CENTRAL HEADLIGHT

Vol. II, No. 12 DECEMBER, 1941

102 Win Prizes for Car Names of the "Empire"

Winners of the Empire State Express Contest, held recently among students in high and junior high schools throughout New York State, were announced November 12, by F. E. Williamson, President of the New York Central System.

As a result of the contest, which aided in the selection of those distinguished Governors for whom most of the cars in the new streamlined Empire State Express will be named, the following twenty-six car-names were determined:

COACHES—Hamilton Fish, Silas Wright, William H. Seward, William L. Marcy, David B. Hill, Daniel D. Tompkins, Morgan Lewis, Charles S. Whitman, Reuben E. Fenton, Edwin D. Morgan.

PARLOR CARS—Samuel J. Tilden, Alfred E. Smith, Herbert H. Lehman, Levi P. Morton, Charles E. Hughes, Nathan L. Miller.

DINING CARS—De Witt Clinton, George Clinton, Horatio Seymour, John Jay.

OBSERVATION CARS—Franklin D. Roosevelt, Theodore Roosevelt.

TAVERN-LOUNGE CARS — Grover Cleveland, Martin Van Buren.

MAIL CARS—Alonzo B. Cornell, John A. Dix.

Six additional coaches for the "Empire," which fifty years ago inaugurated high-speed long-distance rail transportation in America on its first historic run between New York City and Buffalo, will be numbered 2564, 2565, 2566,, 2567, 2568 and 2569.

Although the contest was announced for 100 prizes, to be three-day trips by rail on the new stainless steel, deluxe super-streamliner to the famous Greenfield Village near Detroit, actually 102 winners were chosen by the six judges, who each selected seventeen winning essays. Nineteen of the winners, the largest number from any single city, live in Yonkers.

Judges of the contest, who praised the quality of all essays submitted by the youthful competitors, were former Congressman Bruce Barton, of New York City; Hon. Charles S. Desmond, of Buffalo, Judge of the Court of Appeals, State of New York; Dr. C. L. Raper, Dean of Syracuse University; Dr. Dixon Ryan Fox, President of Union College; Dr. Austin R. Coulson, Superintendent of Schools, Albany, and Frederic Ernst, Associate Superintendent of Schools, New York City.

New Empire Super-Streamliners Start Dec. 7

At top is a photograph of one of the new Empire State Express super-streamliners as it went through its speedy paces for newspaper photographers along the Hudson River. Symbolizing the golden anniversary of the first high-speed long-distance train in America, the streamliner will be on exhibition during the first week of December and will enter service December 7. Below is one of the six Parlor Cars of the new stainless steel "Empire." Each is equipped with 35 deeply cushioned, movable lounge chairs. Three color schemes are used, with tan predominating in two, and blue in the third. The cars, each with a drawing room seating five persons, have panoramic, non-frosting windows.

THE two new super-streamliners of the Empire State Express, which have been acclaimed the world's finest day coach trains, will enter regular service between New York City, Buffalo, Cleveland and Detroit on December 7, it has been announced by F. E. Williamson, President of the New York Central System.

Christening of one of the two stainless steel queens of the rails was scheduled for Monday, December 1, in ceremonies at 9 a.m. in Grand Central Terminal, New York City. Mrs. Herbert H. Lehman will christen the train. President Williamson will preside and Governor Lehman will be the principal speaker. The ceremonies are to be broadcast over the Columbia Broadcasting System.

Following the christening, the train will be on public exhibition in Grand Central Terminal from 9:30 a.m. to 11 p.m. The streamliner will be exhibited December 2, in Albany, Schenectady and Utica; December 3, in Syracuse and Rochester; December 4, in Westfield and Erie; December 5, in Cleveland and Detroit; December 6, in Buffalo.

The equipment of the exhibition train will consist of the newly-styled Hudson-type locomotive, a mail-baggage car, two parlor cars, a tavern-lounge car, a dining car, three coaches and an observation car.

Newspaper photographers were the first persons to see one of the new Empire State Express trains, when a special run was made in the vicinity of Garrison on the Hudson River November 24. More than a score of photographers made hundreds of pictures of the train as it made several speedy runs before their cameras.

The following day the train received the enthusiastic approval of approximately 125 newspaper and magazine publishers, editors and reporters during a "Press Preview" run from New York City to Renssalaer and return. Such was the advance interest stimulated in this finest of day trains, that editors from more than 25 principal cities east of Chicago were aboard.

Two rail veterans also were aboard. They were Robert E. Butterfield, famed Engineman, and Colonel Van Voorhees, a member of the original crew of the "Empire."

B. & A. 100 Years Old

The Boston & Albany will mark its 100th Anniversary of the establishment of through service between Boston and Albany, on December 27.

In 1841 two separate railroads, the Boston & Worcester and the Western Railroad, actually made the link between the capitols of Massachusetts and New York State. The Boston & Albany, as such, did not come into existence until 1867. It became an operating Line of the New York Central System in 1900.

Martin Gilligan, Retired, Dies at 70

Martin Gilligan, retired Assistant General Attorney, died November 3, at the home of his daughter, Mrs. Ralph Marilley, in Croghan, New York. Had he lived, Mr. Gilligan would have celebrated his 71st birthday a few days later.

Burial was in Glenwood Cemetery, Watertown, New York, where he was born November 12, 1870.

Mr. Gilligan, who made his home in Yonkers for many years, had been living with his daughter the past two weeks. He had been in ill health for the past year.

His service with the New York Central began in 1894 and ended December 1, 1940.

Besides his wife and daughter, Mrs. Marilley, Mr. Gilligan left two other daughters and two sons.

He was the father-in-law of John J. Fogarty, former Mayor of Yonkers.

N. Y. Veterans Add 185; Hold Annual Dinner

The Fall dinner-meeting of Metropolitan Chapter, New York Central Veterans Association, was held at the Railroad Branch Y.M.C.A., New York, November 12. E. W. Jordan, President of the Chapter, presided.

The dinner was unusually well attended, particularly by new and retired members. Report was made that since January 1, 185 new members had been secured, which more than offset the losses due to retirements, deaths and withdrawals. Of this number Trainmaster H. A. Offerman, Vice President of the organization, obtained 68 and William Dubelbeiss, of the Marine Department at Weehawken, was responsible for 51.

Preceding the entertainment a discussion was held on the activities of the recently formed "Retired Veterans' Get-Traffic Committee." The possibilities of increased freight and passenger business developing from the contacts acquired by these numbers since their retirement from active railroad service was stressed and the opportunity afforded to continue to be New York Central "boosters" was considered by these pensioned veterans with enthusiasm.

Assistant General Freight Agent, Walter R. Dallow, a former President of the Chapter, participated in the discussion. Since the formation of the committee John F. McDonald, retired Office Engineer, has served as Temporary Chairman. His election as permanent Chairman was voted.

Announcement was made that the annual meeting and banquet of Metropolitan Chapter will be held at the Hotel Biltmore, January 22, 1942.

President Jordan announced also the appointment of the following Nominating Committee to select officers for 1942: J. W. Dwyer, Executive Assistant to Vice President, Improvements and Development Chairman, Charles McLernon, Law Department, R. F. Hoppenstedt, Treasury Department, F. S. Babcock, Operating Department, H. J. Genett, Passenger Traffic Department, Joseph Retta, Maintenance of Way Department and Fred A. Yeager, Engineering Department.

Freight Traffic Changes Announced

W. R. Dallow, Assistant General Freight Agent, New York, recently announced the following appointments:

O. H. Grimm, to be Assistant General Agent, New York.

H. W. Meyer, to be Perishable Agent, New York.

T. M. Shallow, Assistant General Freight Agent, announced the appointment of F. P. Sheridan as General Agent at Utica, New York, succeeding L. Crane, who retired after more than 44 years' service.

C. E. Black Promoted

C. E. Black was appointed Assistant to Manager, Passenger Transportation, with headquarters at New York, it was announced by L. C. Anderson, Manager, Passenger Transportation. The appointment was effective October 15.

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.

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Volume 2 December, 1941 No. 12

Christmas, 1941!

THROUGH the ages, December has been a month set apart, by custom and sentiment, from all other months. Even the most cynical must feel its dual impact on humanity — its symbolism as a closing of life's books for the year and the approach it offers everyone to an opportunity for doing new and better things.

December is truly a great month. One of its notable days is the anniversary of the "Bill of Rights," the foundation of liberty in this America of ours. Overshadowing all else in its significance, of course, is the religious anniversary which brings the month to a climax — *Christmas.*

Of Christmas, Washington Irving once said: " 'Tis the season for kindling the fire of hospitality in the hall, the genial fire of charity in the heart."

To railroaders, good citizens one and all, this quotation should appeal deeply. Although the month may bring added burdens to them individually, it is safe to say that all of them will find a vicarious satisfaction in being a vital part of a public facility that will be a major factor in bringing together for the holidays scattered families from all over the land.

The outlook now is for heavy holiday traffic. In addition to those who normally travel homeward at Christmas time, thousands of new railroad customers, persons who during the depression have been unable to avail themselves of our facilities, are likely to use our trains, because of their new found prosperity. On top of all this will be additional traffic from thousands of furloughed troops, many of them returning home from the camps for the first time within a year or more.

All this puts upon the railroads, particularly upon the New York Central and its 114,000 employes, an implied obligation, to give to all our customers, old and new, service of a character and quality that will linger in their minds and incline them to return frequently to enjoy our hospitality. And hospitality is the right word! For every passenger who rides our trains should be considered not only in the light of a patron, but also of a guest.

We are sure that this month will see an attempt by all who have to do with the handling of our passengers, from station forces and ticket sellers to operating crews, to excel the already splendid service they have given throughout the years.

We also know that they will remember that to the passenger the individual railroad man *is* the railroad and that his attitude will be reflected in the esteem with which the railroad as a whole is regarded.

J. H. Stevenson Dead

J. H. Stevenson, retired Division Freight Agent, died October 6, at Good Samaritan Hospital, Dayton, Ohio.

Mr. Stevenson, a native of Wyoming, Pa., began his railroad career with the old C. H. & D. Railway in 1896. Two years later he transferred to the Big Four as clerk in the Traffic Department in Cincinnati. After holding the position of chief clerk in the Traffic Department at Jackson and Chicago, he was made general agent at Cairo, Ill., in 1916. He then became division freight agent at Toledo, until June, 1935, when he was transferred to Dayton, as division freight agent, which position he held until his retirement in March, 1941.

E. F. Hoy Dies at 79

Edward F. Hoy, retired Engineman, died at his home in Yonkers, N. Y., November 21.

Mr. Hoy who had been with the New York Central for 55 years before his retirement in 1931, was born in Cohoes, N. Y., July 4, 1862. He started his railroad career in 1876, driving a horse and wagon for the superintendent of the line in New York City. Later he became a fireman on the New York - Albany run and a short time later became an engineman. He operated on the New York - Albany run in that capacity for about 40 years.

Surviving him are his wife, three sons, John, Edward F. Jr., Vincent R., a daughter, Mrs. Joseph E. Ronan, all of Yonkers. a daughter, Mrs. William Agne of LaGrangeville, N. Y., and five grandchildren.

George H. Barker

George H. Barker, retired Freight Agent, died at his home in Yonkers, N. Y., November 18.

Mr. Barker began his railroad career in 1888 as a Baggageman. Five years later he was made freight agent and after serving in this capacity at several New York City stations, transferred to the station at Yonkers. in 1924, which position he held until his retirement in 1937.

Otto F. Harlan, retired Conductor, died at his home in Indianapolis, October 23.

Mr. Harlan, a New York Central conductor for 35 years, retired July 29, 1939, because of ill health.

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Walter Scott, veteran engineman of the Big Four Railway, died October 16, in a hospital at Wabash, Ind.

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B. W. Bailey, retired Section Foreman, died at his home in Ridgeway, Ohio, October 23.

—o—

Alonzo C. Jones, a Big Four employe for the past 30 years, died at his home in Bellefontaine, Ohio, October 23. He had long been a hostler at the Big Four shops in Bellefontaine.

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—Train operations on 148,676 miles of road, or more than 66 percent of the total railway mileage of the United States are now directed by telephone. This is an increase of 428 miles since January 1, 1940. Train orders are now being handled by telegraph on 83,116 miles of road, as compared with 85,107 miles in January, 1940.

2—On the New York Central 127 diesel electric locomotives are used daily in intensive service. The New York Central operated its first diesel in switching service, in 1924, in New York City.

3—Of the 20,000 shares of capital stock issued by the Detroit Terminal Railroad Company, one-fourth is owned by the Michigan Central Railroad Company; one-fourth by the New York Central Railroad Company and one-half by the Grand Trunk Western Railroad Company.

4—In 1939, there were 95,214 railroad employes residing in New York State. They received, in salaries and wages that year, $166,717,254.

5—In 1940, the railroads hauled 105.7 tons one mile to produce a dollar of freight revenue.

Old Homespun

By H. P. Palmer

AS I looked at the picture in a recent HEADLIGHT of President Williamson making the first "shotweld" for the new Empire State Express equipment, I started thinking about how famous trains of today get their names.

Fifty years ago, when the "Empire" was first placed in service, there were no high salaried advertising experts, who devoted their time to thinking up catch-phrases and streamlined trademarks. It was not possible, back in 1891, for a man to win $10,000 just by submitting the best name for a new product. The only way a fellow could get a dollar, at that time, was to go out and earn it by hard work.

Those men who thought up the name — Empire State Express — did a mighty good job. Probably no train has ever received a more appropriate name. It travels across New York State at fast speed — Empire State Express. Could anyone suggest a better name today?

Commodore Vanderbilt was one of the first railroad officials to recognize the value of a name when applied to a locomotive or a train. In the early days of his New York & Harlem Railway, the locomotives bore conservative names. There was the *Jacob Little* and *John Dykers* and later the *Fordham* and *Hillsdale.*

The New York & Harlem was competing strongly with the Hudson River Railroad for business between New York and Albany and Commodore Vanderbilt decided to speed up his trains. He ordered three new high wheel locomotives that were to be capable of beating anything in service on the Hudson River Railway. That was the time when the Commodore reached into the dictionary for names that would properly designate these new locomotives. He fairly scared the wits out of the Hudson River road when his new engines appeared in New York bearing the names *Tornado, Tempest* and *Terror.*

Fifty years ago the public was not acquainted with the pressure advertising methods used at present. There were no large appropriations for advertising purposes. The Empire State Express became famous solely on its performance record.

However, at that time the New York Central was lucky to have one of the most capable publicity men ever associated with any corporation, in the person of George H. Daniels, General Passenger Agent. He was actually able to sell thousands of copies of an engraving — 20 x 25 inches — entitled "The Empire State Express." *Scribner's Magazine* for April, 1894, carried an advertisement of this engraving: "The absence of any objectionable advertising feature renders these pictures appropriate for hanging on the wall of any room — copies mailed for fifty cents each." And so a picture of the Empire State Express found its way into numerous homes.

Harpers Weekly printed a full page picture of the Empire State Express in its issue for December 5, 1891. This was a photograph taken by A. P. Yates of Syracuse while the train was running at sixty miles an hour and is probably one of the first pictures of the train to appear in any magazine. The train was hauled by locomotive 862 and consisted of four cars.

I have always suspected that there was considerable of the Yankee in the make up of the late George H. Daniels. For several years he published a magazine, *The Four-Track News,* of which John K. Le Baron was editor. *The Four-Track News* always contained a little item: "This magazine will be sent free to any address in the United States —, for one year, for one dollar; single copies, ten cents." It had a paid circulation of 120,000 copies monthly.

When the Empire State Express made its first run, in October, 1891, the citizens of this country were gradually awakening to the idea of speed in transportation. The year 1891 was notable for the introduction of the new "Safety" bicycle. In May, 1891, the Overman Wheel Company of Chicopee Falls, Mass. introduced its new Victor bicycle, with the advertisement: "The World Moves — Do you move with it? Are you satisfied to move along as your grandfathers did before you? Patient and plodding, so long as you get there sometime? If you are going to win, you must be awake. You must get there the short way. A bicycle will help you."

There were but few makes of safety bicycles in 1891; they were equipped with small, solid-rubber tires and the average price was around $100. By the time the World's Fair opened in Chicago in the summer of 1893 the bicycle had become popular. The pneumatic tire had been introduced and the cyclist known as the "scorcher" was a familiar sight in every hamlet. Among the popular bicycles sold in 1893 were the Hartford, Raleigh, Victor, Columbia, Tourist, Winton, Remington, Imperial, Monarch, Lovell Diamond, Warwick and dozens of others.

In the month of June, 1893, the New York Central carried an advertisement in all leading magazines over the names of John M. Toucey, General Manager, and George H. Daniels, General Passenger Agent:

"During the World's Fair the New York Central will have a train every hour between New York and Chicago, including the new Exposition Flyer, which will make the trip in 20 hours, the most remarkable railroad run on record. The only line running magnificent Wagner Vestibule Palace Buffet, Drawing-room, and Sleeping Cars between New York and Chicago. Enclose two two-cent stamps to the General Passenger Agent for a copy of 'The Luxury of Modern Railway Travel'."

When the Empire State Express made its first trip, practically every man (including Mr. Daniels) wore whiskers.

It was in the fall of 1891, that this writer took his first ride on a railroad train — a trip of about 20 miles to the county seat, where his father was a member of the Board of Supervisors. That was on the Hudson Branch of the Boston & Albany. The train was in charge of Conductor Osborne, who was equipped with a set of long red whiskers, which completely hid his necktie. Later it was noted that every member of the Board of Supervisors wore long whiskers.

In commenting on the gradual awakening to speed at the time when the Empire State Express was inaugurated, it is well to note that a newspaper woman named Nellie Bly had recently created great excitement by her quick time for a trip around the world — 72 days, 6 hours and 11 minutes. Every farmer that had a mare capable of trotting or pacing at a speed of around a "three minute clip" got out his whip and said: "Git-ap, Nellie Bly!"

From Our Readers

Likes the Pacemaker

To the Editor:

I had just finished a trip from Chicago to New York, covering nearly five thousand miles and over 17 days to get there.

To return to Chicago was a momentous decision, whether to go by train, bus or how. And after being a traveling man for over twenty years I decided in favor of the train and New York Central in particular. To be truthful a carful of strangers within 30 minutes of leaving Grand Central Terminal were fellow club members of a rather high class country club or any good club. In fact I have never seen such fraternization in any club and especially in a public conveyance of any kind. And I can say I have traveled over nearly all the roads in the U.S.A.

As I make two or three trips a year, my tickets costing between six and eight hundred dollars each, going from Coast to Coast and border to border, I can see the change in transportation. It sure is for the better.

Morton J. Ross,
Oct. 5, 1941 Chicago

Traded Water for Board

To the Editor:—

In a recent issue of the Headlight I noticed a description of a railroad bicycle. I owned one of these about 50 years ago, when I was an Agent on the C. & O., near Cincinnati. It worked all right on straight track, but one had to go pretty slowly through frogs and switches.

I retired from the Big Four in 1933, after 50 years on a dozen different railroads, between here and Mexico City. In the Mexican desert I was at one time a water tank tender and traded water for my board. In that region everybody then carried a 45 calibre revolver. Times have changed now.

Maxwell, Ind. Martin Welch.

Wiegle in New Post

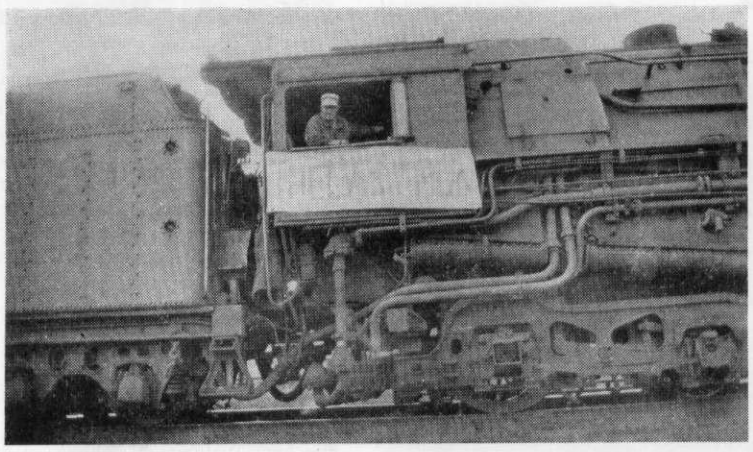
Effective October 1, C. T. Wiegle was appointed Assistant General Manager, Indiana Harbor Belt Railroad, the Chicago Junction Railway and the Chicago River & Indiana Railroad, W. J. O'Brien announced.

Thefts at Record Low

Claims resulting from theft of freight, paid by the railroads in the first six months of 1941 were the smallest on record for any corresponding period, the Association of American Railroads announced.

Such claims paid in the first half of 1941 amounted to $177,152, a reduction of $32,039 or 15 per cent compared with the best previous record established in 1940. In the first six months of 1921, claims resulting from theft of freight totaled $5,558,277.

Toledo Engineman Makes His Last Run



Walter E. Doran, shown as he ended 39 years of service.

Walter E. Doran made his last run as an engineman on Sunday morning, September 28, after 39 years of service, between Collinwood and Toledo.

Mr. Doran was born at Holland, Ohio, September 9, 1871.

He resides at 230 Walbridge Avenue, Toledo, with his wife, daughter Margaret and grandson, Robert Raitz.

Mr. Doran has pulled every train on the division with the exception of the Mercury and had the distinction of bringing the first Diesel engine over the division.

This year has been a memorable one for him — in January, he and his wife celebrated their Golden Wedding and in September, he retired.

Mr. and Mrs. Doran left, October 2, for a two-weeks fishing trip to the Straits of Mackinac and Northern Michigan. Later in the year they will spend several weeks in Georgia and Florida with relatives.

B & A Brakeman Second in Marathon

Fred McGlone, Brakeman on the Boston & Albany, shared much of the glory in the Marathon Race at the National A.A.U. Meet held November 9, at the Empire City racetrack, Yonkers, N. Y. He took second place in one of the most thrilling and closest finishes ever seen in a marathon.

McGlone, who is 22 years old and lives at Roxbury, Mass., ran most of the twenty-six miles of the marathon shoulder to shoulder with the winner, Joseph Smith, of Medford, Mass. Before the final lap at the racetrack they shook hands and then sprinted in the final duel, Smith ending fifty yards in front of McGlone.

Smith was clocked in two hours, 36 minutes, 6.8 seconds, five minutes off the long-standing course record. McGlone finished 10 seconds later, his exact time being 2:36:6.6.

McGlone, who has thus won nationwide track fame overnight, is also a star golfer. He plays consistently in the low 70s.

Putnam Conductor Honored at Luncheon

William Earnest, Conductor on the Putnam Division, was honored at a luncheon, October 31, at the Hunting Lodge, Yorktown Heights, N. Y., when he retired after 31 years of service. More than 70 friends and fellow employes attended the luncheon, at which P. J. Flood, conductor, acted as master of ceremonies.

He was given a radio and many telegrams expressing "best wishes" from company officials and commuters were read.

Mr. Earnest entered service on the Putnam Division as a brakeman, June 10, 1910, and was promoted to conductor in May, 1920. He will devote himself to his hobbies of fishing and hunting.

Lochmuller to Retire

Henry G. Lochmuller, Assistant to General Auditor-Disbursements, will retire this month after fifty-three years of service. A reception and testimonial dinner will be given him by his friends and associates on December 9, in the Shelton Hotel, New York City.

The dinner to be held in the Gothic Room, is scheduled for 6 P.M.

Plans are being made for a very enjoyable evening, with a musical program and dancing.

Toledo Bowlers Organize 14 Teams

A fourteen-team bowling league has been formed at Toledo for the 1941-42 season of thirty weeks, at Olympia Recreation Alleys.

Teams are named for trains in New York Central Passenger service, as follows: Fifth Avenue Specials, Prairie States, Mohawk, Interstate Express, Lake Shore Limited, Mercury, Pacemaker, Forest City, Lake Cities Special, Twentieth Century, Iroquois, Maumee, Florida Sunbeam and Commodore Vanderbilt.

After nine weeks of competition the Mohawks were leading with 20 wins and seven losses; Commodore Vanderbilts were second and the Twentieth Century, third.

Milwaukee Changes

William H. Kingsbury, long a Traveling Freight Agent in the Wisconsin Territory (frequently referred to as the Sheriff of Brown County), retired on November 1, after more than 40 years of service.

V. T. Winings, City Freight Agent, was appointed Mr. Kingsbury's successor. C. J. Thompson, Chief Clerk, succeeds Mr. Winings, and F. E. Schueppert was named Chief Clerk.

Another addition to the Milwaukee force is Curtis Reddemann, until recently associated with the Milwaukee office of the Soo Line.

D. S. Wheelhouse, retired engineer of Mt. Carmel, Illinois, died suddenly October 25. Mr. Wheelhouse was 68.

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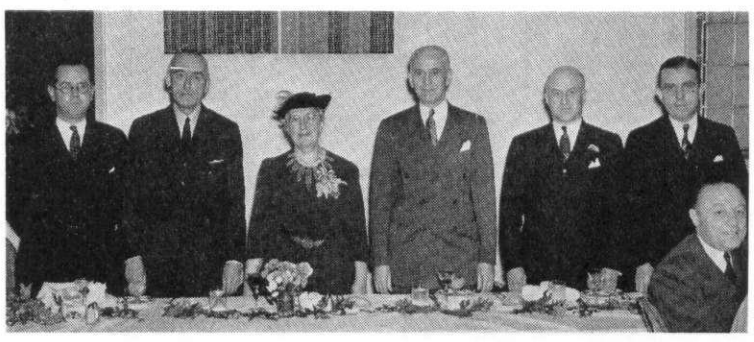


Miss J. M. Cunley, Secretary, Freight Traffic Department, New York City, was honored at a luncheon upon her retirement by 60 members of the department. Left to right are G. H. Ingalls, Assistant General Eastern Freight Agent; J. M. Breen, General Freight Agent; Miss Cunley; W. R. Dallow, Assistant General Freight Agent; H. D. Vail, General Eastern Freight Agent; and O. H. Grimm, Assistant General Agent. Miss Cunley retired after 30 years service. She lives at 304 Washington Street, Tarrytown, N. Y.

Close Race in Buffalo Bowling

Ten weeks have gone by, one-third of the bowling season, and the Stock Yards team, Buffalo, is doggedly hanging on to its lead. Almost from the opening bell, the livestock larrupers have been first or tied for first.

They now boast 30 victories and 10 defeats, just one slim game ahead of Korthal's Grill and Ed. Becker's Grill, which teams are tied for second place. Signal Supervisors have 28 wins and 12 losses.

Last year's champions, Burnham's West Shore Safety Club, have risen from the cellar to eighth place and are on the move once more.

The league's President, George West, set a good example when he spilled the season's high game, 246, but it remained for one of his teammates, "Pi" Nadolny, to assemble the high three-game total, a 639. These are two bowlers of Ed. Becker's Grill, which outfit also boasts high single team game of 989. Korthal's Grill holds record team total of 2839.

Nadolny's 189 average is tops at present, with W. Horn of Korthal's showing 187, Captain Voekle of Becker's 186 and Mouse Dean of Signal Supervisors, 182.

Succeeds Hazzard

Charles Q. Simcox, former Piece Work Inspector at West Albany Locomotive Shop, has been appointed to succeed W. L. Hazzard as Assistant Supervisor of Piece Work Schedules, with headquarters at 105 Central Terminal, Buffalo.

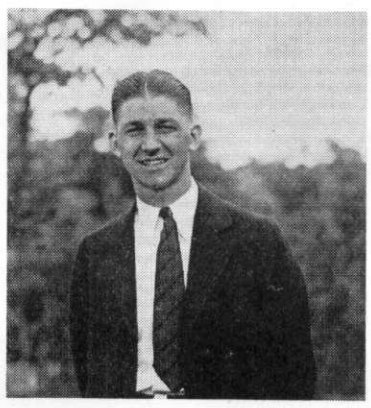
Mr. Simcox entered the employ of the New York Central on December 1, 1909, at Avis, Pa., as a machinist apprentice and has held various positions at Avis and West Albany as a supervisor.

Mr. and Mrs. Simcox and son have established their new residence at 623 Kenmore Avenue, Kenmore, N. Y.

Peter Astrab Dies Suddenly at 34

Peter Astrab, Secretary in the Legal Department, New York City, died suddenly of a heart attack, October 31, in his home at 1231 Main Street, Peekskill, N. Y. He was 34 years old.

He is survived by his wife, Evelyn Shay Astrab; his parents, Mr. and Mrs. Andrew Astrab; and two sisters, Mrs. A. J. Schweigen and Miss Emily Astrab.



He entered railroad service in 1926 as a secretary, first in the Electrical Department, shifting later to the Legal Department.

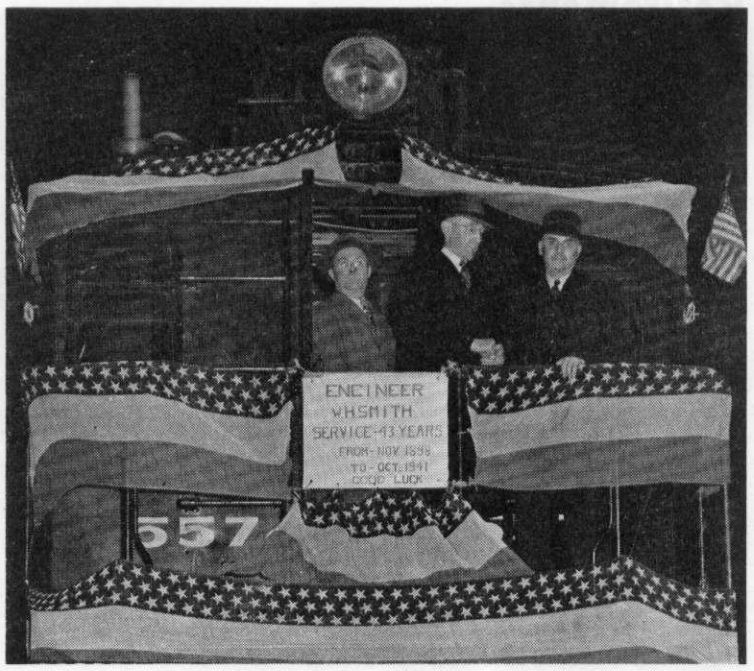
Pete, as he was well-known to many fellow employes and to a host of friends in the athletic world, was prominent several years ago as an outstanding basketball player and in recent years as a referee of college, scholastic and professional basketball games.

With the late Thurston Greene and Dave Hyde, New York Central Photographer, he led the Peekskill High School basketball team to several championships and teamed with them on the championship "New York Centrals." He ceased playing and became an official 12 years ago.

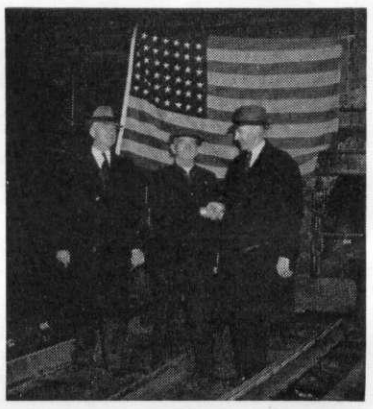
Funeral services were held at the Church of the Assumption. Burial was in the Assumption Cemetery, Peekskill.

George Watson, retired Car Repairer, Sharonville, Ohio, was killed when struck by an automobile at Elmwood Place, Ohio, October 19.

Four Retire With 155 Years Service



Engineman W. H. Smith is congratulated by H. B. Tucker, Assistant Superintendent, West Side, New York Terminal District, upon the completion of 43 years of service.



Thomas Turner, Yard Conductor, receives the wishes of "many happy years" from J. A. Loftus, General Yardmaster, West Side, New York Terminal District, (left) and H. B. Tucker, Assistant Superintendent, West Side, New York Terminal District, upon his retirement.

Jackson Bowler, Hits 302—All Time High

Charley Cook, painter employed in Locomotive Shops at Jackson, Michigan, rolled a 302 game in the M. C. Bowling League, November 10, with the aid of a 56 pin handicap. Cook, who carries a 126 average on President Al Dunn's Electricians' team, compiled games of 131-88 and then soared to the heights with a smashing 246 game, which greatly embarrassed the engineers who were rolling against him.

The M.C.R.R. Bowling League in which Cook rolled his dazzling 302 game is composed of 12 teams, with representatives from practically every department at Jackson. Officers for the 1941-1942 season are Al Dunn, President, and Bill Dunning, Secretary and Treasurer.

The Michigan Central League is unusual, inasmuch as there is no prize money connected with the league. Such money as is accumulated from the weekly kitty assessments is used in the financing of two banquets; one of which is held shortly before Christmas, and the other at the close of the season. Recent standings are as follows:

	Won	*Lost*
R. H. Rats No. 1	11	4
Orphans	10	5
Snakes	9	6
Building Dept.	8	7
R. H. Rats No. 2	8	7
Brass Hats	7	8
Car Shops	7	8
Engineers	7	8
Back Shop	7	8
Electricians	7	8
Operating	6	9
Depot	3	12

N. Y. C. Tug Captain Saves Man in River

While Tug New York Central No. 9 was rounding the Battery, bound for Pier 34, East River, October 20, about 4:20 P.M., Capt. John G. Kaufman of this tug rescued Allen E. Sloane from the river. This man had evidently fallen from or jumped off the Governor's Island ferryboat Lt. Col. Robert E. Shannon.

Extra whistle toots from New York harbor tugboats and switching locomotives in the West Side freight yards, New York City, saluted four men who retired October 31 after a total of 155 years of service.

Tugboat Master William M. Seamon, with 51 years of service, retired at the age of 70. Appointed Master Pilot May 1, 1897, he is credited with the most extensive knowledge of pier locations and harbor water currents in his profession. He lives at 446 Wayne Street, Jersey City, N. J.

Another member of the New York Central Marine Department, Fireman John Busch, also retired after 21 years of service. He lives a 65 Willow Avenue, Hoboken, N. J.

Engineman William H. Smith and Yard Conductor Thomas Turner were both honored by officials and fellow employees in farewell cheering, added to by the firing of track torpedoes, in the 72nd Street Freight Yard. Mr. Turner, retiring after 40 years service, lives at 1014 Ogden Avenue, the Bronx. Mr. Smith, who lives at 1 Marble Hill Avenue, the Bronx, retired after 43 years of service.

Chicago Post Will Have Smoker

"A Night in Rio" will be staged by the Commodore Vanderbilt Post No. 789, the American Legion, Chicago, Friday evening, December 5, in the Midland Club, Chicago.

The affair will consist of a smoker and entertainment, which, explains Commander Warren Jones, is in reality of "stag" type streamlined to meet the most fastidious tastes. Past Commander M. J. Ronayne is general chairman, and Past Commanders Henry Coffman and Lloyd Miles are in charge of the stage show and games, respectively.

Members of the post held their annual Armistice Day ceremonies Nov. 11 in the second floor waiting room of the La Salle Street Station. The Gladstone Post Sons of Legion Drum and Bugle Corps participated.

Mattoon Flag Pole Up

The New York Central at Mattoon, Ill., has again demonstrated that it is a patriotic and civic-minded organization as well as a business institution.

Recently the company built and delivered to the Lawrence Riddle Post No. 88 of the local American Legion a 50-foot steel flag pole, which is now decorating its premises. The flag pole will be dedicated with a public ceremony in the near future.

A large number of the Legion members are employes of the New York Central.

Edward D. Connors

Edward D. Connors of 8142 Maryland avenue, passenger representative in the Chicago district, died. He would have been 57 years old Nov. 26. He was born in Albany, N. Y. He first went to work with the railroad in 1902. In 1909 he was made depot passenger agent, and on Jan. 1, 1929, he was advanced to passenger representative. He was unmarried.

Some Recent Retirements

Bidle, Henry C., Cooper, Orange Ave. Terminal, Cleveland, 19 years' service.

Dunning, James A., Yard Clerk, Englewood, Ill., 40 years' service.

Bardo, John, Extra Gang Laborer, U. S. Yards, Chicago, 17 years' service.

Blanchfield, Edward J., Clerk, Freight Station, Chicago, 40 years' service.

Dehn, William E., Yardmaster, E. Buffalo, 44 years' service.

Hunt, Arthur T., District Freight Claim Agent, Cleveland, 54 years' service.

Johnson, Alex, Punch & Shear Operator, Ashtabula Harbor, 26 years' service.

King, James A., Crossing Watchman, Union City, Ind., 13 years' service.

Mattimoe, Thomas J., Conductor, Erie Division, 49 years' service.

Petersen, Abel, Section Foreman, Engineering Dept., Connelsville, Pa., 38 years' service.

Waters, John M., Yard Conductor, Ashtabula, 43 years' service.

Cullen, Michael, Car Inspector, Riverside, Ohio, 36 years' service.

Richter, Herman F., Agent-Clerk, Western Division, 37 years' service.

Casteel, William, Section Laborer, Kalamazoo, 15 years' service.

Fields, Arthur E., Yard Brakeman, Syracuse, 31 years' service.

Naughton, Cornelius, Yard Brakeman, Cleveland, 38 years' service.

Oulton, Aylesford H., Engineman, Western Division, 36 years' service.

Sawdy, George W., Division Foreman, Andover, Ohio, 54 years' service.

Swisher, Clyde F., Asst. to Freight Traffic Manager, Toledo, 55 years' service.

Guinnee, Michael F., Agent, Mattoon, Ill., 38 years' service.

Hoeltzel, George A., Drill Press Operator, West Albany, N. Y., 24 years' service.

Longerich, August, Machinist, Brightwood, Ind., 43 years' service.

Whittington, Henry T., Section Foreman, Gauley Bridge, W. Va., 35 years' service.

Hutson, Charles F., Engineman, Western Division, 39 years' service.

Hind, Charles E., Towerman, St. Thomas, Ont., 35 years' service.

Widner, Fred, Conductor, Western Division, 35 years' service.

Among employees recently retired were:

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

Johns, William, Agent, Limerick, N. Y., 41 years' service.

Killinger, J. J., Painter, M. M. Dept., Western Division, 18 years' service.

Moll, John A., Telegraph Operator, Detroit Division, 50 years' service.

Northrup, Homer M., Yard Engineman, Syracuse, N. Y., 39 years' service.

Puette, Joseph P., Supervisor of Electrical Appliances, Cleveland, 38 years' service.

Schell, Valentine N., Carman, Central Terminal, Buffalo, 29 years' service.

Schroeder, Fred H., Inspector and Repairer, Gardenville, N. Y., 28 years' service.

Westervelt, Walter D., Fireman, River Division, 44 years' service.

Anderson, Peter, Yard Brakeman, Englewood, Ill., 40 years' service.

Bowes, Martin, Crane Operator, B. and B. Dept., Mohawk Division, 18 years' service.

Carter, Joseph J., Car Inspector, St. Thomas, Ont., 27 years' service.

Courtney, Daniel P., Yard Brakeman, E. Buffalo, 21 years' service.

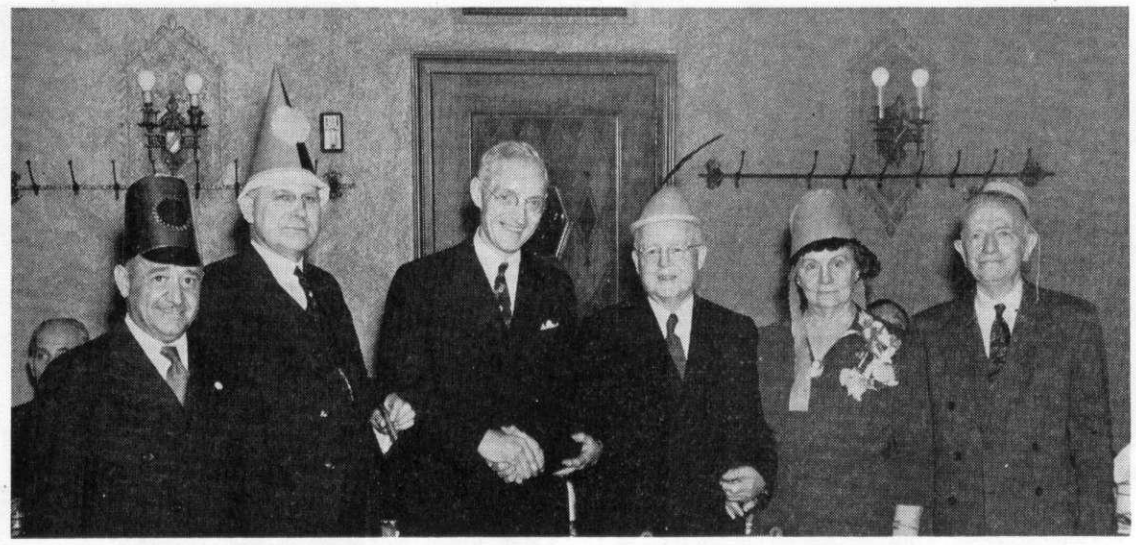
Frazine, George H., Supervisor of Buildings, M. W. Dept., Cleveland, 49 years' service.

Kehof, Nicholas B., Engineman, Syracuse Division, 49 years' service.

Kline, Albert S., Engineman, Ohio Division, 31 years' service.

Johnson, Clarence O., Passenger Conductor, Mohawk Division, 50 years' service.

Associates Honor Retiring Veteran Lighterage Agent



When Theodore Acker retired as Lighterage Agent, New York City, he was given a gay send-off dinner by his associates in the Freight Traffic Department. At the head table were (left to right) F. B. Hank, Assistant to Vice President and General Manager, Line East; L. Relyea, Superintendent of River Division and the Marine Department; J. J. Brinkworth, Assistant General Manager, Line East; Mr. and Mrs. Acker, and J. F. Brady, Foreign Freight Agent.

Loth, Harry F., Car Inspector, Sharonville, Ohio, 35 years' service.

Luetkenhaus, Herman, Trucker, Cincinnati, 16 years' service.

Mack, George U., Conductor, Buffalo Division, 36 years' service.

Mackey, George L., Cut Watchman, Highland, N. Y., 23 years' service.

McKinney, Albert S., Engineman, Mohawk Division, 48 years' service.

Miller, Lewis A., Conductor, Ohio Division, 43 years' service.

Murphy, William S., Clerk and Cashier, Cincinnati, 55 years' service.

Nill, John M., Assistant Foreman, M. P. Dept., W. Albany, 48 years' service.

Ondrla, Paul A., Blacksmith, Chicago, 19 years' service.

Osterhoudt, Charles S., Agent, Tivoli, N. Y., 34 years' service.

Parker, Arthur O. K., Engineman, Toledo Division, 36 years' service.

Pearse, Earlam E., Engineman, Ohio Division, 43 years' service.

Porter, Clarence H., Piece Work Inspector, W. Albany, N. Y., 41 years' service.

Praksch, Anthony, Laborer, Stores Dept., W. Albany, 21 years' service.

Rhees, Thomas L., Pasenger Conductor, Western Division, 41 years' service.

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

Ryan, William F., Adjustment Clerk, Barclay Street, New York City, 37 years' service.

Schlachter, William F., Conductor, Tol-West Division, 38 years' service.

Scott, Walter, Brakeman, Illinois Division, 44 years' service.

Simmons, George W., Freight Brakeman, Western Division, 32 years' service.

Smith, William H., Engineman, Hudson Division, 42 years' service.

Weaver, Philip I., Chief Train Director, Louisville, 40 years' service.

Welch, Michael E., Superintendent, G. C. T., Electric, Harlem and Putnam Divs., 50 years' service.

Winchell, Raymond S., Road Brakeman, River Division, 35 years' service.

Yosey, Peter, Engineman, Cleveland Division, 35 years' service.

Green, William, Brakeman, N. Y. Terminal District, 48 years' service.

Labombarda, Giovanni, Trucker, N. Y. Terminal District, 16 years' service.

Lickman, George S., Signal Maintainer, Danada Division, 36 years' service.

Mester, Edward, Engineman, Detroit Division, 44 years' service.

Russell, Lee Z., Machinist, M. P. Dept., Indianapolis, 30 years' service.

Schumacher, Mathias, Laborer, M. W. Dept., St. John, Ind., 25 years' service.

Turner, Thomas, Yard Brakeman, N. Y. Terminal District, 40 years' service.

Bunn, Benjamin, Pumper, Track Dept., Waterford, Ont., 33 years' service.

Rose, Joseph A., Mill Machine Operator, Ashtabula, Ohio, 39 years' service.

Durdle, George P., Machinist, St. Thomas, Ont., 24 years' service.

Robison, George W., Cashier, Columbus, Ohio, 51 years' service.

Weber, Martin H., Carpenter Helper, Line West, 21 years' service.

Woolley, James, Operator and Leverman, Hagersville, Ont., 45 years' service.

Young, Abraham B., Car Inspector, Stanley, Ohio, 28 years' service.

Burnett, Edward M., Painter, Car Dept., Ashtabula Harbor, 31 years' service.

Harrison, George J., Yard Brakeman, Rochester, N. Y., 41 years' service.

Hicks, Chancy A., Section Laborer, Nashville, Mich., 23 years' service.

Lovich, Steve, Machinist, Collinwood Locomotive Shop, 30 years' service.

Martine, Melvin S., Engineman, River Division, 38 years' service.

Miller, Thomas S., Chief Ticket Seller, New York, 38 years' service.

Tapley, William W., Car Inspector, Cairo, Ill., 30 years' service.

Manchester, Edwin S., Agent, Tecumseh, Mich., 48 years' service.

Spring, LaRue C., Telegrapher, Madison, Ohio, 39 years' service.

Leone, Phillip, Crossing Watchman, Dunkirk, N. Y., 20 years' service.

Aldi, Angelo M., Extra Gang Foreman, S. Schenectady, 46 years' service.

Andres, Charles H., Passenger Brakeman, Syracuse Division, 38 years' service.

Beeson, Wallace E., Engineman, P. & L. E. Division, 42 years' service.

Bowman, Hammond A., Telegraph Operator, Transportation Dept., 49 years' service.

Boyle, Thomas B., Passenger Conductor, Syracuse Division, 46 years' service.

Budzan, Harry, Section Laborer, Erie Division, 33 years' service.

Crooks, Burton B., Crossing Watchman, Waterloo, Ind., 20 years' service.

One of 45 New Ones

This typical coach is one of a new group built this year for main line high speed passenger trains on the New York Central System. Comfort, the latest conveniences, and pleasing interiors distinguish them. All are airconditioned.

Cady, Clarence R., Ticket Clerk, Lansing, Mich., 36 years' service.

Creighton, Andrew J., Airbrake Inspector, Chicago, 20 years' service.

Croll, Anton, Trucker, Syracuse Freight Station, 31 years' service.

DeRusha, Joseph H., Telegrapher-Leverman, SS "BN" Electric Division, 13 years' service.

Ebensperger, Fay, Yard Conductor, Utica, 30 years' service.

Effler, Frank, Sheet Metal Worker, Rensselaer, 34 years' service.

Ernst, William J., Asst. Conductor, Putnam Division, 31 years' service.

Hazzard, William L., Supervisor, Piece Work Schedule, Buffalo, 36 years' service.

Herbster, Alfred, Gen. Foreman, Car Dept., Chicago, 47 years' service.

Holmes, John S., Rate Clerk, Trans. Dept., Cincinnati, 52 years' service.

Holtz, Louis F., Yard Conductor, Lafayette, Ind., 30 years' service.

Hoover, Jesse L. W., Clerk, Trans. Dept., Orange Avenue Terminal, Cleveland, 36 years' service.

Houston, John T., Conductor, Ohio Division, 37 years' service.

Dorsey, Thomas I. W., Station Porter, 42nd Street Ferry Station, N. Y., 29 years' service.

Fisher, Ida R., Secretary, Office Coal Traffic Manager, New York, 38 years' service.

Foote, Albert J., Yard Engineman, Lyons, N. Y., 43 years' service.

Forys, Anthony, Boilermaker Helper, Buffalo, 22 years' service.

Fowlie, William J., Engineman, Putnam Division, 35 years' service.

Houlahan, Michael P., Yard Conductor, W. Springfield, Mass., 49 years' service.

Hufford, Charles, Passenger Conductor, Toledo-West Division, 38 years' service.

Johnson, John, Crossing Watchman, Elyria, Ohio, 11 years' service.

Kennedy, Patrick J., Blacksmith, Shelby St., Indianapolis, 52 years' service.

LaPoint, Frank C., Brakeman, Mohawk Division, 50 years' service.

Lowman, Vern W., Operator and Leverman, Bryan, Ohio, 43 years' service.

Lyden, Daniel J., Clerk, Auditor Freight Accounts, Detroit, 46 years' service.

Merrill, Frank C., Engineman, Albany Division, 51 years' service.

Napier, John, Stationary Engineer, Columbus, Ohio, 19 years' service.

Nickerson, Luke B., Car Inspector, Framingham, Mass., 19 years' service.

Noon, Thomas F., Telegrapher, Grand Central Terminal, N. Y., 36 years' service.

Paul, Peter, Laborer, Elkhart Engine House, Ind., 15 years' service.

Phillips, Lafayette H., Inspector & Repairer, Car Department Newberry Jct., Pa., 24 years' service.

Archer, Charles D., Agent-Operator, West Lorne, Ontario, 48 years' service.

Attelberry, Allen J., Yard Conductor, Illinois Division, 34 years' service.

Borgman, George F. Supervisor of Track, Bellefontaine, Ohio, 29 years' service.

Burns, Matthew, Crossing Gateman, Lowellville, Ohio, 15 years' service.

Busch, John, Fireman, Marine Dept., New York City, 21 years' service.

Carter, William A., Engineman, Syracuse Division, 47 years' service.

Cooke, Harry E., Yard Brakeman, Gardenville, N. Y., 24 years' service.

Craw, Emery E., Conductor, River Division, 43 years' service.

Custard, John F., Yard Brakeman, Indianapolis, Ind., 32 years' service.

Davies, David T., Asst. Chief Clerk, MP Dept., W. Albany, N. Y., 53 years' service.

Drylie, Adam, Machinist Inspector, Linndale Engine House, 13 years' service.

Farinello, Giuseppe, Laborer, Selkirk House, 17 years' service.

Fletcher, William N., Engineman, Detroit Division, 46 years' service.

Foley, Patrick J., Crossing Watchman, Delaware, Ohio, 49 years' service.

Hawley, Otis M., Chief Clerk, Storeroom, Albany, 13 years' service.

Hennesey, Edward P., Clerk, Transportation Dept., E. St. Louis, Ill., 23 years' service.

Hohl, Simon, Freight Car Repairman, 31 years' service.

Hopping, Albert, Tallyman, Transportation Dept., Cincinnati, 19 years' service.

Imel, Oscar B., Agent, Transportation Dept., New Rose, Ind., 33 years' service.

Kiefer, Charles J., Agent, Transportation Dept., Ashley, Ohio, 33 years' service.

Kitson, Frank J., Conductor, Northern Division, 50 years' service.

Knepper, Alfred C., Conductor, Toledo-West Division, 48 years' service.

Larick, William C., Clerk, M. P. Dept., Linndale Engine House, 42 years' service.

Ledoux, Arthur N., Engineman, Albany Division, 38 years' service.

Mayer, William J., Blacksmith Foreman, W. Detroit, Mich., 42 years' service.

McBlain, William, Engineman, Detroit Division, 48 years' service.

Murphy, Margaret M., Charwoman, Office of Supt., N. Y. C. Bldg., New York, 24 years' service.

O'Keefe, Martin J., Engineman, St. Lawrence Division, 42 years' service.

Parish, Burt W., Yard Conductor, North Toledo, Ohio, 32 years' service.

Peonteck, Paurence J., Telegraph Operator, Parma, Ohio, 34 years' service.

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

Prince, Antonio, Section Laborer, Columbus, Ohio, 17 years' service.

Seaman, William N., Master, Tugboats, Marine Department, New York, 51 years' service.

Sellman, Charles W., Yard Conductor, Toledo, Ohio, 38 years' service.

Seymour, David, Conductor, Indiana Division, 35 years' service.

Sweeney, Ambrose, Stevedore, Freight House, Indianapolis, Ind., 24 years' service.

Warwick, Frank T., Conductor, Toledo-West Division, 43 years' service.

New York Women Bowlers Form League

The Manhattan Athletic Association, New York City, announces the formation of a Woman's Bowling League of eight teams and plans for the start of another league for at least thirty players. Those interested are requested to contact Mrs. Helen Geraci.

The opening of the 1941-42 season of the A.A. Bridge Club has also been announced. Newly elected officers are J. C. Schulze, Business Manager; Miss A. A. Nickerson, Secretary; M. S. McGarry, Director; H. J. Slavin, Assistant Director.

Regular play for the Individual Championship has already begun. The contest for the Open Pair event, with the Harold S. Vanderbilt Cup at stake, will be the main attraction of the season, following immediately after the close of the Individual Championship competition in April.

Loss from fires on railroads of the United States totaled $3,577,764 in 1940, which was less than in any year since the compilation of the records began in 1919 with the exception of one year—1935.

Horning Talks at Elkhart; Fete For Veterans

American railroads could have developed into their vast networks only under the American system of free enterprise, and only through the contributions made by thousands of faithful workers, L. W. Horning, Assistant to Vice President, Personnel, told an audience of 250 persons who attended the fifth annual recognition dinner of the Y. M. C. A. railroad department at Elkhart, November 8.

Guests of honor were the fifty-five employes who retired from active service during 1941, and their wives.

"The railroads owe much to those employes who have retired," Mr. Horning said. "The railroad industry was built into permanency through their efficiency. This was possible only through good will, their good will, the good will of business and good will of man to his fellow, all of which has come down to us from the beginning of the Christian era 2,000 years ago."

Mr. Horning brought the meeting the greetings of President F. E. Williamson and Executive Vice-President R. D. Starbuck, of the New York Central system.

J. F. McTyier of New York, traveling secretary of the railroad department national Y. M. C. A. council, and L. V. Swartzendrover, general secretary of the Elkhart Y. M. C. A., also spoke.

Life Memberships

W. A. Bachman, chairman of the board of management of the Elkhart railroad Y. M. C. A. department conferred honorary life memberships on H. E. Warner and C. H. Lahomadieu, who retired this year, and on W. J. Collins and R. C. Salyer, who had retired earlier. Recognition was also given to Fred Grundler, who also retired this year.

C. E. Maloney, vice-chairman of the committee of management, presided.

Leaves Elkhart "Y"

At the close of the fifth annual recognition dinner of the Elkhart, Ind., Y. M. C. A. railroad department, November 8, W. A. Bachman, New York Central Foundry Superintendent and chairman of the "Y's" railroad department committee of management, announced the resignation of E. A. Dudley, Executive Secretary effective December 1.

Mr. Dudley has accepted a call to become the railroad secretary of the Y. M. C. A. at Crewe, Va.

Chicago Doings

The following notes are from the office of the Assistant Superintendent of Equipment, Chicago.

Walter M. Struble and wife vacationed in California and were greeted in Los Angeles by a 12-second earthquake.

—o—

Mr. and Mrs. Elkins have returned from a trip to the South visiting Mr. Elkins' brother, who is stationed at Camp Shelby, Miss., and continuing to New Orleans. They report many interesting sights and experiences.

—o—

William Milet recently transferred his inexhaustible whistle and wit to Gibson Car Shop, when he accepted a position vacated by the transfer of Lew Kelly to Blue Island.

—o—

Mervin "Tommy" Thompson, formerly in the office of the General Passenger Agent, replaces Mr. Milet.

—o—

James T. Gorman, Clerk in the I. H. B. Car Department at Argo, Ill., terminated sixteen years of service on November 1, when he resigned to accept employment in the new Studebaker Aircraft Engine Plant on Chicago's west side.

Jackson Team Busy

Nick Popma, Chief Clerk to Division Engineer at Jackson, Michigan, has again entered his All-Southpaw Bowling Team in the City Bowling League, a Class A, No-Handicap League. This is the third year he has had a left-handed outfit representing Young Jewelers, a local concern.

During three weeks the team averaged 914 per game and although it may not repeat as City League Champions, it expects to end well up in the first division.

This team has received several offers to bowl out of town teams and some will be accepted, one of them may be with one of the New York Central teams at Detroit.

Chicago Dividend

Directors of the New York Central System Employes Western Division Credit Union, at a meeting last month, voted payment of a dividend of 6 per cent, payable November 30 to stockholders of record as of the same date, according to an announcement by W. A. Shutt, Treasurer.

—o—

William (Bill) Heimann, City Ticket Office, Chicago, became the proud father of a boy, born October 23. They call him William Philip Heimann.

—o—

Mrs. Ruth Remmert, Stenographer, G.P.A., Chicago, resigned.

—o—

Tom Burke has succeeded Frank Ivers as file clerk in the office of G.P.A., Chicago. Frank has been assigned other duties.

—o—

Ernie Laade, Advertising Clerk, G.P.A., Chicago, and his wife spent two weeks basking in the Florida sun.

C. A. Hicks Retires

Chancy A. Hicks, Section Laborer, Nashville, Michigan, retired from railroad service November 1. He entered service of the Michigan central as a section laborer at Nashville Michigan April 28, 1918, and has worked as foreman and laborer at various points on the Grand Rapids branch.

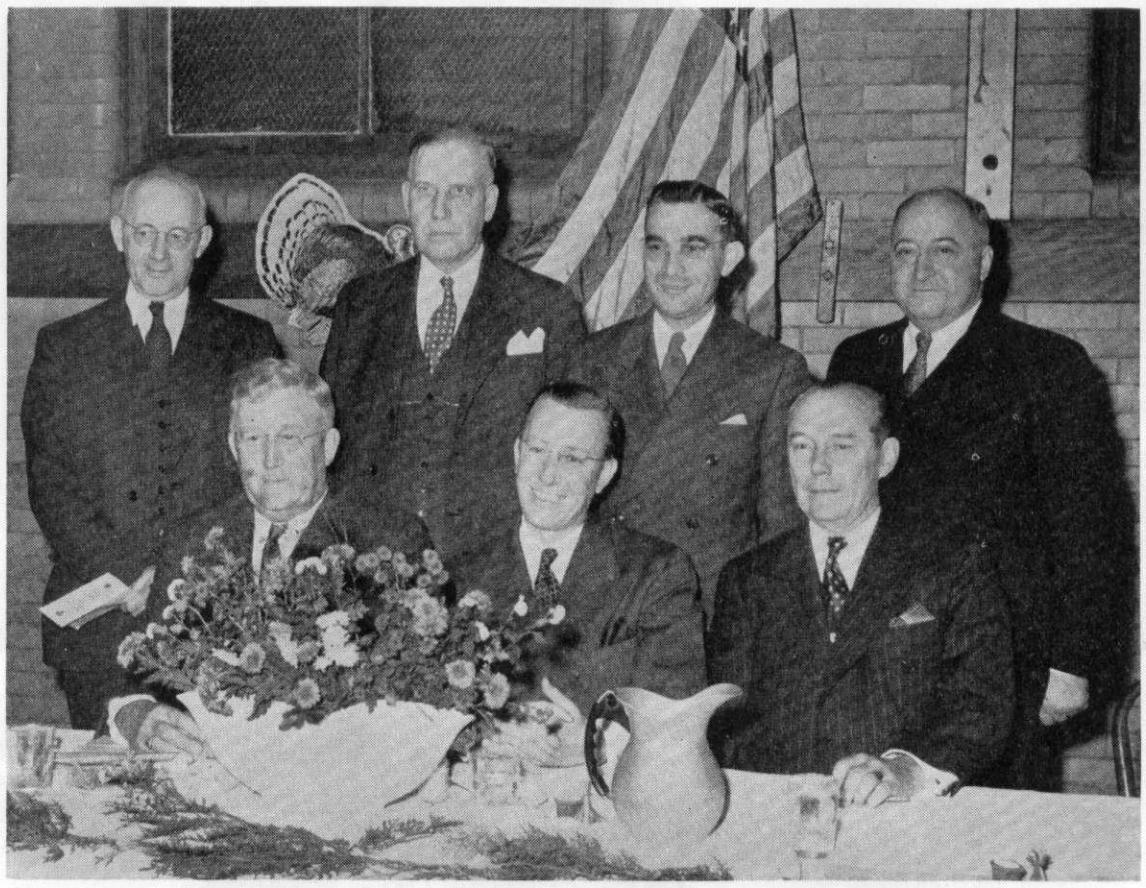
Mr. Hicks retired under the 65-year rule and says he will now take it easy and enjoy life.

Lorraine DeRolf of Car Service office, Gibson, and Max W. Beaty were married on Thanksgiving Day. The wedding took place at the home of the bride's parents. Good luck!

—o—

John Bates has returned to the Car Service office, Gibson, after serving almost a year in the U. S. Army.

Horning Talks To 250 at Elkhart Dinner



Among those prominent in the fifth annual recognition dinner of the railroad department of the Y.M.C.A., Elkhart, Ind., Nov. 8 were: Seated (left to right) C. E. Maloney, Vice Chairman of the Committee of Management; L. W. Horning, Assistant to Vice President, Personnel, N. Y. C., speaker of the evening; and J. F. McTyier, Traveling Secretary of the railroad department national Y.M.C.A. Council, New York. Standing: W. A. Bachman, Chairman of the Board of Management; T. L. Green, Superintendent, N. Y. C., Chicago; E. A. Dudley, railread Y.M.C.A. Secretary, and L. V. Swartzendrover, General Secretary.

Four Brothers Have 123 Years' Service

Four brothers, who have an aggregate of 123 years of service in the Car Department at Elkhart, Ind., are shown with their boss, H. J. Siebert, General Foreman. They are, front row, left to right: C. B. and C. F. Neffsinger; back row; O. A. Noffsinger, Mr. Siebert and J. W. Noffsinger.

One hundred and twenty-three years of railroading is the impressive total accumulated by the four Noffsingers brothers in the Car Department at Elkhart.

The unusual record had its beginning a little over 37 years ago when C. F. Noffsinger, oldest of the quartet, entered the New York Central's employ on October 24, 1904. Now 59 years old, he is one of the Senior Car Inspectors.

He was followed a few weeks later by C. B. Noffsinger, and in 1914 by J. W. Noffsinger, both of whom are also inspectors. Relatively a youngster is the fourth. O. A. Noffsinger, a Car Repairman, who has a mere 22 years to his credit. The brothers are natives of Elkhart, and their father, now 82 years old, originally owned much of the land now occupied by the railroad yards.

A fifth brother, George, was employed by the railroad for several years and later transferred to other work. Another member of the clan, Claude, who died in 1918, served as Switchman and later as Foreman of the Blacksmith Shop. His two sons, Frank and Claude, Jr., are former railroad employees.

Chicagoan Has 50 Years' Service

Born on Wells St., near Harrison, in Chicago, in the days when it was a residential district, since changed to solid high buildings, devoted chiefly to printing and tailoring businesses, Richard (Dick) Sullivan early achieved an ambition by gaining employment with the old Lake Shore and Michigan Southern. On October 6 he celebrated 50 years of railroading employment.

Starting in 1891, he rose to Cashier's Teller, where he was successful in maintaining both cash and personal balance; gained promotions to Car Service and Reconsigning work and today is Chief Switching Clerk at 123 West Polk Street. During the years he has won a host of friends.

Mr. Sullivan had a birthday the other day and gracefully stood for a singing telegram—but would not "give out" on his age.

The I. H. B.—C. R. & I. General Manager's office at the Stock Yards, Chicago, was enlivened the other day by a "just dropped in to say howdy" visit from a former employe, Miss O'Keefe who is now Mrs. Mueler. Junior is still in his buggy days, she reports.

—o—

The circulation department of Chicago's new morning newspaper (name unknown at time of writing) has acquired the services of Robert Sander, Clerk, C. R. & I. Accounting Department. Mr. Sander received his newspaper training with the old Chicago Herald and Examiner.

Kankakee Notes

R. A. Parker, formerly Traveling Fireman on the Western Division, with headquarters at Elkhart, Ind., is getting acclimated in his new position of Road Foreman of Engines on the Danville and Kankakee Lines, headquarters at Kankakee, Ill., to which position he was promoted recently. With the increasing business Mr. Parker finds it a busy job shooting trouble on both lines.

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E. E. Caron, General Foreman at Kankakee, Ill., and his wife, have returned from a vacation trip on the west coast, where they renewed acquaintances with old Kankakee Line employes who have retired and moved to more agreeable climes.

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F. S. George, retired freight house employe at Kankakee, passed away at his home in Kankakee on October 30, at the age of 73 years.

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LeRoy "Blackie" Wilcox, former I. I. & I. R. R. conductor, passed away at his home in Streator, Ill. October 20, 1941, at the age of 83 years.

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Congratulations to Mr. and Mrs. R. J. Beatty on the birth of a son, Robert Raymond, October 21. Papa Beatty is Clerk in the Bureau of Accounts, Gibson, Ind. On the other hand, we are sorry to learn that it was necessary for Mr. Beatty's five-year daughter to undergo an operation at St. Margaret's Hospital, Hammond, Ind., November 13.

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From the Office of Auditor of Accounts, Gibson, Ind., comes news that members of the Girls' Bowling League are gradually gaining recognition. Miss Mabel Demerling, Clerk, Cashier's Department, won a turkey in regular league bowling, Nov. 14.

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Gossip has it that Miss Irma Pickart, Clerk, Transportation Department, Gibson, will "walk down the aisle" sometime in December.

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Thomas G. Grant has returned to the office of Assistant Coal Traffic manager at Chicago after nine months' service with the U. S. Army at Fort Benjamin Harrison, Ind. Another who has returned to the company service is Thomas DeRose of our Denver office. He was in military service about ten months.

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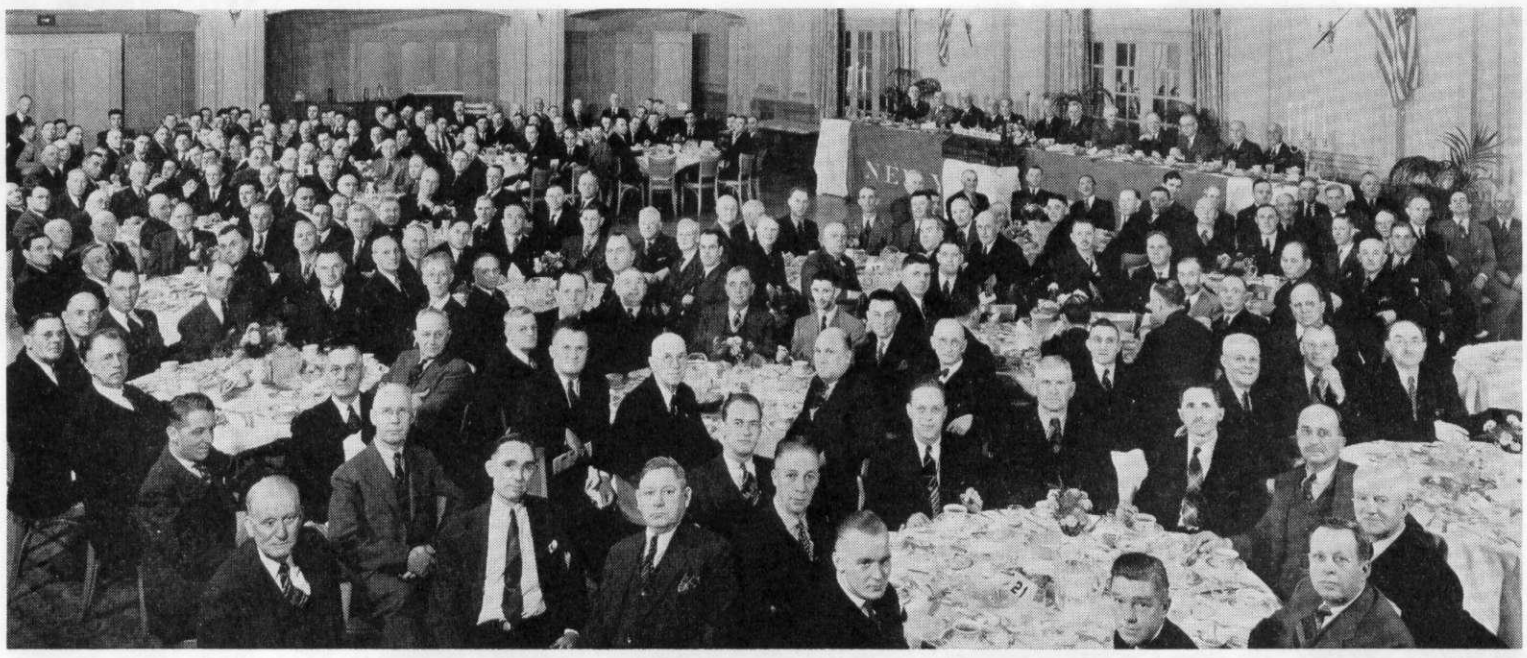
Peter Stickler, Car Distributor in the Superintendent's office, Chicago, will retire Dec. 31 after 50 years of continuous service.

250 Present at Dinner in Honor of Retiring Collinwood Supervisor of Buildings



Frazine Retires at Collinwood

G. H. Frazine, Supervisor of Buildings at Collinwood, Ohio, retired from active duties October 31 after nearly fifty years of service.

On the evening of November 6, Mr. Frazine was honored by a dinner at the Hotel Carter in Cleveland.

Nearly 250 active or retired employes and friends were present.

A gold wrist watch and a purse of $150 were presented to Mr. Frazine by F. F. Riefel, Assistant Vice President and General Manager.

J. A. Stocker, District Engineer, acted as toastmaster.

Many officials of the Line West of Buffalo were among the guests. Several of them testified to the willing and competent service which they knew that Mr. Frazine had so long rendered.

As a climactic finale, employes of the Cleveland Building Department, which Mr. Frazine had directed for 27 years, staged a floor show. A model of Engine No. 999 was used. Another feature was the quick erection in miniature of the old Glenville passenger station, in which Mr. Frazine first worked as a telegraph operator for the Old Lake Shore, in Cleveland.

Later, "The Boss" was placed on a table and serenaded.

Mr. Frazine was born at Ashtabula, Ohio, March 28, 1876.

He entered the service of The L. S. & M. S. as a messenger boy early in 1892.

During the following year he became a telegraph operator, working in that capacity in the Cleveland area until July, 1902.

At that time he entered the office of the Master Carpenter at Cleveland. Four years later he became Chief Clerk.

In November, 1913, Mr. Frazine was made Assistant Master Carpenter. June 1, 1914, he was promoted to the position of Master Carpenter.

He continued in that capacity until the time of his retirement, although the title was changed to Supervisor of Buildings in 1917.

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Jason E. Curtiss, 66, Car Inspector at Galion, Ohio, died November 4, after a brief illness. Mr. Curtiss had 24 years' service with the Big Four.

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George Mickan, Foreman Mail Clerk, Cleveland District, is the father of a new son, Ronald George.

Pigeons in Cleveland Terminal

Three pigeons, in some unexplainable manner, managed to get into Cleveland Union Terminal Station over the November 8 week-end and had a gay old time flying about the main Concourse, perching most of the time on the world's largest porcelain enamel mural, and at intervals on the lighting fixtures.

One flew through the Ticket Lobby and up one of the main ramps to the portico of the Tower Building, where it tried to batter its way through the large windows over the entranceway. A call was placed with the Animal Protective League to remove the birds, but they said "If you catch the birds, then we will come and get them." Some one suggested salting the birds' tails but as there were no autogyro planes available the idea was dropped. Monday one bird dashed against the Waiting Room window, wounding itself. Finally it toppled over behind the mural and was finally caught by R. H. Christenson, who liberated the bird.

Tuesday, Chief Station Master G. S. Chambers had a happy thought and bought 5c worth of peanuts and coaxed the remaining bird down to the Concourse floor. He easily caught the bird and it also was released.

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A. S. O'Donoghue, Cleveland, returned from a 13-day vacation cruise on the S.S. Santa Paula, visiting ports in the Netherland West Indies, Venezuela and Colombia. His ship missed a hurricane by a couple hundred miles but did feel the tail end of the blow. He added to his collection of color photographic slides.

Mrs. A. L. Taylor, wife of our former Telephone, Teletype and Clock Supervisor, had a serious operation recently. R. W. Anderson of this office volunteered as a blood donor and after the transfusion her condition improved remarkably. Mr. Taylor was recently transferred to Albany, N. Y., from Columbus, Ohio, on a promotion to Division T&T Inspector.

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Phil Belanger's wife recently missed out on a $200 bank night award at the Beach Cliff Theatre in Rocky River.

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C. H. Perry has been granted a month's leave due to sickness.

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Assistant Engineer W. C. Wilson underwent a serious operation at Fairview Park Hospital. He is progressing.

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Sympathy is extended to A. S. O'Donoghue in the loss of his brother in Washington, D. C.

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Mr. & Mrs. L. H. Palmer and their three Palmerettes spent a week-end at Adrian, Michigan, as a sort of reunion with one of Larry's old school chums.

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On October 31 Albert S. Kline, Ohio Division Engineman working in Indianapolis Terminal, retired.

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August Longerich, Federal Inspector Machinist, Indianapolis, retired November 15. He began work at Brightwood in 1898.

tant Supervisior of Piecework Schedules in the office of F. J. Marr, Buffalo.

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W. J. Wickson, Piecework Inspector, Collinwood Locomotive Shop, was recently promoted to position of Chief Piecework Inspector at West Albany Locomotive Shop.

500 at Cleveland Credit Union Dinner

The officers of the Nycoll Credit Union at Collinwood, which is composed of Shop, Enginehouse and Storehouse employes, entertained their wives at the Filene Memorial Banquet, in the Allerton Hotel, Cleveland, October 15.

The banquet hall was taxed to capacity by the 500 men and women who gathered there to pay tribute to Edward Feline, who is known, in America, as the father of American Credit Unions.

Roy F. Bergengren of Madison, Wisconsin, Managing Director of Credit Unions in the United States, was guest speaker.

R. L. Rankin, Andrew Sulak, William Popovic, James Vobornik, Edwin Sohm, John Holmes, M. O. Jamison, A. F. Dambrow, Frank McCarthy, H. A. Lloyd, L. A. Berg, and William Golden were proud of the fact that they had the greatest representation of all the Credit Unions attending.

Equipment Leads Cleveland Bowlers

After seven weeks of blasting at the pins in the Cleveland Union Terminal-N. Y. C. League, the Equipment Department still leads the pack by a margin of one game over the E. & M. Departments. Switchmen No. 2 hold sway in the way of high three games with 2742, and also are high for one game by reason of their 956.

Bill Young of the Freight Traffic Dept. has high three games individual with 617, and Walter Franz of the Car Foremen has high single game of 243. Al Bernsdorf of the Pullman-Signal team has high individual average of 199, followed by Tom Chuna of the General Office with 185.

Superintendent G. H. Jedele watched the fireworks from the sidelines for three weeks, during which time his boys took many a lacing, then decided to step in and take the situation in hand—result, five wins out of six games for the Superintendent's Office team.

Sullivan Honored

Harold G. Sullivan, General Foreman, Collinwood Roundhouse, formerly 1st Sergeant, First Air Service Mechanic, Co. 11, 26th Division, was recently appointed Department Deputy Chief of Staff, assigned to District No. 7, Veterans of Foreign Wars Department of Ohio.

Chicago Girls Collect Tinfoil

50 Years of Service

Timothy P. O'Connor, Indianapolis, began his 51st year of New York Central Railroad service recently.

He started October 21, 1891, as a laborer and has held various positions as a Clerk, Yard Clerk, and as Foreman.

At present he is Assistant Depot Master at Indianapolis Freight House. His handwriting is so distinctive that it is recognized by all employes within the Indianapolis Terminal District. He intends to keep on working.

Collinwood Items

Adelbert Studly, Clerk in the office of S. S. & M. M., Collinwood has returned to work after a period of service as Sergeant in Co. A, 145th Infantry.

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Edward McGregor, Clerk in the office of S. S. & M. M., expects a call to the service, under the Selective Service Act, within the near future.

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The Collinwood Y.M.C.A. is again sponsoring a Basketball League which is expected to get under way within the next week or two. Eight teams are scheduled to participate and it is expected the competition will be keen. There is already much interest being manifested and it is the hope of the sponsors and officials that the games, which will be played at Collinwood High School Gym, will be well attended.

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The Collinwood Bowling League, consisting of eight teams, is now under way on its regular schedule and games are played each Monday. The Locomotive Shop team is out in front, while the Office team is trying desperately to find its stride.

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Art Reed, Piecework Inspector, Collinwood Locomotive Shop, was recently appointed to the position of Assis-

Chicago girls view a portion of metal foil collected in the System-wide drive they helped to put over in a big way. From left to right, they are Ebba Kaiding of the Freight Traffic Department, and Ruby Lantz, Ann Lavine and Irene Shantz of the Passenger Traffic Department.

New Detroit Employe Has Golden Voice

No doubt many have at some time or other, listened with rapture to the golden voice of Nelson Eddy on the radio or screen. There happens to be employed in the office of the General Departmental Accountant a young man by a similar name. We say similar, because by just reversing the screen artist's name you have it, only there is a Henry tacked on the end of it.

He being a new employe, a little difficulty was experienced at first remembering his name until one day he suggested that it would be a help in overcoming this embarrassment to just think of Nelson Eddy. The appropriateness of this thought is revealed when we say that Eddy Nelson Henry is likewise a voice artist. His is a tenor voice of ringing quality.

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Don't know whether we can exactly call it a disease, but this marriage business is surely contagious. Here we go again! Miss Grace Ferguson of the Key Punch group of the General Departmental Accountant's Office, Detroit, will become the bride of John Cook of Belding, Michigan. The marriage will take place December 27. We were all a little skeptical about the information at first, because Miss Ferguson has often told us that "it would be a cold day when she got married."

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A little four-year-old occupied an upper berth in the sleeping car. Awakening in the middle of the night his mother asked him if he knew where he was. "Tourse I do," he replied, "I'se in the top drawer."

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Ever hear the story about "The big fish that got away?" Here's another version of it. This time about hunting. Ray Bracken of the M. of W. Group of the General Departmental Accountant's office, Detroit, went hunting recently and claims to have hit three ducks but, he added, "They got away." It develops that they came down on the opposite side of a stream. In his effort to retrieve his prize he fell in the stream, and came up without even a fish in his pocket. Ray insists he was not fishing but hunting.

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Mrs. Dorothy Vizzinni of the Key Punch Group of the G. D. A. Office obtained thirty-one dolls, to be dressed up by some of the girls employed on the eighth floor of this office. In Detroit there is an organization of men known as the "Goodfellows," recognized as such for their altruism, and these are the ones responsible for the furnishing of these dolls for the girls to dress. The dolls are to be given to needy children for Christmas.

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"I suppose you carry some sort of a memento in that locket of yours?"

"Yes, it is a lock of my husband's hair."

"But your husband is still alive!"

"Yes, but his hair is gone."

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The secret is out! William Baird, Head Clerk in the pay draft group has never displayed very great interest in Bowling, and now we learn that he is taking private bowling lessons at the Railroad Y.M.C.A. on the quiet. Next season the General Departmental Accountant's League may be including a "Dark Horse." Look to your laurels, you maple splitters! We'll be looking for you on the score sheet, Mr. Baird.

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Annual Christmas party preparations are under way in the General Departmental Accountant's Office, Detroit. As usual, the office members look forward to this event with a great deal of pleasure and anticipation. The program is not yet definite but the next issue of this publication should disclose much of the spirit of this happy occasion.

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We know that it is customary among many girls to smoke cigarettes, but we did not know whether Miss Minerva Frizzell of the Accounting Department Typing Bureau used them. That, however, is beside the point but the other day Minerva was seen on the elevator with a box of cigars under her arm. We know of a certainty that Minerva does not smoke cigars.

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More latent talent discovered in the General Departmental Accountant's Office. In the pay draft group is employed a gentleman by the name of Dan Miller, who is a gifted crayon artist. Now that it is known, we hope to have the privilege, in the very near future, of witnessing some of his work and his dexterity in doing it.

Honor Roll Unveiled by Detroit Legion Post

An appropriate ceremony was held on Armistice Day by the employes of the Michigan Central Railroad and the Pullman Company employes in the Detroit Passenger Yard, at which time an Honor Service Roll board was unveiled.

The ceremony was conducted by the American Legion Post of the Michigan Central. Herbert Olding, Superintendent of the Pullman Company, opened the ceremony and introduced Clyde B. Hennessey, General Foreman of the Michigan Central Passenger Yard, who thanked the employes for their efforts in constructing the Honor Roll Board and lauded their display of patriotism. He introduced Commander William H. DePuy of N.Y.C.'s Post 134 of the American Legion, who gave a short address.

Invocation was made by Chaplain L. H. Flanigan of Post 134, followed by advancing of Post colors.

The address was given by Adjutant W. A. Argile of Post 134, who rehearsed the events during the years since 1776.

He brought out that on occasions when it became necessary that the country take up arms, it was solely for the purpose of protection of our American principles, protecting our Union or defending our belief in the rights of mankind.

Train Trip for Indiana Children

Leo Gunnels, Agent at Fowler, Ind., working with Mr. Chas. Osborn, Trustee, and Mr. Julian, Principal of Center Twp., Benton County schools, arranged a trip for 83 grade school children and three teachers from Fowler to Templeton on train 114 recently. The group was met at Templeton by school busses and returned to Fowler.

76 of this group had never ridden a train before. Mr. Gunnels explained to the people the volume of business done by the railroad, school taxes paid by the N.Y.C. in Benton County, number of employes and their dependents who live in Fowler and Benton County, and the cost of passenger travel. J. A. Michaels, Trainmaster, was on the train, and explained the signal system and safeguards of train operation.

Ashtabula Tale Dramatized on WJR

A true incident of the rails which happened to W. J. Crawford, Ticket Agent, Ashtabula, and Inspector Gus Olson, Ashtabula, was dramatized recently over Station WJR of Detroit during the program, "News Comes to Life."

In real life and the dramatization Crawford and Olson thought they saw a woman's hat on the engine pilot of passenger train No. 38 as she sped by. They notified the Dispatcher and then waited tensely for word from inspectors at Erie.

The humorous let-down was a joke on modern women's hats, because the brightly colored object on the pilot turned out to be the real feathered thing — a cock pheasant instead of a woman's hat.

Robert Hart, 69, retired Car Repairer, died in the Mt. Carmel, Illinois, Hospital on November 4.

Michigan Canadians Give Ambulance

A club known as the Michigan Canadian Club of Detroit, consisting of a number of railway employes, expressed their co-operation for Canada and the cause of the Empire in a tangible way Saturday, November 8, when members and officers of the club and their wives, one hundred and forty strong, drove from Detroit to St. Thomas, Ontario, a division point for the Michigan Central, the Pere Marquette Railway and Wabash Railway, to deliver a fully equipped army field ambulance for the Canadian forces at home and overseas.

The money was raised by the club from a boxing bout which took place at the Olympic Arena, May 9, the arrangements for this bout being made by Howard Vair, a former Canadian. The securing of this ambulance, which was a Ford, was arranged through Carl Unruh of the Ford Company, also a former Canadian.

The caravan left the Tunnel at Windsor at 9:30 A.M., after being received by the Mayor of Windsor, and was given a police escort to the city limits, where the Provincial police, under instructions of Premier F. M. Hepburn, accompanied them the remainder of the way to St. Thomas, making stops at Tilbury, Chatham and Blenheim, at which points they were received graciously by the Mayor and members of his Council, and given a fine welcome.

At the arrival at the outskirts of the City of St. Thomas they were met by the Mayor and a large number of citizens with decorated cars and a Scottish Kiltie Band. A parade was made to the City Hall, where the Mayor received them and gave to the President of the Michigan-Canadian Club, Joseph E. Burke, whose father was a former U. S. Consul in St. Thomas, the key to the city. Mr. Burke then presented the ambulance to Percy Spackman, Provincial Executive of the Red Cross.

This probably was the most tangible expression of international good will that the citizens of St. Thomas, which is made up largely of railroad people, has witnessed in the present conflict.

After the presentation, Alderman R. A. Sanders, Chairman of the Reception Committee, also spoke to the gathering, extending appreciation for this gift and was given a warm welcome. After the reception at the City Hall the crowd adjourned to the new Auditorium of the Canadian Legion, where a reception was held and a dinner was served by the Ladies Auxiliary of the Canadian Legion, after which short addresses were made.

Flight Lieutenant Henry Cotton, popular padre of the R.C.A.F. Technical Training School, R.A.F. Pilot Observer and prisoner of war in the last great conflict, was the guest speaker.

Sells Defense Stamps

Jimmie Rodgers oldtimer in the Auditor, Passenger Accounts' Office, Detroit, was first in line May 1 to buy Defense Stamps; purchasing $25 worth of 10 and 25 cent stamps. Armed with stamp books, cards and literature he went to the office and sold them all and had to repurchase more to supply the demand.

Since May 1 Jimmie has sold $750 worth and reports each month's sales exceeds those of the previous month.

He is a member of Cincinnatus Lodge 647, B. of R. E.

H. F. Loth, Car Inspector, Sharonville, Ohio, retired from service November 1. Mr. Loth began his railroad career in 1906 in the Car Department at Bellefontaine, Ohio, also worked at Galion and Springfield, Ohio.

Railway Business Women Entertain at Dinner Dance

With a round dozen years in their history, the Railway Business Women's Association of Detroit celebrated the twelfth anniversary of the founding with a dinner dance at the Fort Shelby Hotel Saturday evening, November 8.

Theme for the evening was Mexican, so the festivities were held in the Spanish Room. Mrs. A. G. Dominguez, wife of the Mexican Consul of Detroit, and a group of twelve singers and dancers presented a program during the evening.

Mrs. Leona Wyman of the New York Central System, President of the club, presided during the dinner hour, and introduced Mr. E. H. Hanson, the Toastmaster, who is Chief Clerk to the Assistant General Manager, also of the New York Central. Mr. Clay Young of the New York Life Insurance was the guest speaker.

After dinner there was dancing and tables set up for cards.

Among the guests present were a number of officials from the New York Central, Pere Marquette, Grand Trunk, Northern Pacific and the Railway Express Agency. The New York Central, headed by J. L. McKee, Assistant Vice President and General Manager, had fourteen officials and their wives present.

A number of members of the National Association from St. Paul, Minneapolis, Cleveland, Buffalo, Kansas City, Chicago and Cincinnati attended. They were honored at a luncheon at the Whittier Hotel Sunday afternoon, November 9.

Scenes in the New Empire State Express Super-Streamliner's Handsome Cars

At top — The six Parlor Cars of the new streamlined Empire State Express are each equipped with 35 deeply cushioned, movable lounge chairs. Three color schemes are used. with tan predominating in two, and blue in the third. In the rear section of each car is a drawing room with seats for five and adjoining lavatory. The cars have panoramic, non-frosting windows.

At left — Dining on the new streamlined Empire State Express amidst ultra-smart furnishings will be a special pleasure of the trip between New York City, Buffalo, Cleveland and Detroit. Each of the four Dining Cars is divided into three sections. Walls of the end sections are panelled with oak and sapelli wood veneer and the center sections are panelled with padded pigskin. Each Dining Car seats 44 persons. The "Empire" kitchens are equipped throughout in stainless steel.

At top — The seats in the coaches of the new Empire State Express embody the latest comforts in travel luxury. Upholstered in rich, heavy fabrics, they are self-adjusting and have adjustable foot rests. The seats are also placed so that every passenger is given the benefit of a panoramic window and an overhead fluorescent light for reading.

At Right — This view was made in the rear end of the "Franklin D. Roosevelt," one of the two 85-foot Observation Cars of the new Empire State Express. The Observation Cars have three divisions — bar service, lounge and observation. The second Observation Car is named the "Theodore Roosevelt."

Below is one of the Empire's luxurious coaches. At the end is one of the mural paintings which adorn each car.

An Unusual Record

The retirement of Arthur T. Hunt, District Freight Claim Agent at Cleveland, brings to a close a long period of loyal service.

Mr. Hunt entered service in the Freight Claim Department of the old Lake Shore and Michigan Southern Railway, September 12, 1887, and served continuously in that department for a period which, upon his retirement November 30, was in excess of 54 years. On September 1 1909, he was appointed Assistant Freight Claim Agent and upon consolidation with the New York Central & Hudson River he was appointed District Freight Claim Agent at Cleveland, which position he held until retirement, thus establishing an unusual record of over 54 years in the same department and in the same city.

Mr. Hunt recently acquired a farm at North Madison, Lake County, O., and he and Mrs. Hunt plan to reside there.

At a luncheon held recently in his honor at New York, Mr. Hunt was presented with a radio by his associates.

Gives Answers to Railroad Job Seekers

A monograph on the railroad industry, by Bernard E. Young, Manager Railroad Section, Public Relations Department, Association of American Railroads, has been published by the Bellman Publishing Company, Inc., 6 Park Street, Boston.

This factual monograph answers in detail many questions asked by persons seeking railroad employment. It describes personal qualifications required, scholastic training needed and employment opportunities, remuneration for many jobs, chances for advancement, et cetera. It is priced at 75 cents.

Three Promotions

Effective October 16, R. J. Lynch, Chief Perishable Agent, New York, was appointed General Perishable Agent; O. H. Grimm, City Freight Agent, was appointed Assistant General Agent, and H. W. Meyer, City Freight Agent, was appointed Perishable Agent.

Walter Zych, Oiler, Selkirk Yard, was married October 26 and immediately journeyed to Niagara Falls on a honeymoon. Mr. and Mrs. Zych, who is also from Albany, were presented with many gifts from fellow employes and friends.

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Congratulations are extended to Mr. and Mrs. John C. Eaton on the birth of their first child, October 16. It was a girl.

Printed in U.S.A. 172