. McKee, Vice President, Chicago. Others in the group include: H. G. Whiteman, M. N. Ray, H. A. Fathauer, H. J. Weemhoff, C. I. McCarragher, A. J. Lorenz, F. J. Jerome, L. C. Snyder, L. W. Payne, T. L. Green, J. H. Mitchell, A. W. Foellger, J. W. Switzer, F. J. Miller, H. C. Carson, H. L. Hanson, H. A. Coughenour, H. G. Pinniger, LeRoy Blue, E. L. Whitney, H. L. Kershner, Dr. I. D. Siminon, W. A. Morrow, R. O. Olson, Dr. R. S. Westline, Dr. F. E. Pierce, Dr. G. H. Mundt, P. S. Whipple, W. A. Smith, Dr. J. D. Claridge, Dr. G. P. Myers, C. L. Moline, R. C. Vogel, C. H. Harrison, Dr. A. B. Snider, O. E. Sporer, Dr. H. C. Groman, E. J. Hoyt, W. J. Holden, F. A. Hruska, H. L. Johnson, O. E. Smith and D. B. Self.

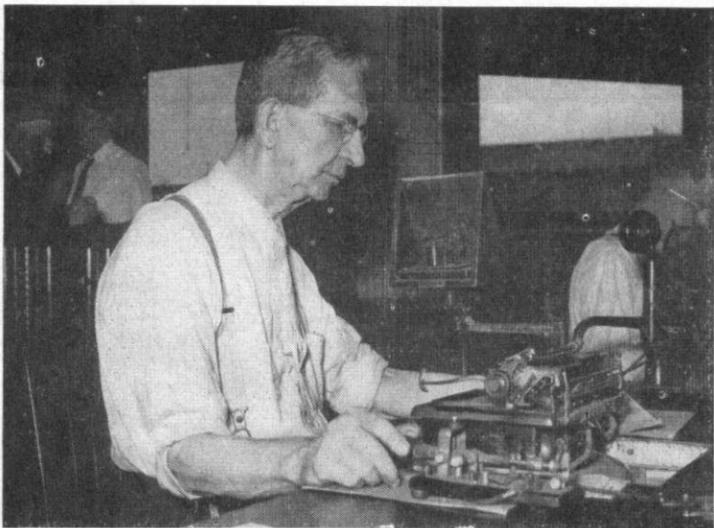


H. A. Fathauer, new Chief Claim Agent, Chicago, and J. C. Stineman, who retired after 47 years' service.



Mrs. J. C. Stineman, wife of retiring Chief Claim Agent, was the guest of honor at a special luncheon. Seated, left to right: Mrs. O. E. Smith, Mrs. C. H. Harrison, Mrs. I. D. Siminon, Mrs. C. P. Rath, Mrs. Lawrence Stineman, Mrs. J. C. Stineman, Mrs. H. A. Fathauer, Mrs. F. J. Miller, Mrs. J. L. McKee, Mrs. G. P. Myers and Mrs. W. J. Holden. Standing, left to right: Mrs. C. L. Moline, Mrs. C. W. Kerchner, Miss Anne Liston, Miss Teresa Doyle, Miss Agnes Bielby, Mrs. F. A. Hruska, Mrs. H. G. Whiteman, Mrs. H. G. Pinniger and Mrs. W. A. Smith.

## At 73, Elkhartan Has Seen 53 years' Service



More than 53 years of continuous service with the New York Central System and predecessor companies is the record of Joy William Hostick, pictured above, telegrapher at Elkhart, Ind. Now in his 74th year Mr. Hostick, who was eligible for retirement eight years ago, has stayed on the job because of the wartime emergency and now with the war's end states he will remain at his post as long as he is needed and his health remains as good as it is. He was born Sept. 9, 1872, at Erie, Mich., and took his first railroad job August 16, 1892, as a telegrapher at nearby Rockwood, Mich. Subsequently he worked as dispatcher and chief clerk at Detroit and Toledo for the old D. T. & M., and went to Elkhart as a telegrapher November 11, 1903, where he has since remained. He is, of course, the holder of a Gold Pass.

S. C. Murray, General Counsel, Chicago. A brief response, was made by Mr. Stineman. Mr. Stineman was presented with a wrist watch and a handsome blue moroccan bound booklet containing an account of his association with the New York Central and the signatures of all present.

At the same hour Mrs. Stineman was the guest of wives of the members of the Claim Department. She was presented with an earring and pin set made from antique silver.

Mr. Stineman began railroad service February 17, 1898, as clerk in the Chief Claim Agent's office in Cleveland at the time the Claim Department was organized. Rising through a series of promotions he was appointed Chief Claim Agent in Detroit, July 1, 1919, and on December 1, 1922, went to Chicago in the same capacity.

Mr. Fauthauer, a graduate of the Benjamin Harrison Law School, now Indiana University Law School, at Indianapolis, started with the Central as a clerk in the Engineering Department at Cleveland, his native city. Later he transferred to the Claim Department and in 1911 went to Chicago as Chief Clerk to the Chief Claim Agent. On September 16, 1915, he was appointed Special Claim Agent, Chicago, and on December 1, 1922, was promoted to Assistant Chief Claim Agent at Indianapolis.

He returned to Chicago in 1930 in the same capacity, and in 1941 was appointed an additional Chief Claim Agent.

Mr. Miller, new Assistant Chief Claim Agent, after short periods of employment in the Stores and Locomotive Departments at Elkhart, Ind., entered the Claim Department at Chi-

cago January 1, 1913. He was appointed District Claim Agent February 1, 1929, and served in various locations.

H. G. Whiteman, Chief Claim Agent, at Cleveland, made the following appointments:

Frank H. Lutton, District Claim Agent, at Cleveland, vice Fred J. Miller, promoted.

George W. Brittingham, District Claim Agent at Toledo.

Harold V. Steinberger, District Claim Agent at Columbus.

## Chicago Employes Credit Union Grows Popular



Officers of the Chicago Credit Union report that it is constantly expanding in membership and in its service to New York Central employes. Shown above are some employes at the window of its quarters in the La Salle Street Station, adjacent to those of the Rock Island Credit Union.

## Chicagoan Had Share in Sea Fights

Claude V. Skully, 34, Boatswain's Mate 1st Class, a furloughed Chicago employe, has been in the Navy since June, 1942.

He is now captain of a 5-inch gun mount and has been in two major naval actions and seven landing operations, as well as participating in the February carrier raid on Tokyo by Task Force 58 and landings last Spring on Kyushu.

His destroyer had a part in the sinking of a battleship and destroyer at Surigau and of a submarine in the Philippines.

## Kettering Praises Railroads' War Work

During a recent radiocast of the General Motors Symphony Hour, Charles F. Kettering, Vice-President, General Motors Corporation, paid the following tribute to the railroad industry:

"America emerges from this war as the strongest military nation in the world. This may seem strange to many of us because we are not a military-minded people. A second look into this seeming contradiction shows our military strength came in part from our great pre-war industries.

"One of the oldest of these is the railroad. It has played a major role in achieving the great victory today. But it has also been an important factor in building America for more than 100 years.

"Today there are over 400,000 miles of railway track in the United States over which move some 45,000 locomotives. To operate and maintain our railroads requires nearly 1,500,000 people — one of our greatest industries.

"During this war, with less equipment and fewer employes than in the first World War, it has handled 98 per cent more traffic — a remarkable record of efficiency.

"What the train of tomorrow will look like, how it will perform, will depend like so many other things on what you, the public, would like. Great new things are ahead in both freight and passenger service. You will see more streamlined trains with Vista domes and Diesel engines as the different lines compete for your travel.

"While our railroads have a remarkable record of serving the nation for over 100 years, they also have a keen pioneering outlook for the world of tomorrow. We owe this great transportation system a vote of sincerest appreciation."

## I. H. B. Credit Union Has \$200,000 Assets

V. W. DuFrain, Treasurer, reports that the Indiana Harbor Belt Railroad Employes Federal Credit Union, established nine years ago, is making steady progress.

Recently its account showed \$200,397 in assets and in the past year it made 507 loans to members.

The union is now seeking additional members. It points out that its charges on loans for the purchase of furniture or household appliances is only about half of that of finance companies.

## Long Service Veterans Retire

Below are the names of some of long-service men who have retired recently:

Cornell, Harry F., Tower Director, GCT, New York, 53 years, 2 months.  
 Elliott, Sam C., Section Foreman, Rochester, N. Y., 48 years, 5 months.  
 Gohlke, Gustav, Section Foreman, S. Columbus, O., 53 years, 2 months.  
 Hallberg, Olaf, Engineman, Michigan Division, 42 years, 4 months.  
 House, George W., Engineman, Indiana Division, 45 years, 8 months.  
 Kirkendall, Charles H., Machinist, So. Anderson, Ind., 46 years, 1 month.  
 Lacey, Edward F., Engineman, St. Lawrence Division, 44 years, 9 months.  
 Lippencott, Jesse, Conductor, Elkhart, 47 years, 1 month.  
 Mansell, John J., Agent-Telegrapher, Exces, Ont., 49 years, 9 months.  
 Newbury, William B., Car Inspector, Selkirk, N. Y., 46 years, 1 month.  
 Patterson, Carl T., Engineman, Erie Division, 43 years.  
 Sampo, Nickolas, Section Foreman, Syracuse, 45 years, 3 months.  
 Schweiger, John L., Engineman, Buffalo Division, 41 years, 9 months.  
 Stoner, William H., Engineman, River Division, 46 years, 9 months.  
 Stover, Elmer P., Machinist, Eng. Insp., Elkhart, 49 years, 9 months.  
 Brannan, John A., Engineman, Western Division, 45 years, 4 months.  
 Christian, Willard L. B., Asst. Engineer, New York, 43 years, 5 months.  
 Copeland, Owen H., Engineman, P. & L. E. Division, 46 years, 3 months.  
 Dameron, Charles T., Section Foreman, Harrisburg, 49 years, 3 months.  
 Davidits, William W., Hostler, Mattoon, 41 years, 3 months.  
 Fry, Albert C., Engineman, Detroit Division, 47 years, 11 months.  
 Gathercole, James W., Brakeman, Cleveland, 45 years, 11 months.  
 Hughes, Delancy H., Conductor, St. Lawrence Division, 50 years.  
 Lovell, Ernest L. Machinist, Windsor, 38 years, 4 months.  
 Milsap, Edward W., Loco. Fireman, Buffalo, 45 years, 2 months.  
 Paris, George J., Asst. Auditor Passenger Accounts, Detroit, 42 years, 6 months.  
 Scott, Wilfred S., Telegrapher-Leverman, Niagara Falls, 49 years, 2 months.  
 Smith, Charles F., Engineman, Mohawk Division, 46 years, 10 months.  
 Thayer, William L., Inspector-Repairer, Selkirk, 41 years, 9 months.  
 Travis, Edwin A., Engineman, 43 years, 4 months.  
 Underwood, Elsie D., Engineman, Michigan Division, 40 years, 9 months.  
 Vanderbeck, George L., District Freight Claim Agent, New York, 47 years, 11 months.  
 Breslin, William A., Engineman, Erie Division, 44 years, 1 month.  
 Cauvet, Judge H., Chief of Reclaim Dept., Buffalo, 45 years, 1 month.  
 Cloutier, Homer L., Machinist, Elkhart, 45 years, 9 months.  
 Day, Jesse C., Chief Clerk, Transportation Dept., Charleston, W. Va., 41 years, 7 months.  
 Dellinger, George M., Conductor, Kalamazoo, 48 years, 10 months.  
 Eaton, Oscar F., Engineman, Illinois Division, 39 years, 5 months.  
 Edmonds, Byron L., Section Laborer, Hastings, Mich., 46 years, 4 months.  
 Goodness, William H., Carpenter, Watertown, N. Y., 46 years, 5 months.  
 Grover, Cyrus M., Agent, Sugar Ridge, O., 54 years, 1 month.  
 Gunn, Thomas, Brakeman, Boston, Division, 40 years, 2 months.  
 Hamilton, George O., Conductor, Toledo Division, 34 years, 9 months.  
 Howland, Roy B., Engineman, Syracuse Division, 38 years, 9 months.  
 Jordan, William F., Engineman, Pennsylvania Division, 44 years, 9 months.  
 Kendrew, Albert E., Engineman, St. Lawrence Division, 45 years, 8 months.  
 Leahy, Dennis J., Asst. Supervisor of Boilers, Albany, 42 years, 6 months.  
 Lewis, Seward E., Signalman, Mohawk Division, 45 years, 6 months.  
 McCollum, Henry C., Engineman, Detroit Division, 35 years, 10 months.  
 McGraw, Henry J., Conductor, Ohio Division, 46 years, 2 months.  
 McMahon, Michael E., Gang Foreman, Corning, N. Y.  
 Miller, Emons, Carpenter Foreman, Calumet City, 39 years, 5 months.  
 Miller, Fred A., Signalman, Hudson Division, 50 years, 4 months.  
 Montour, David A., Conductor, Michigan Division, 41 years, 7 months.  
 Mura, John, Stevedore, Syracuse, 36 years, 6 months.  
 Myers, Frederick W., Foreman, Utica, 35 years, 10 months.  
 Northrup, Walter S., Conductor, Albany Division, 37 years, 11 months.  
 Prewitt, Jesse E., Section Laborer, Columbus, Ind., 43 years, 4 months.  
 Quayle, John A., Gang Foreman, Collinwood, 38 years, 3 months.  
 Rose, William W., Clerk, Accounting Dept., Detroit, 42 years, 1 month.  
 Rowley, Servetus A., Engineman, Toledo Division, 40 years, 8 months.  
 Stineman, Jay C., Chief Claim Agent, Chicago, 47 years, 6 months.  
 Struble, Bert, Section Foreman, DeMotte, Ind., 44 years, 3 months.  
 Swartz, John Signal Maintainer, Toledo, 35 years, 11 months.  
 Sweeley, Harry A., Machinist Helper, W. Albany, 32 years, 11 months.  
 Taddeo, Charles, Section Foreman, Natick, Mass., 37 years, 4 months.  
 Reichart, Frederick E., Section Foreman, Glassport, Pa., 33 years, 1 month.  
 Thompson, Patrick J., Engineman, P. & L. E. Division, 43 years, 9 months.  
 Tracy, Benjamin, Conductor, Ohio Division, 46 years, 10 months.  
 Umbarger, Ernest R., Yardmaster, Jacobs Creek, Pa., 47 years, 8 months.  
 Weske, Herman A., Machinist, W. Albany, 49 years, 7 months.  
 Williams, William I., Engineman, Hudson Division, 47 years, 9 months.  
 Blondel, Jay H., Fireman, Tin & Pipe Shop, McKees Rocks, 43 years, 10 months.  
 Chaffee, Frank J., Car Repairer, Jackson, 38 years, 5 months.  
 Elston, Clarence H., Inspector, Car Dept., Chicago, 33 years, 3 months.  
 Horton, Newton N., Clerk, Detroit, 35 years.  
 Mattoon, Roy D., Engineman, Pennsylvania Division, 45 years, 1 month.  
 Deeg, Charles, Engineman, Detroit, 55 years.

## Wins Tennis Tourney

Miss Claire McGuire, Stenographer-Clerk in the Trainmaster's Office, Elyria Coal Dock, recently won the women's singles title for the third consecutive year in the Elyria city-wide championship tournament.

## N. Y. C. Public Relations Training Classes Again Resumed



Season's opening session at Buffalo. In foreground are Superintendent Dwyer, Assistant Superintendent McGraw and W. J. Barnes, Trainmaster.



Buffalo Car Service employees at a Public Relations meeting last month.

PUBLIC Relations Training is again being resumed on the New York Central System. Classes already are being held and will continue to be held during the Fall and Winter.

In a recent period of ten days more than 1100 employees of the Operating, Freight Traffic, Car Service and other departments at Buffalo and over 300

employees at Syracuse attended meetings conducted by W. A. Hauck, Traveling Conductor.

At these meetings courtesy films entitled "The Time is Now" and "The Lady Said Thanks" were shown.

M. R. Dwyer, Superintendent, R. H. McGraw, Assistant Superintendent, M.

R. Clinton, Superintendent Car Service, and W. J. Barnes, Trainmaster, outlined to the employees at Buffalo the necessity for good public relations at this time, particularly from the standpoint of maintaining and expanding the business of the railroads and thereby maintaining employment security. The program was well received.

## P. & L. E. Man on Gunboat Hit by Jap Mine is Back on Leave



John Mills Johnston, Jr.

Twenty-seven battle weary sailors, survivors of a Navy landing craft gunboat which was a victim of a Japanese underwater mine, have returned to the United States on a long awaited leave. Twenty of the men were wounded.

One of the twenty-seven was John Mills Johnston, Jr., 22, Signalman first class, who formerly worked as Clerk-Warehouseman at the P&L E Freight Station, Monaca, Pa., and who left this position to enlist in the Navy.

Johnston and his shipmates have been recommended for Navy Unit Citation for their devotion to duty. The Monaca bluejacket entered the Navy two and one-half years ago, taking his apprentice training at Sampson, N. Y. and amphibious training at Solomons, Md., before joining the gunboat crew.

The gunboat, a veteran of the Marshalls, Palau, Ulithi and Pulo Anna invasions, was on patrol duty off an island in the Palau group helping to isolate a large number of Jap troops to the north, when it struck a mine. The terrific explosion sent crew members flying in all directions.

All hands were ordered to abandon ship stations and swimmers were sent out to rescue the men blown overboard, a task which was accomplished despite heavy fire from Jap shore batteries and snipers.

While rescue work was in progress, an inspection revealed that the ship could be kept afloat. Lines from a nearby craft were made fast and there began an heroic and successful fight to tow the ship to safety.

## Recent Deaths

### Harry L'Hommedieu

Harry L'Hommedieu, Land & Tax Agent, Kingston, N. Y., died suddenly of a heart attack September 16, while weekending at his summer camp near Hunter, N. Y. He lived at 87 Johnston Street, Kingston.

Mr. L'Hommedieu was born August 17, 1880, in St. Louis and completed his education in Buffalo, N. Y., where he became an assessor in the City Assessor's Office. In world war I he was commander of a submarine chaser and later of a mine sweeper.

He entered New York Central service as Assistant Land & Tax Agent at Buffalo October 1, 1925, being transferred to New York as Land & Tax Agent in 1929. In 1932 he was appointed Land & Tax Agent at Kingston

in charge of the surrounding territory. Mr. L'Hommedieu is survived by his wife, the former Helen Messmer, whom he married in Buffalo in 1912. He was a member of the Masonic Order — Knights of Pythias.

### Arthur E. Wagner

Arthur E. Wagner, Chief Clerk, Office of Executive Vice President, New York City, died September 23 at the age of 41 as the result of a cerebral hemorrhage. He lived at 270 Bronxville Road, Bronxville, N. Y., and is survived by his wife, Ethel, and two sons, Allan, 18, now in the U. S. Army, and Arthur, Jr., 9.

Mr. Wagner entered service as a messenger in "Q" Office, New York City, in 1918. For 15 years he had worked in the Office of Executive Vice President as clerk, stenographer, secretary, receiving appointment to Chief Clerk last year.

### John Powers

John Powers, former Secretary, Pass Bureau, New York City, died at his home at Pleasantville, N. Y., September 23, of a heart ailment. He was 55.

He started as a messenger in the Engineering Department, New York City, in 1906, shifting to the President's Office in 1909. In 1917 he was appointed Traveling Secretary to the President and the following year Secretary, Pass Bureau. Recently he was employed in the Pension Bureau.

### Charles P. Curtin

Charles P. Curtin, veteran New York Central agent at DeMotte, Ind., died recently at the Holy Family Hospital, La Porte, Ind. He was preparing for his vacation when stricken. He expected to retire on pension soon. His wife and three children survive. Mr. Curtin was born at Earl Park, Ind., December 3, 1879, and entered service of the I. I. & I. on May 1, 1900.

He was rich in lore, traditions and legends of the Kankakee river bot-

## Empire State Girls

(concluded from page one)

cities along the route of the 'Empire,' from New York City to Buffalo, Detroit and Cleveland, learning at first-hand the answers to questions they may be asked.

Their train uniforms are a jacket and skirt of dark blue, with a white blouse. Smart hats, bearing an emblem identifying their railroad position, will be decorated with a motif symbolizing the driving wheels and connecting rod of a locomotive.

tomlands when that country was a wilderness, nationally known as a hunting and fishing paradise.

Until about three years ago, he could be found in season blowing his whistle at football and basketball games as an accredited referee, and in summer calling balls and strikes at baseball games.

### Stanley A. Munson

Stanley A. Munson, 42, a clerk for the Boston & Albany for many years, died recently at his home in Needham, Mass. His wife, Eleanor, a son, James, in the Navy, and his mother, Mrs. Ellen Munson, survive. Mr. Munson's father was a dispatcher on the B. & A. for many years.

### George Keith

George Keith, retired, former Assistant Chief Clerk of the GSK Office, McKees Rocks, Pa., died recently after a short illness.

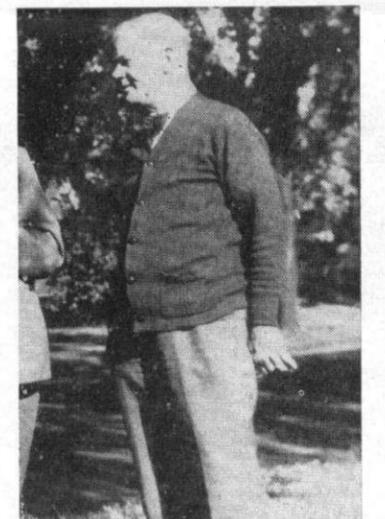
### Katherine McFarland

Miss Katherine McFarland pensioned employe of the Real Estate & Tax Department, Cincinnati, died September 16. She entered the service in 1888.

### Gerald R. Lynch

Gerald R. Lynch, Passenger Train Conductor and a veteran of the first World War, died recently at his home in Croton at 49. His wife, a daughter and a son survive.

## Pioneer L. S. & M. S. Signal Inspector



James Charlie Seaman, 69, the first Signal Inspector on the old Lake Shore & Michigan Southern, died September 10 at his home in Elkhart, Indiana.

He began work as a Signal Maintainer on June 1, 1893, when the Carpenter Department had jurisdiction over the signals and the Master Carpenter was boss. On March 1, 1903, he was appointed Signal Inspector at Chicago and in October of the same year went to the Cleveland Signal District, where he remained until his retirement in August, 1937, due to ill health.

His outstanding contribution to the signal art was the Seaman Lightning Arrester, which was widely used by the Signal Departments of the railroads throughout the country to protect their signal circuits as well as being the standard on the Lake Shore. He contributed greatly to the development of present day electric interlockings.

He was nationally known for his hobby of collecting fishing tackle, this collection requiring a separate building apart from his home, to house it. He and his hobby have been the subjects of several motion picture shorts.

He is survived by his wife, Jessie Scott Seaman, who, like Charlie, has an enviable record of 30 years' service in the Signal Department, having left the service during 1939, and an only son, Charles S. The latter recently was honorably discharged from the Navy, with eleven battle stars, and is a former member of the Signal Department at Cleveland.

# Central Headlight

Published monthly for New York Central System employes 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.

Editor

C. W. Y. Currie

Associate Editors

Frank A. Judd  
Chicago

C. A. Radford  
Cincinnati

Volume 6

OCTOBER, 1945

No. 10

## The Days Ahead

WITH the ending of the war, the New York Central, in common with all other American railroads, faces a period of uncertainty which should give pause to every thinking railroad man.

The railroads have played a major, essential part in helping to bring to a successful end the costliest war of all times. That magnificent chapter of achievement is now closing and we must look to the future, a future in which everything points to a blitzkrieg of intensified competition from revived air, water and land agencies for much of the traffic on which our well-being and our very existence depend.

For this reason, President Metzman's letter last month to the men and women of the New York Central System is of vital importance to all of us. Note well what he says:

"What this (the future) may hold in store for us is uncertain. We are hopeful, however, that the re-conversion processes will be accomplished rapidly so that there may be continuing industrial activity, which of course is necessary to the continued prosperity of the railroads.

"To bring about this result we shall have to exert every effort to further improve our service under strong competitive conditions. This can best be done by closely observing the rules and schedules which have been set up for the operation of our train service, freight and passenger stations, and by dealing with our patrons at all times in a friendly and courteous manner."

He indicates it is imperative that we improve our service in every way possible. To accomplish this, new and better facilities and equipment, already planned by specialists amid the hurly burly of war, will be provided as fast as reconversion permits. But, they will not do their job in full and will not accomplish the desired result unless, as Mr. Metzman observes, the rules and schedules are observed punctiliously by every employe for whom they have been set up.

Almost equally important is his reminder that courtesy and consistent friendliness toward our patrons, small and large, are one of our essential daily working tools. Our railroad already has established a reputation for treating our patrons in the manner in which we would like to be treated ourselves. If we are to meet our competitors on their own ground, we must still further improve our every attitude toward those whose patronage gives us our livelihood.

Only we can shape the situation so that it will redound to our advantage as well as to that of the public we have served so long.

The future is up to us!

## 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—When the United States entered the war, in 1941, the railroads had 172 streamlined passenger trains in scheduled service.
- 2—Railroad taxes in 1944 averaged \$5,044,000 a day which, if paid in silver dollars, would make a stack about eight miles high.
- 3—In Russia a shipper who fails to load a freight car up to its maximum capacity is fined. If a shipper or consignee damages a car while loading or unloading it he must repair the damage and pay a penalty of five times the cost.
- 4—The world's largest covered freight station is Temple Meads, at Bristol, England and is owned by the Great Western Railway.
- 5—The New York Central recently owned approximately 3,660 locomotives; 131,353 freight cars; 4,616 passenger cars and 318 pieces of floating equipment, such as ferryboats, barges and car floats.
- 6—Life insurance companies, which have 159,000,000 policies in force, hold \$2,750,000,000 of railway securities. Every policy holder and his family therefore has an interest in the well being of the railroads.
- 7—More than 40,000 freight and passenger trains are operated daily throughout the United States.

Remember the big Victory Loan Drive Starts  
Late This Month — Use Payroll Deductions!

## Watching the Century Go By — Then and Now

G. Metzman, President,  
The New York Central Railroad  
New York City  
Sir:

It was a long, long time ago in Sandusky, Ohio. I was a little boy, the youngest of a large and poor family. There were no radios in those days for our entertainment. In fact money was very scarce and I, like most boys in those days, had to conjure up my own entertainment.

In the Spring, Summer and Fall evenings, when the weather was good, together with several of my pals I would go out to the station to watch "The Century" go through on its trip East.

We always got there plenty early and amused ourselves peering in the Station Master's window, listening to the mysterious click of the telegraph instrument, hopping on and off the baggage trucks and counting the cars on the slow freights that occasionally went by.

We watched the station clock carefully and when time drew near for "The Century" we peered down the track, growing more and more excited. Finally we saw the speck in the distance and knew by the vibrating headlight that it was "the" train. We hurriedly climbed on a baggage truck, well back from the tracks, as it was rumored that the suction from this speeding monster would suck you under the wheels.

Finally, with a roar, it was on us, the great driving wheels pounding the rails—a whirling comet of smoke, steam, lights and noise. Our skin prickled and we stopped breathing momentarily. We got a glimpse of our hero, the engineer, and then it was gone! The dust subsided, the noise died away in the distance and soon we heard the tiny click of the telegraph key and the small sounds of the station. We hopped down from our perch and started home, speculating on the speed we had witnessed and assuring each other that it was going "a mile a minute," unbelievable but true.

I have just returned from my two week's vacation that I spent in Sandusky in the old homestead, along with my two small children. We had a grand time and every evening—you guessed it—we went out to the station to watch "The Century" go through. It was just as thrilling as ever to me and the children were entranced.

Of course it is now pulled by a sleek, powerful Diesel, the coaches are streamlined and there's a neon sign on the rear with the name of the train on it. The "depot" is a little older and I noticed the same baggage trucks scattered around and serving as seats for a dozen or so youngsters, some with their dogs, all there to watch "The Century," just as I did many, many years ago.

Some things have changed. I have lost nearly all my hair and what is left is very gray, and I now wear bi-focals. What used to be "The Lake Shore" is now "The New York Central System." The old homestead is badly in need of paint and repair. Many of the lads I trudged to the depot with have gone to their final reward and others have grown up and moved to other and bigger cities.

In a world that is sometimes overcome with chaos, despair and change it is pleasant to know that some things remain constant. The seasons still appear at their appointed times, little boys still love trains, the sun still rises in the East and "The Century" still runs every day.

Sincerely yours  
J. P. Sharpe

1531 Lakeland Ave.  
Lakewood 7, Ohio

## THE ROUNDHOUSE

By  
Sim Perkins

THESE fishermen! It's hard to keep up with the finny enthusiasts, as Central employes at Elkhart recently discovered when they found that where the live stock cars are cleaned was a treasure house of big fat worms and innocently let the public know of their discovery.

Soon the local Izaak Waltons were digging up the ground so fast they marred its usefulness. It was the old story, too much of a good thing defeats its own purpose. Finally a halt had to be called.

The fish now feel much better; likewise the worms.

THERE is good news for those employes who like to make gifts, for holidays or otherwise, of the popular desk model of the Central's streamlined Hudson locomotive that the public took to its heart just before the war. Priorities and other hindrances which made production of the model impossible during the war have now been lifted and a limited quantity will be available, it is hoped, before the end of this month. Just write the Publicity Department, 466 Lexington Avenue, New York. Price \$3.25, plus 20 percent tax.

Lesson in Japanese: (1) Ki-no-doku — "So sorry, please!" (2) Shikata-ganai — "To hell with it all!"

IF you have had occasion recently to be around Mott Haven Yard, New York, you have probably noticed the improvements made in keeping the Yard clear of litter and in its sanitary condition in general. The gradual improvement made has been highly praised.

In the rush of war work, complicated by the manpower shortage, things for a time got a little out of hand but now

the whole situation is definitely looking up and will probably continue to do so.

Responsible for the improvements, which were due to a concerted campaign, are Division Supt. E. L. Golden,

Mr. F. H. Baird, G.P.T.M.  
New York Central System

Dear Mr. Baird:

Now since the War is over, it seems fitting that we should take cognizance of the important part that your Railroad has played in some of the successful accomplishments in the war effort by members of our organization.

Because of our own problems, we appreciate the many difficulties the Railroads have experienced and are fully aware of the extra effort that every individual in your Cincinnati Office has put forth to assist us over the past war years.

Not one of the many in our organization, who used the Railroad, can think of any instance in our many contacts with all the personnel of your Cincinnati Office where no honest, real "try" was not exerted to serve us.

Our sincere appreciation for your splendid cooperation. Normalcy will again be here in the not too distant future; and when that time comes, the members of Sport Products, Inc. will not forget the New York Central's many courtesies.

Sincerely yours,  
PHILIP H. GOLDSMITH  
Vice President-Secretary

415 Federal Building, Buffalo, N. Y.  
September 6, 1945.

Mr. G. Metzman, President,  
New York Central Railroad Co.,  
New York, N. Y.

Dear Mr. Metzman:

This will be one of the most presumptuous letters you have received in a long time. I am going to tell you how to run a railroad in one sentence. Of course, I'm not a railroad man, I'm just a consumer of railroad service.

Here's my advice: "Run your rail-

## Went Whole Way



Staff Sergt. H. R. Daringer, son of H. F. Daringer, Air-brake Repairman, Shelby Street Shops, Indianapolis, is now in Dillingen, Germany, on the Danube river. He is a member of the 71st Infantry Division, the Division which penetrated the farthest East of any U. S. Army Division in the fight for Germany and Austria. The 71st was committed to battle at Bitchie, France, and had advanced to Wels, Austria, at the end of hostilities. Sergeant Daringer has been awarded the Combat Infantryman's Badge, and two battle Stars for the Rhineland and Central Europe. He has been in service nearly four years. His brother, W. H. Daringer, served nineteen months in North Africa.

J. O. Brown, District Commissary, Pullman Company, A. G. Sencak, Supt. of the Central's Dining Service, H. A. O'ferman, Trainmaster at Mott Haven and Capt. Bill O'Neill of the Central's Police Department.

Let's hope their enthusiasm does not flag, particularly as long stretches of this Yard are visible from passing trains on both the New York Central and New Haven.

Success recipe:  
Think big, talk little, love much, laugh easily, pay cash and be kind!

A woman is a person who can hurry through a drugstore aisle 18 inches wide without brushing against the piled up tinware, and then drive home and knock the doors off a 12 foot garage.

## Letters of the Month

SPORT PRODUCTS, INC.  
John & Findlay Streets  
Cincinnati 14, Ohio

road just exactly the way you are running it now!"

Here's why I'm boosting the Central: My fifteen year old daughter took the Empire to Albany last Friday. She saw me give her two suitcases to the porter. She saw the porter place them on the rack above her seat. She got off the Empire and didn't take her suitcases. Don't ask me why—I only have one fifteen year old daughter and don't understand what makes them do things. She says she thought I checked the bags. Anyway, Patricia got off at Albany—the bags went along with the Empire.

My friends all gave their opinions: "Not a Chinaman's chance of ever seeing those bags again!" was the general theme.

However, I went to the phone, called up Mr. Carl A. Riebling, General Baggage Agent, at Buffalo, and told him my story. He personified interest in my hard luck. He didn't kid me; he told me what he was up against—no brush off from Riebling. He was vitally concerned. To me he was the New York Central RR and he made a hell of a good impression.

Well, to be brief, Mr. Riebling called me up a few hours later and said he felt sure he had found the missing suitcases. Happy? Man, I wouldn't change places with the President of the New York Central Railroad at that moment.

And as for Patricia—Think what the recovery means to her! She had worked all summer on a farm—never missed a day, to save money for school clothes.

So, Mr. Metzman, my advice to you, as a representative of your boss, the public—if you want to run a grand railroad, just keep on doing the way you are doing. Mr. Riebling and the many New York Central employes who put themselves out for my bags, didn't get their spirit of service out of the blue sky. Believe me, I am,

Very sincerely,  
(sgd) JOHN SHANLY

# Some of our New York Central Family Who Served Their Country in the War



### New York, N.Y.C. Man Gets Bronze Star Medal

Major John W. Fleming, Depot Commander at a base in Italy, is shown awarding the Bronze Star to Sgt. Joseph R. Romanello, who has been overseas more than three years. The sergeant's last reported post was with a Chemical Depot Company of the Air Service Command. He was in England and North Africa before moving to Italy and entered the Armed Forces in February, 1942.



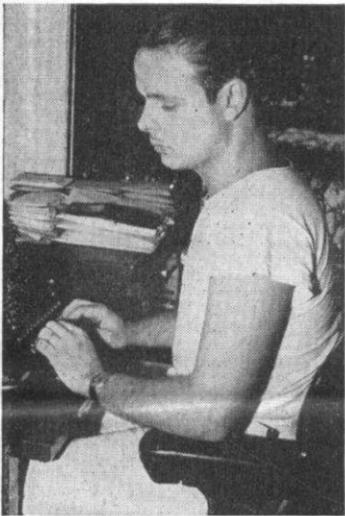
### With China Command

Among the several New York Central men with the China Combat Command is Pfc. Eldon H. Snowden, 31, who before entering the Army was an employe at Corning, Ohio, engine house. His wife and two children live in Corning. He has been awarded the Combat Infantryman's Badge and has two campaign stars on his Asiatic-Pacific Theater Ribbon.



### Rochester Man and His Indian Locomotive

Staff Sgt. C. H. Bassett is with the 721st Railway Operating Battalion in India. A former brakeman on the Rochester and Syracuse Divisions, he enlisted in November, 1942, and went overseas in December, 1943. He is shown on one of the locomotives used in India.



Official U. S. Navy Photo

### In Honolulu

HONOLULU, T. H.—Theodore W. Hilleary, yeoman, third class, USNR, of Jackson, Mich., and Sacramento, Calif., is on duty in a Shore Patrol office here. He entered the Navy in April, 1944.

His wife, Mrs. Dorothy Hilleary and two sons, Theodore D., 3, and Philip James, 1, live with his mother on Route 1, Del Paso Heights, a suburb of Sacramento. Hilleary was a fireman for the New York Central Railroad out of Jackson when he entered the service.



### In Austria

Sergt. Hugh J. Finley, a fireman on the Ohio Division of the New York Central, is now an engineman in Europe. He has worked in France, Belgium, Holland, Germany and is now at Linz, Austria, with the 735th Railway Operating Battalion. He is the son of Tim Finley, for many years an engineman for the New York Central and has two brothers, Ed and Harry, with the Central at Indianapolis. Before entering the army he was known as Bud Finley. He served through the Belgian Bulge and has four battle stars.



### Now in Pacific

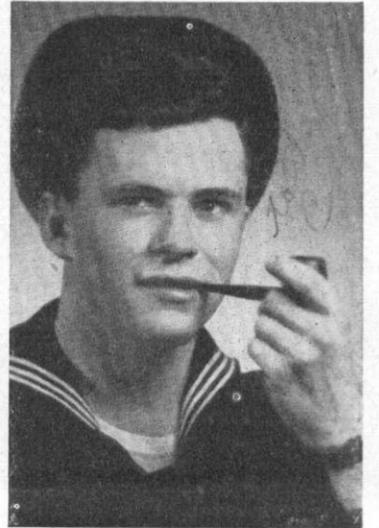
William B. McColla, S 1/c, shown above, a former laborer at the Ohio Division Coal Dock, Galion, Ohio, is now in the Pacific on an LST. He entered the Navy November 20, 1943.

Another worker at this dock, George Junior Foss, F 1/c, is on the U.S.S. Lyon in the Pacific.



### At Beech Grove After Three Years Fighting Overseas

Sergt. Robert G. VonStaden, of Indianapolis, furloughed apprentice from the Forge Department, Beech Grove Shops, returned recently after being discharged from the Army with 113 points. He served overseas for three years and one week and won five campaign stars for the Tunisian, Naples-Foggia, Rome-Arno, North Appenines Mountains and Po Valley campaigns. These campaigns included the battles of Kasserine Pass, Hill 609 and the Anzio Beachhead. VonStaden was a Tank Commander with the First Armored Division. He entered the Army February 1, 1941. Now he is back, finishing his apprenticeship. The picture above was taken in Prato, Italy.



### Was at Saipan

Carl Heath, Furloughed Crew Caller & Messenger from Jackson, Mich., reports that he has been at Pearl Harbor, Saipan and in the invasion of Iwo Jima, also to Leyte and other places that he could not yet disclose. Seaman Heath enlisted in the Navy November 15, 1944.



### Wounded

C. D. Lancaster, better known as "Bud," son of Patrolman A. E. Lancaster, Indianapolis Terminal, was an employe in the Stores Department at Beech Grove, Ind., before entering the Navy in October, 1943. He is Pharmacist Mate 3/c. After training at Great Lakes and serving in a hospital on Long Island and aboard a Destroyer in the Atlantic, he was assigned to the Marines and served with the Fourth Division in the invasion of the Marshalls, Saipan and was wounded on Tinian Island in July, 1943. After seven months in the hospital he returned to duty and now is with the Seventh Fleet in the Pacific. With him is shown his wife.



### Back from Wars

Pfc. Marvin Brandt of the A. P. A. Office, Detroit, recently returned from Germany. He wears three battle stars on his European theater ribbon and fought with a Field Artillery unit.



### In Iran

Pfc. Cortez B. Taylor, furloughed Brakeman of Clearfield, Pa., is in Iran. He is the son of Conductor V. L. Taylor and has been in service three years and 10 months. Sent overseas in October 1944, he has served in Italy, Egypt and Iran in the Army Transport Command.

**Use Payroll Deductions for Victory Loan Bonds**

H. L. Anderson, Canadian Paratrooper



### Ohio Man Wins Soldier's Medal

Sergt. Arthur R. Zimmerman, of the 759th Railway Operating Battalion, recently was awarded the Soldier's Medal for risking his life to shut off a leaking valve on a burning tank car of gasoline in an overseas yard filled with military traffic. Sergt. Zimmerman is a furloughed brakeman from Whitehouse, Ohio, on the Toledo Division.



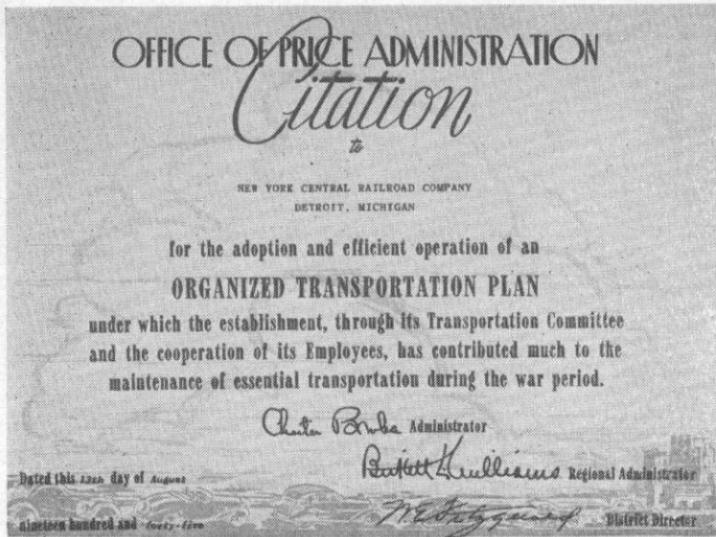
### In France

Shown above is Corp. Charles E. Herr, son of Jacob G. Herr, a Car Department employe at Central Terminal, Buffalo. He was formerly an oiler at Central Terminal and has been in the Army since March, 1942. His brother, Sergeant Henry J. Herr, is in the Pacific area with an amphibian regiment.

### Fighter Pilot

The above photograph is of First Lieut. Harry H. Chance, Fighter Pilot; serving with the 324th Fighter Group as a Fighter Bomber Flight Leader and Assistant Engineering Officer for his squadron. His mother is a roundhouse clerk at Bucyrus and his father is an engineman operating out of Bucyrus.

**Detroit Area Cited for Saving Gas and Tires**



The citation pictured above has been awarded to the New York Central Railroad in the Detroit Area for the fine results achieved by the plant transportation committees in handling gasoline and tire rationing of employees during the hostilities recently ended.

In forwarding this citation to C. J. Jellinghaus, Vice President & General Manager, W. E. Fitzgerald, District Director, Office of Price Administration, Detroit, wrote as follows:

"It is with a great deal of pleasure that I enclose herewith a citation to your organization for the very efficient operation of the organized transportation plan during the war period.

"I know that the job that has been done by your organization is one that many others are envious of and I am quite sure that you will take a great deal of pleasure out of knowing that your organization was highly cooperative with us on this program."

**The Railroad YMCA in War Time**

**PRES. METZMAN ENDORSES "Y" MEMBERSHIP CAMPAIGN**

A SYSTEM-WIDE competition among the railroad Y's on the New York Central, to acquire new members, is now under way and will reach its greatest intensity in October. The winners will be those with the greatest percentage of gain in membership for the period between November 4, 1944 and November 3, 1945.

The campaign has the hearty endorsement of President Metzman, as is evidenced by his letter below, addressed to Frank M. Warner, Traveling Railroad Secretary, National Council Y.M.C.A., New York City. Copies of this letter have been sent to Vice Presidents and General Managers.

September 20, 1945

Dear Mr. Warner:

MY best wishes to you and to all who are working with you for the success of the 1945 membership campaign of the New York Central System YMCA. In peace as in war, the Railroad "Y" has shown its worth to the men and women of the New York Central. They have responded with their membership support.

Past and present performance of the "Y" merit still wider distribution of the benefits of membership and I sincerely hope that this will be one of the results of the forthcoming campaign.

Sincerely yours,  
G. Metzman

By G. K. ROPER  
Senior Secretary, Transportation Dept.,  
National Council, Y. M. C. A.

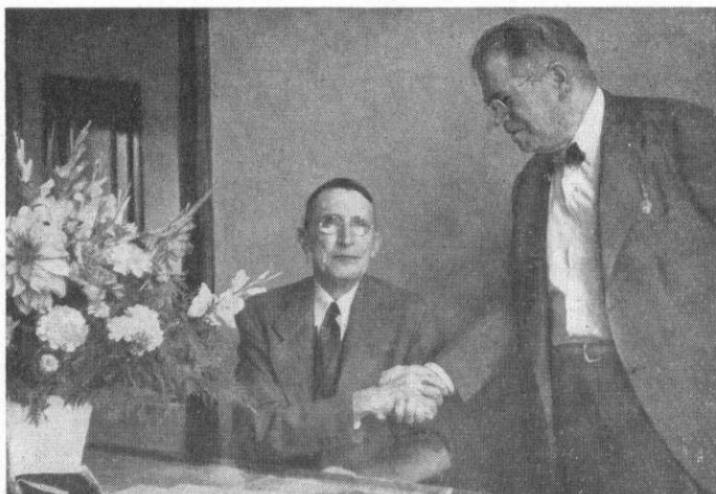
DURING every 24 hours in 1944, more than 50,000 railroad men passed through the doors of the 180 Railroad Young Men's Christian Associations, located on 49 of America's Class I railroads. They came right from heavy duty—some for food, some for rest, some for companionship, some to attend committee meetings, and some to actually lead in the various phases

of the program carried on by this organization, and some for all of these purposes.

They returned to their jobs well nourished, refreshed, and mentally alert; the service of this organization in its contribution to the morale of the men who are handling troops and munitions during this war has been a distinct contribution to the total war effort.

Few organizations affiliated with America's transportation system, or

**Assistant Auditor, G. J. Paris, Retires**



George J. Paris, Assistant Auditor Passenger Accounts, Detroit (seated) is congratulated upon his retirement by Eugene B. Calder, Chief Clerk of the Local Department. Mr. Paris retired Aug. 28, after 42 years of service with the Central. His friends in the A. P. A. office presented him with a wallet, containing a sum of money, flowers and their best wishes. He will reside in Mt. Healthy, O.

**Friedman Heads Detroit Camera Club**

Officers elected at the September meeting of the N. Y. C. Camera Club of Detroit are President, Morton Friedman, Assistant Engineer, Valuation; Vice-President, Jack Ferguson, Division Clerk, A. P. A. Office; Secretary, Wilbert Weilert, Head Clerk, A. P. A. Office; and Charles Fagin, Treasurer, Price Clerk, Departmental Accounting.

So far four separate shows have been exhibited on the club's display boards in the Detroit Depot, including a one man show by the nation's ace, Michael J. Roll. Prints sent by the N. Y. C. Camera Club of New York hung on the Detroit boards for a month, and were viewed by thousands. The other two exhibits were put up by the members.

Classes in photography for beginners are soon to be announced, with demonstrations in connection held in the Club's own darkroom on "B" Floor of the Terminal. Howard Hutcheson will teach tray development of films at the first class, while Wilbert Weilert is scheduled for a contact printing demonstration at the second.

Club meetings are held on the second and fourth Thursdays of the month in a room designated by bulletin on those days in all Terminal elevators.

**Detroit Soldier Weds in England**



Pfc. Garland Hale weds pretty British WREN in Chichester, Sussex, England.

Romance bloomed amid the blitz of England, as a pretty lass in uniform captured the heart of a Yank GI and held it against all invaders.

Now his parents, Mr. and Mrs. John Hale, 1841 Central Ave., Detroit, await the coming of their new daughter-in-law, Eileen Ede.

They were married June 30, 1945. After a brief honeymoon Pfc. Hale returned to his post in Nuremberg, Germany.

Prior to induction in 1943 he was a Machinist Apprentice for the New York Central Railroad at West Detroit, Michigan. He expects to be released from the service soon and return to his former position. His father, John Hale, is Stationary Boiler Inspector, Mechanical Engineer's office Detroit.

working in direct cooperation with it, have had such a unique and serviceable record as has the Railroad Y. M. C. A. Organized 73 years ago in the Cleveland station, it marked time for two or more decades, but with the consolidation of various lines into large systems it became an integral part of the development of American railroads.

During 1944 its points of service furnished railroad men with 14,869,044 meals. Food served is of the best quality procurable and is served at extremely reasonable rates. More than 3 1/2 million beds were furnished and 2,615,750 baths were taken. Secretaries and lay committee men made 20,612 visits to sick and injured. In addition, the organization promoted extensively educational, social, physical, and recreational events.

Beginning in 1938, under the leadership of a special group known as the Citizenship Commission, the organization initiated an extensive program of education in American citizenship.

The over-all cost of this enterprise during 1944 was \$7,800,000, about 80 per cent of which was furnished by the members and friends of the Association and about 20 per cent by the railroad corporations. All of the money accruing to the organization is turned back into it for further service.

It has a staff of approximately 300

**Kate Corbett, Detroit, 50 Years in Service**



Kate Corbett, Miscellaneous Clerk in the Auditor Passenger Accounts Office, Detroit, is shown on the occasion of completing 50 years of service with the Central. Her fellow workers presented her with a beautiful bouquet of flowers and a purse.

trained secretaries, men who in the main have devoted their lives to the enterprise, who have attended schools, institutes, and colleges, and who are skilled operators of institutions, organizers of groups of people for specific purposes, and more or less expert in the whole realm of human relations.

In addition, the organization has serving on its managing boards, its various business and service committees, 11,420 different railroad men.

The organization is controlled neither by the railroad companies nor by the labor unions, but works with and for both.

**Safety Board in A Detroit Station**

A bulletin board on which is recorded daily the number of days employees have worked without a reportable injury has been set up in the entrance hall of the Michigan Central's Third Street Station, Detroit, where it can be seen by every passing employee. The number of days on the board recently had reached more than 100.

On the board is inscribed the Company's Safety slogan for this year, "Stay Alive in 1945."

**Detroit Girl Bowlers Start Play**

The A. P. A. Offices Girls Bowling League began its season at 20 Grand Recreation, September 11. A 13 team league, made up of four girls on a team, they are looking forward to a splendid schedule under the direction of Walter Warren. High scores the first night were Eldora Klanke, 186, Norma MacIvor and Marilyn Wilson, 169, Jo Bahnisch, 168.

**Help Win Tractor**

Irvin W. Johnson and Amos Schmidt of the Auditor Passenger Account Office, Detroit, are members of the well known Ewald Garden Club, which Victory Garden Group won the tractor given by the Ford-Ferguson Co., to the highest ranking organization in the Greater Detroit Fall Harvest Festival at Belle Isle, recently. Johnson's corn also won the blue ribbon, while his wife took several ribbons with her canned vegetables.

**M. C. Man with India Carrier Group**

AT A TROOP CARRIER BASE OF THE TWELFTH AIR FORCE—Sergt. Virgil B. Staudacher, of Bay City, Michigan, a furloughed New York Central employe, is now busy sewing on his fifth overseas stripe, after completing over 30 months overseas duty, with a veteran troop carrier group of the Twelfth Air Force.

**Chicagoans Write**

Within the last month the Freight Traffic Department, Chicago, has received letters from a number of former employes, in military service, all of whom are anxiously awaiting their return to their former jobs.

They are Mark H. Stepelton, Gordon Grunewald, Irving A. Degenhart, Robert A. Block, Ray V. Marinier and Ralph Priebe.

**P.&L.E. Captain**



A Pittsburgh & Lake Erie R. R. man is mentioned in a recent issue of "The Yankee Boomer," a newspaper for the personnel of the Military Railway Service operating seized lines in conquered parts of Europe. Headed "From the 762nd," the item reads:

"Popular new CO of Company 'A' is Capt. Anton V. Hilstrom, 718 Blackburn Road, Sewickley, Pa. Captain Hilstrom was an enlisted man in the 13th Cavalry during World War I. He was commissioned in 1943 and was placed on DS with the 762nd in Iran. His services proved so invaluable that he was transferred to the outfit—having been a respected part of it ever since.

"Captain Hilstrom is a furloughed enginehouse foreman for the Pittsburgh & Lake Erie Railroad. His knowledge of electricity and mathematics was augmented by a course in Applied Science at Carnegie Tech."

Captain Hilstrom has been with the P&LE since 1924 when he started as machinist. He has held the jobs of Gang Leader, Piece Work Inspector, Annex Foreman and Enginehouse Foreman from November 1937 until June 1943, when he was commissioned in the Army.

**Now a Fisherman**



Clifton A. Crippen, who recently retired after 43 years as a fireman and engineman with the Michigan Central, has been getting some good fishing at his Summer home at Otsego Lake, near Gaylord, Mich. He says it is much less work than driving the Wolverine and the Twilight Limited.