

CENTRAL HEADLIGHT

Vol. VI, No. 12

DECEMBER, 1945

11,802 Mexicans Aided N. Y. Central in its Vital War Transport Labors



718th Battalion, N.Y.C. Sponsored, Praised by Ross

G. Metzman, President of the New York Central System, recently received the following letter from Frank S. Ross, Major General, U. S. Army, Chief of Transportation:

"Following months of arduous service on the continent, the 718th Railway Operating Battalion, sponsored by the New York Central, will soon be on the high seas heading back to the United States. It is, perhaps, a fitting time for me to write you of our appreciation for the highly creditable job done by the 718th in Europe.

"The battalion arrived in France during the third week of August, 1944, and was immediately assigned to the Folligny rail yards. The unit opened the yards, and has since operated in Bar-le-Duc, Sezanne, Conflans, in France; and in parts of Germany as well.

"During the Battle of the Bulge, the 718th was given the tremendous job of evacuating the Third Army from the territory adjacent to Benestroff, and moving in the Seventh Army as reinforcements. By VE-day the battalion had hauled over 9,000,000 gross tons of supplies to and from the front lines of the Allied Armies.

"Throughout their service in this theater, the officers and enlisted men of the 718th made an exceptionally valuable contribution to the success of the Transportation Corps' mission. It is a pleasure to tender you my thanks for your cooperation in sponsoring this unit, and through you to your entire organization."

Joins U. S. Embassy, Shanghai, as Attaché

Davis Westlake, CPM, son of C. E. Westlake of Geneva, Ohio, a veteran engineer working out of Ashtabula, recently was assigned as Naval Attaché at the American Embassy in Shanghai.

He has been in the regular Navy eight years and overseas two years. He participated in the Guam landing and in engagements in the Solomon Islands.

Detroit Brakeman, Is Killed Overseas

Private William T. Lakin, 20, a Yard Brakeman at Detroit, has been reported killed in action, February 23, 1945. He was briefly a road brakeman before entering the Armed Forces March 23, 1943. He was overseas 13 months in the 346th Engineers Combat Battalion, served in four major battles and was wounded in Germany. His father, Frank Lakin, and a sister are also Michigan Central employees.



Harry L. Buhler, right, General Supervisor of Labor Camps, Office of Engineer, Maintenance of Way, System, and the members of the staff of the Mexican Labor Department in New York City look over magazines from Mexico to be distributed to labor camps housing Mexican laborers on the System. Staff members, left to right, are Thomas H. Armstrong, Assistant General Supervisor; Miss Julia Hickey, Secretary; William P. Young, Assistant Supervisor; A. Mendoza, Interpreter-Investigator; and Mr. Buhler. At top: a typical track gang of Mexican laborers are shown at work on the Main Line replacing old ties and tamping new ballast beneath the track.

MIL gracias, amigos!" To our friendly neighbors from south of the border the New York Central can, and does, most heartily say "A thousand thanks." The New York Central was the first eastern road to investigate and develop the possibilities of Mexico as source of labor and to import workers. All told, a total of 11,802 men crossed the border under contract to the New York Central.

Without the aid of these thousands of Mexican nationals who left their families and homes to journey far into the north to a strange land and to live with people speaking a different language amid unfamiliar customs and surroundings, the transportation miracle that grew out of the war, and in which the New York Central played no small role, might well have assumed an entirely different aspect.

They Come from All Parts of Mexico

These friendly people came from even speak Spanish, much less English. They came during every season of the year; young boys and middle-aged man, all from the warmth of Mexico, have stepped forth from our

(Concluded on page eleven)

DeWitt Foreman Wins Bronze Star

Recently several military railroaders received decorations for their work in connection with the operation of the railroads in support of the Fifth Army. Among those decorated was Major Anthony J. Serieno, of the 774th Railway Grand Division, formerly a Foreman at Dewitt Engine House. He received the Bronze Star Medal for his outstanding work with the Equipment Section of MRS in Italy.

Major Serieno started work for the New York Central in 1936 as Special Apprentice, Motive Power, at Cleveland, later being transferred to the Line East from which point he entered the service. He is the son of Joe Serieno, Car Mechanic at the Ashtabula Harbor Car Shops.

Cleveland N. Y.C. Man Tells of Helping to Build Vast Oak Ridge, Tenn., Atomic Bomb Plant

G. C. Hess, Bridge Draftsman, Awed by Task at Clinton Works — Served as an Assistant Engineer

Gilbert C. Hess



GILBERT C. HESS, Draftsman, Bridge Department, Lines West, tells the following story of his work in connection with the building of the Atomic Bomb plant at Oak Ridge, Tennessee:

"On August 11, 1944 my work was completed at the Clinton Engineering Works at Oak Ridge, Tennessee, and I returned to Cleveland, Ohio, where I have been employed as a draftsman in the Bridge Department, Lines West.

"At the Clinton Engineering Works I was employed by Stone & Webster Engineering Corporation as an Assistant Engineer in construction of a large building. When this building was about 60% completed I was then put in charge of installing all the electrical equipment in the building. These gigantic electrical pieces, along with huge magnets, were installed in the two crane bays in the building. On both sides of each crane bay were Control Rooms on the second and third floors where cubicles were placed which recorded the voltage, pressure, etc., in each unit in the crane bay. All this equipment had to be placed within 1/64 of an inch and the huge magnets, which were two-inch plates welded together, had to be in a perfect plane, plumb and at right angles to the center line of the building.

A Colossal Task

"The exactness of the work, along with thousands of men working in the building, created many problems. I would often work late at night with the survey crews to lay out the close work when there weren't so many men in the way. A survey crew would have riggers with them to move things out of the way, millwrights to set the equipment, and welders to weld the pieces in place. In other words my job consisted of coordinating all the crafts to get the work completed.

"The entire project was a colossal undertaking. Everything was on a huge scale, even the cafeterias were greater than any I have seen in the large cities. As far as the eye could see you could gaze upon the huge dormi-

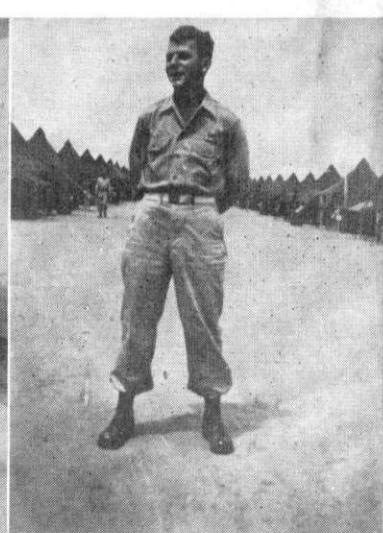
tories where the workers lived. The vastness of it is indescribable. For instance, the plant was located within 25 miles of Norris Dam, a good source of electrical power. However, many additional power houses were built to meet the demand of the Plant's electrical cracking processes.

"Suppose, as an illustration, that two years ago no one had ever seen a railroad or knew anything of one. Then, in two years' time, due to the war, the New York Central was built in its entirety with its roadbeds, rails, structures, locomotives, telegraph, signals, etc., and with its great fleet of freight and passenger trains in operation! With the thought of such a vast railroad program, you can then grasp the entire Atom Bomb development. The reason the war is over today is the know-all and the ability of the American worker to build and produce.

"Every time I thought of the terrible destruction that Atomic Disintegration could cause, I became thoroughly frightened. Also the cost of the development would cause me some concern. However, the atomic bomb shortened the war by at least six months. That easily offsets its cost, not to say anything of the hundreds of thousands of American lives that were not wasted in invading Japan.

"I am proud of my small effort in bringing the war to a sudden end."

Two New York Central Men Killed in Orient



At left is Flight Officer Peter L. Disanti, who was killed September 2, when piloting a B-24 Liberator Bomber in the Dutch East Indies. He was employed in the office of C. J. Crowley, Superintendent of Car Service, at Springfield, Mass., from May, 1941, to February, 1943, when he enlisted. He received his wings the following August and went overseas in June, 1945.

At right is shown Sgt. John W. Mika, a furloughed employee in the office of the District Station Accountant, Chicago. He was killed in a plane crash on Okinawa, Shima, August 13, just before the official surrender of Japan. He entered the Central's service October 17, 1936. A brother, Walter, is employed as a traveling auditor.

**Mac G. Collins Now
N.Y.C. "Ad" Manager**



Effective November 1, Mac G. Collins, shown above, was appointed Advertising Manager and Assistant to M. J. Alger, Vice President, Traffic, to direct advertising and sales promotion activities over the New York Central System.

The responsibilities of the department will be broadened to meet the new period of railroading ahead. In addition to merchandising New York Central's services to travelers, shippers and the public, the department will assist in the progressive development of the Railroad's facilities through the extension of the current public survey program.

Prior to joining New York Central, Mr. Collins was an account executive with Foote, Cone & Belding and has a broad background of advertising and transportation experience.

P. V. D. Lockwood, 74, who, after retiring, returned to carry on during the war, will continue in the department for a time in a consulting capacity.

New York B. & B. Foreman Honored at Dinner



James McDonald, center-right, Paint Foreman, Bridges & Buildings Department, New York City, on the occasion of his retirement, was honored at a dinner October 24, at Mayer's Parkway Restaurant, The Bronx. Born in 1876, he entered service as a painter in 1900 and retired October 31. At head table are, left to right, Thomas F. Martin, General Foreman, Bridges & Buildings Department; J. F. Redmond, Supervisor of Structures; J. H. Kelly, Engineer, Maintenance of Way, Lines East; F. G. Smith, Electric Division Engineer; Mr. McDonald; E. R. Tattershall, Superintendent, Maintenance Equipment; and E. R. Murphy, Assistant Electric Division Engineer.

W. M. Snow in New Boston Freight Post

Wallace M. Snow, formerly Lieutenant Colonel, Army Transportation Corps, was appointed Assistant General Freight Agent, November 1, with headquarters at Boston, and jurisdiction over Northern New England and the Maritime Provinces of Canada.

Mr. Snow entered the employ of the New York Central upon graduation from Harvard in 1925, and served in various capacities prior to returning to Boston as New England Freight Agent in 1941. Because of a year spent with the London, Midland & Scottish Railway of England in exchange from an employee of that company with the New York Central, he was drafted into the newly-organized Transportation Corps for the European Theater, sailing from New York on June 3, 1942.

Upon arrival there, he was instrumental in the organizing of the office of the Chief of Transportation, European Theater, first in England and later on the Continent, holding the position of Deputy Assistant Chief of Transportation—Movements. On the establishment of the Port of Antwerp in November, 1944, he became Port Area Transportation Officer at that point.

Buy Bonds for Gifts

Recent Public Relations Class in Buffalo District



Front row, left to right: Virginia R. Kapperman, Secretary to Trainmaster; Eleanor L. Grupp, Pass. Clerk; Ethel M. Schritter, Stenographer, Car Department; Muriel M. Snyder, Secretary to Trainmaster, and Dorothy A. Grimm, Clerk to General Baggage Agent. Middle row: J. F. Cronin, City Freight Agent; J. P. Snyder, Assistant Chief Clerk, General Baggage Agent; W. E. Cannon, Tower Director, SS-48; Leona Skutnik, Special Service Clerk; Adele Johnson, Stenographer, Assistant General Freight Agent Office; Melvin G. Ockerman, Yard Conductor; Clarence L. Drenken, Supervisor, Baggage; Bill Janowsky, Clerk, North Tonawanda, and Bob Benson, Chief Clerk to Superintendent. Rear row: Elmer A. Praker, Rate Clerk, North Tonawanda; H. F. Horrigan, Yardmaster; F. W. Vogel, Clerk; W. H. Waltz, Yard Conductor; L. P. Parlow, Patrolman; Paul W. Keating, Claim Adjuster, and E. P. Brown, Assistant Trainmaster.

War Bonds Bought in December are Credited to the Victory Loan

New Yorker in Charge of Rail Suburban Service in Munich Now

Bob Banks, furloughed Passenger Representative from Assistant General Passenger Agent Stanton's Office, New York, is now with the Army Transportation Corps in Munich. Recently, he wrote to F. H. Baird, General Passenger Traffic Manager, the following interesting letter of his experiences in Germany:

"What with the Century under Diesel power, Grand Central's ceiling regilded, and the N. Y. C. reportedly developing an atomic locomotive I don't know that I will recognize the 'same old stand' when I get back."

"Just want to let you know that your easternmost off-line agency (informal) is now located in the Transportation Department of the Office of Military Government of the city of Munich. Since my family sends me all the current New York Central Time-Tables, we are thereby enabled to disseminate all the latest information.

"You may recall a conversation we had back in '42, when you asked me if I was interested in joining the Transportation Corps. Though at that time I wished to stay in the artillery, the strange workings of fate find me now, three years later, back in the same old groove. In my last letter I told you how, practically at the end of hostilities, I was assigned from my old outfit to work with Displaced Persons. This was darned interesting and was highlighted by a program, broadcast by Radio Luxembourg, from the camp I directed. A recording thereof containing a little talk I gave was obtained by my wife from OWI, and

"When the D. P. work was turned over to UNRRA by the Army, the powers that be had apparently noticed my railroad background and assigned me as a Transportation Officer in Military Government.

"Unfortunately, under the present setup a city transportation officer does not have very much to do with the Reichsbahn, control over which still

**Hudson Division
Brakeman Returns From Overseas**



Shown above is Pfc. Henry J. Champagne, Hudson Division Brakeman, who recently returned to Company service after being discharged from the Army with 100 points. He was overseas two years, four months and has four campaign stars for the Central European, Rhineland, Rome-Arno and North Apennines campaigns. Champagne was a brakeman with the 759th Railway Operating Battalion and entered the Army May 18, 1942. He makes his home in Albany.

rests in the Military Railway Service.

"As Transportation Officer here, however, I do have control over the suburban passenger railway schedules and services. In addition to this, all freight shipments made by civilians in Munich must be approved by me before the RTO will arrange to provide cars.

"The bulk of my work consists of supervision and denazification of the local tramway system, and of the 10,000 motor vehicles operating in

H. D. Guile, New York, Gets 50-Year Pass



H. D. Guile, Office Assistant to Comptroller, receives his Gold Pass after 50 years of service from G. H. Albach, Assistant Comptroller, right. Mr. Guile entered service in the Maintenance of Way Department at Rochester, N. Y., October 26, 1895, and after coming to New York City in 1902 shifted to the Comptroller's Office in 1920. Watching the presentation, left to right, are E. J. Kalmogen, Special Accountant; Adam Haug, Assistant Comptroller; T. C. Davis, Assistant to Comptroller; H. L. Porter, Special Accountant; J. J. Fay, Jr., Assistant to Comptroller; H. R. Stoughton, Accountant; H. M. Rose, Head Bookkeeper; E. W. Kinsley, Office Assistant to Assistant Comptroller; William Friend, Head Disbursement Clerk; and F. D. Martin, Tax Accountant.

Briggs Still Helps

Stephen Briggs, Baggage Agent at Rhinecliff, who retired after 40-odd years of service, returned to service about two years ago, to help out in the war effort. He is still at work.

Testimonial Dinner Given Tax and Claim Pair at Rochester, N. Y.



Seated, at left center, George D. Clothier, new Land and Tax Agent at Utica; O. Richard Judson, Claim Agent at Rochester and Robert F. Dennis, who recently resigned. In foreground at right center is Herbert L. Hanson, Assistant General Claims Attorney, New York.

A testimonial dinner to George D. Rochester, N. Y., and has resigned General Claims Attorney, New York; Clothier and Robert T. Dennis was to go into business in Montreal. Mr. given, October 30, at the Hayward Hotel, Rochester, N. Y. Mr. Clothier started as Clerk-Stenographer in the office of O. G. Browne, General Baker, Company Surgeon, Rochester; O. Richard Judson, Claim Agent, Rochester (Toastmaster); Nicholas Brown, Local Counsel; Walter H. Harris, Trainmaster; John M. Greenwood, Superintendent, and Leighton Gridley, City Court, Rochester.

There were more than 100 guests. Among those at the speakers' table were: Herbert L. Hanson, Assistant

Munich. Policy of the Munich city authorities as to the licensing of vehicles, distribution of petroleum products, use of repair facilities, and traffic coordination with the Military Police, all fall under the jurisdiction of my Department. The work has some interesting aspects and has been invaluable executive experience.

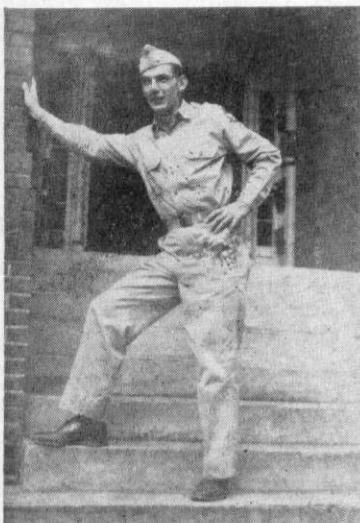
"At the moment it looks like I shall not be eligible for return home until after the first of the year, due to my relatively long stay stateside, and the fact that Military Government personnel is being released much more slowly than in other outfits."

Finds \$900 in Bank

J. M. Maltbie, retired Assistant Engineer, New York, recently found \$900 in cash on a ledge beneath a teller's window in the 42nd Street and Park Avenue branch of the Irving Trust Company, New York. He immediately turned it over to the bank.

It belonged to a depositor who earlier had cashed a check and had received therefore, ten \$100 bills. When later he returned to have one of the bills exchanged for smaller denominations, he left the \$900 on the ledge.

Now in Japan



Lieut. James J. Connell, Jr., who, previous to entering the Armed Forces, was employed in the office of the Manager, Dining Service, New York, is now stationed in Japan. He entered the Army on December 1, 1942, and after completion of basic training was promoted to Corporal. He then entered Officers Training School in Texas, and after graduation, was assigned to a Medical Detachment and later transferred to the Paratroopers and stationed at Fort Benning, Ga.

He left Fort Benning in the spring of 1945 and was sent to the Philippines, then to Okinawa and was one of the first to land in Japan; he landed on Atsugi Airstrip on August 31 — Z Day.

He resided at Ozone Park, L. I., with his wife and daughter.

Manhattan A. A. Girls' Team Learn to Tap Dance



All ready for their first public appearance is this first group of terpsichorines to complete a course in tap dancing and chorus routines, a new group activity sponsored by the NYC Athletic Association of Manhattan, New York City. Left to right are Mrs. C. Ferguson, pianist, Dorothy Lines, Hildred Butler, Janet Belknap, Loretta Walker, Alice Riley, Yola Torzilli and Margaret Mitchell. Director of the classes is Miss Margean Stumm, Treasury Department.

Yola Torzilli and Margaret Mitchell. Director of the classes is Miss Margean Stumm, Treasury Department.

He's a Captain



George Garstad, a former Passenger Traffic Department employe and son of Olaf Garstad, Assistant Engineer, Engineering Department, New York, recently was promoted from First Lieutenant to Captain in the Army Air Corps.

Captain Garstad entered military service in 1941 and served overseas in Hawaii, returning to Miami Beach, to attend Officers' Candidate School.

After being commissioned in the Air Forces he was assigned to the Air Technical Service Command and for the past 29 months has been stationed at Los Angeles.

New York Yardmaster, Retiring, Gets Purse

Boston & Albany Veterans Guests at Party



Surrounded by friends and fellow employees in the West Side 72nd Street Yard, New York City, William G. Laurie, center, Assistant General Yardmaster, receives a purse from H. B. Tucker, Assistant Superintendent, on his retirement after 42 years of service. J. A. Loftus, General Yardmaster, stands to the right. Mr. Laurie was born in Scotland in 1878. He entered service as a switchtender on the West Side and thereafter spent his entire railroad career in that district. He lives at 970 East 39 Street, Brooklyn, N. Y.



A total of 91 years of service with the Boston & Albany railroad is represented by Patrick Mahoney, right, of 153 Cumming street, Roslindale, and William Wright, left, of Pearl street, Southville (near Westboro), who retired Oct. 31.

Mr. Mahoney, a checker at the B. & A. piers in East Boston, became an employe of the railroad in March of 1893 and two years ago received a 50-year life-time pass. Mr. Wright, pier clerk at East Boston, entered the service in 1906.

Both men, commended for their service, were honored at a farewell party given by fellow workers at East Boston.

O. P. Cole Retires;
46 Years' Service

successive promotions being appointed General Agent in 1938.

C. W. Kingsley Ends
47 Years' Service

Charles W. Kingsley, Auditor Capital Expenditures, New York, retired November 1, after 47 years of service.

B. & A. Legion Post
Installs Officers

The Sergt. Walter Gannett Post No. 261, American Legion, composed of Boston & Albany employes recently installed these officers at the Moose Hall, Allston:

Commander, William J. Jordan; Senior Vice-Commander, Frank L. MacEachern; Junior Vice-Commander, Edward J. McGuirk; Finance Officer, Charles W. Hawkins; Adjutant and Service Officer, David K. Solomon; Chaplain and Child Welfare Officer, William V. Dorney; Sgt. at Arms, Earle G. West; Historian James J. McGuire; Judge Advocate, Michael J. Bierne; Legislative Officer, John R. McIsaac; Grave Registration Officer, Mark M. Damon.

Among the guests were James L. Truden, former General Manager, retired; John B. Hammill, former Assistant to the General Manager, retired; Harry Springer, Examiner; John Morrison, Trainmaster; J. J. Larson, General Foreman, Exeter Street Yard; Major (Ted) Madden of the Army Air Force, and Department and County Legion Officers.

The Post invites veterans of World War I and World War II to affiliate.

Write Commander Jordan, 34 Hayes Street, Framingham Mass., or David K. Solomon, 1315 Commonwealth Avenue, Allston, Mass.

10-Team Bowling
League at W. Albany

A 10-team bowling league has been organized at the West Albany Car Shops, bowling each Tuesday evening.

H. W. Fox, Assistant Foreman at West Albany Car Shops, retired after

46 years with the Freight Traffic Department, starting as Clerk in 1899 with the Fall Brook Railway, and with

J. H. Crawford, Claim Agent, Buffalo, Ends 45 Years' Work



Mr. Crawford was given a luncheon in the Hotel Statler, October 31. At table, left to right: Mark N. Turner, Company Attorney; Dr. George H. Marcy, Dr. A. J. Charters; Frank J. Funk, District Claim Agent, presiding; J. Henry Crawford; Herbert L. Hanson, Assistant General Claims Attorney; Dr. William H. Marcy, and M. R. Clinton, Superintendent of Car Service.

B. & A. Man Gives
Sports Quiz Show
in Vets' Hospitals

Michael J. Cullen, B. & A. Yard Conductor, is devoting his spare time to visiting Veterans' Hospitals in Massachusetts and presenting a Quiz program on all forms of sport. He finds the patients are well posted on sports and they display keen interest in the program, which is sponsored by the Sergt. Walter Gannett Post 261, American Legion, of which Conductor Cullen is Past Commander. Prizes, which are donated, are given to the program winners.

Cullen is a former boxing referee. He has been with the Boston & Albany since 1917.

**Stores Department Employees from Utica M. of W. and Transportation Storehouse
Serving in Armed Forces.**

Soldier in Berlin



All the men shown above have had combat service. Left to right: Top Row: Sm2/C Thomas Fey, Corp. Raymond Smith, S1/C Terrance Kain, Base Sgt. Harold Bankert, S1/C G. M. Frank Cichon, Y3/C Matthew Eichler. Second Row: S1/C William Fagan, S1/C William Moore, Corp. Samuel Miletello, S1/C Edward

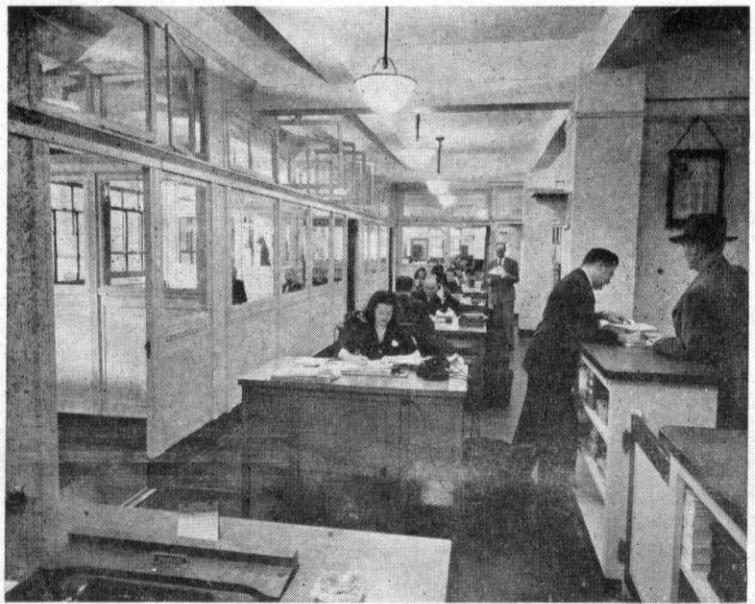
Jecko, S1/C Raymond Slobodian, G. M. Richard Zick. Third Row: Sergt. Walter Brisson, Pfc. William Carnes, Corp. Clifford Cahill, F/O Robert Noon, Pfc. Burris Fenton, Pfc. Anthony Torraco, and Pfc. Edward Wessinger.

J. A. McNamara, New York, Given Gold Pass



J. A. McNamara, right, Head Clerk in Office of Auditor of Station Accounts & Overcharge Claims, New York City, received a Gold Pass upon completing 50 years of service November 5. He is shown getting congratulatory gifts from employees of the department, presented by T. J. Fitzgerald, Assistant Head Clerk. W. F. Brownell, left, Auditor, presented the Gold Pass to Mr. McNamara.

General Eastern Freight Agent's Office Renovated



Newly renovated and redecorated the General Eastern Freight Agent's Office presents a bright and attractive postwar appearance of neatness and industry to its visitors. A. Hensley, Rate Clerk, right, gives information to a shipper, while G. W. Blaser, General Agent, background, double-checks a problem presented in a letter by another shipper.



Many friends, relatives and associates met in Tower A, Grand Central Terminal, to honor three retiring Yard Conductors leaving October 31 after a total of 131 years of service. Each received gifts from the Terminal Remembrance Club. Seated, left to right, are H. A. Offerman, Trainmaster; the retiring Conductors, John A. Russell, Charles Fleming and Charles Flick; and J. D. Carhuff, Assistant Superintendent G. C. T., Electric, Harlem & Putnam divisions.



Pfc. Robert W. Hughes, Paratrooper, now in Berlin, went overseas May 14, 1944, arriving in Naples, Italy, and later going into action near Florence. He was on the front line with the Fifth Army for 15 days.

On August 15, 1944, he dropped into southern France. During his first nine hours he was alone from the time he left the door of the plane at 5 A.M. until 2 P.M., missing his drop zone by about seven miles. Then he met two artillery boys but did not see any of his own company until the next day. He missed the battle of Bastogne by being hospitalized.

His company was saved a trip of jumping across the Rhine around Worms, on account of General Patton's tanks overrunning the drop zone, in the last part of March, 1945.

Again their jump mission was called off on April 21, on the border of Czechoslovakia. The men continued to practice jumping while waiting at an airport, in the meantime living like kings.

Hughes has accumulated six battle stars and in his latest letter stated his Division was expecting the Presidential and French citations.

He states his company at one time was on the front line for 94 days without relief.

Pfc. "Bobby" Hughes, at 21, joined the Signal Department, August 18, 1942, as a signal helper and was inducted March 19, 1943. He expects to return to railroad service when discharged.

**Faerber, Buffalo
Shop Head, Retires**

A. H. Faerber, Superintendent of Shop at East Buffalo, retired October 1, at his own request, after more than 40 years of service.

W. H. Flynn, General Superintendent Motive Power & Rolling Stock, announced the appointment of C. N. Kittle to succeed Mr. Faerber.

Coal chutes capable of dumping 43 tons of coal in 75 seconds are now in use for the refueling of locomotives.

Ensign Harwood Spaulding, formerly with the office of R. H. Kugler, Assistant Engineer, at New York, has been assigned to mine-sweeping operations in Pacific waters around Japan. He left New York October 1 for San Francisco, and flew from there to Japan.

Three Yard Conductors Honored in Grand Central Terminal



Champion Harmon Electric Softball Team Celebrates Victory

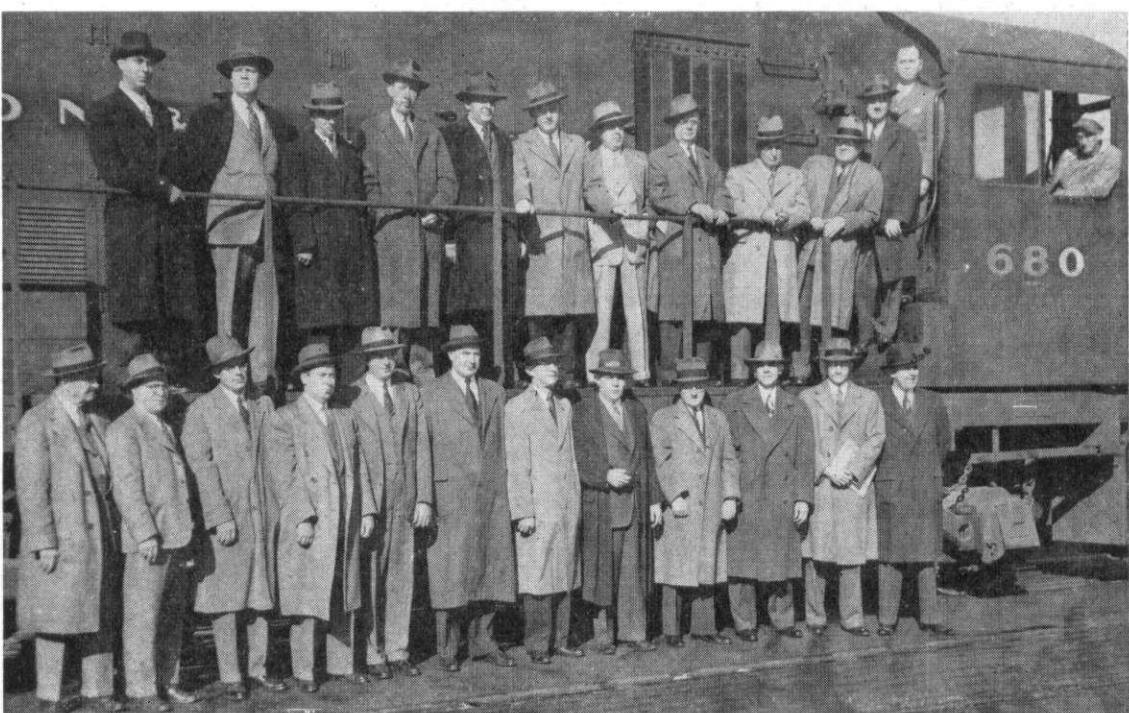
Members of the Harmon Electric Softball Team, champions in 1945 of the Athletic Association of Manhattan league, celebrated their victory at a dinner in Shadowbrook Inn, Croton-on-Hudson, November 7. Seated in front row, speaker-guests of the evening, are Bob Thompson, A. A. Director of Sports; E. C. Mason, Assistant Superintendent, Electric Equipment; F. E. Edwards, Superintendent; and F. A. Yeager, President of the Athletic Association.

Retiring, Gets Bond**M. C. Engineman Has Six in Service Out of 12 Children**

John A. Fox, Michigan Central Engineman, of Dearborn, Mich., proudly displays six service stars, representing an equal number of sons who are in the Navy. Three of them served in the European invasions and then were transferred to the Pacific to join two brothers who saw action there. Four of the boys, Lawrence, William, Harold and Irwin participated in the Okinawa invasion and then went to Japan for the surrender. Harold, William and Irwin participated in the European invasions. John was in the invasion of Borneo and the sixth, Marvin, recently finished boot training at Sampson, N. Y. Shown is Mr. Fox, a veteran of 30 years' service, and his son, Lawrence. Engineman Fox is the father of 12 children, nine boys and three girls and has two grandchildren.

Two Chinese Trainees in Albany Public Relations Class

William Johnstone, Engineering Draftsman; William J. LaComb, Assistant Foreman; Joseph Schmidt, Assistant Foreman; H. E. Elwood, Requisition Clerk; Joseph H. Connelly, Conductor; Joseph J. Gietl, Carman; Ada M. Haines, Laborer; John J. McMunn, Assistant Foreman; Charlotte Weber, Laborer; R. E. Keating, Engineering Draftsman; R. E. VanSickle, Engineering Draftsman; James Smith, Carman; Law. Morrell, Piece Work Inspector; G. T. Koopman, Conductor; J. V. Hughes, Trainmaster; C. C. Biddle, Draftsman; John Ingersoll, Conductor; Fan Jim and Hew Hein, Guest-RRs of China; F. E. Kelly, Air Brake Representative; Fred Fiske, Carman, and H. A. Trimble, Engineering Draftsman.

40 N. Y. C. Foreign Freight Traffic Men Meet in Boston

Representatives from a dozen cities of the Foreign Freight Department of the New York Central System were the guests, November 7 and 8, of the Foreign Freight Department of the Boston & Albany Railroad. Some 40 gathered in Boston for the two-day session, which included a tour of the waterfront. A meeting and luncheon were held November 7 at the Algonquin Club. The harbor tour was made on the following day. Arthur E. Baylis, Foreign Freight Traffic Manager, New York Central System, presided. He said he expected to see a great increase in the port's export and import business in the next few years. The NYC's world-wide organization, with offices in the principal cities of the major exporting countries, hopes to bring much business to the Port. R. G. Henderson, Freight Traffic Manager, B & A, and H. O. Lynch, Foreign Freight Agent, were hosts.

New York Customs Association Grows

The Railroad Customs Association, organized in February, 1944, by A. Fleischman, Customs Agent of the Central's Marine Department, now has 15 member railroads, having recently added two Western roads, the Chicago & Eastern Illinois and the Missouri Pacific lines.

At its monthly meetings the Association studies customs problems and hears U. S. representatives on the movement of bonded freight over their rails.

Wins Silver Star

T/5 Charles F. McManus, Jr., a furloughed baggage mail trucker, Syracuse Passenger Station, recently was awarded the Silver Star for gallantry in action in Luxembourg and Germany on December 31, 1944, when with a patrol of a mechanized cavalry reconnaissance squadron that day. McManus crossed the icy Moselle River from Remich Luxembourg. A mile from the river intense enemy fire halted the patrol and wounded its leader and his second in command. Technician McManus took charge, rallied the men, and with headquarters at New York, vice

gave the wounded officer first aid and later directed his evacuation to safety.

Now in New Posts

W. H. Flynn, General Superintendent, Motive Power & Rolling Stock, on November 16, announced the appointment of W. H. Chidley as Locomotive Appliances Inspector, with headquarters at New York.

Effective November 1, M. W. McMahon was appointed Assistant to General Superintendent Motive Power, with headquarters at New York, vice

Retiring, Gets Bond

After 23 years' service with the New York Central at the Third Street Freight Station, Detroit, Mrs. Susie Leona Flickinger, 66, retired October 1. Mrs. Flickinger, who originally came from Indiana, where she served 16 years with a law firm, began her railroad career in 1923 as a stenographer and continued in that capacity throughout the majority of her years of service, although for the past two years she was Cashier Clerk. Mrs. Flickinger, "Flick" to most of her friends, aside from being entertained at a dinner by a number of her associates in the Cashier Department, was honored at a Farewell Banquet, attended by approximately 60 of her co-workers, at which time they presented her with a \$100 War Bond. Before making her permanent home in Los Angeles, Cal., she plans on making a tour of the Middle West.

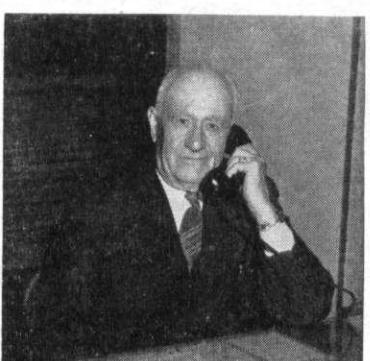
Also honored at the Farewell Banquet and presented with a \$100 War Bond was Neil N. Norton, 69, who retired September 1. He had been an employee at the Third Street Freight Station, Detroit, for 35 years. He will continue to make his home in Detroit.

James Singer, M. M. at East Buffalo, 56 Years With N. Y. C., Feted at Dinner

JAMES SINGER, Master Mechanic, East Buffalo Car Shops, ended 56 years of service with the railroad when he retired at 70, November 30.

He was honored at a testimonial dinner attended by a throng of executives, friends and associates, November 27, at the Hotel Statler, Buffalo. His immediate plans are a vacation of several months in Florida.

Mr. Singer entered service in 1889 at 14 in the East Buffalo machine shop. Later he attended school during off hours and worked in other plants to learn more of his trade. After service as division foreman in different shops, he was promoted to General Foreman at East Buffalo in 1909, to Terminal Foreman in 1913 and to Assistant Master Mechanic in 1924. He went to DeWitt in 1925 as Master Mechanic, returning to East Buffalo the following year as General Master Mechanic. He became Master Mechanic in 1931.



James Singer

Emil Daeschner, Head Clerk; Francis J. Chatain, Local Department Assistant, and Chester Nickerson, Head Clerk.

St. Thomas Boy Now in Germany

Howard L. Anderson, 21, furloughed Fireman, youngest son of L. J. Anderson, Freight Engineman on the Canada Division, is a veteran with more than one and one-half years of overseas service to his credit. Young Anderson, who received preliminary training at Chatham, Ont., and at Camp Shilo, Manitoba, dropped into Holland as a paratrooper on "D" Day, and has seen much action in that country, as well as in Belgium and Germany, where he was stationed at latest reports.

Mr. Anderson, Sr., in addition to piloting fast freight trains across Canada, is General Insurance Adjuster for the B. of L. E.

Two Return to Work

Two men from the Cincinnati District Station Accounting Bureau recently out of military service have returned to work in that office.

William F. Wertz, furloughed since October, 1942, was overseas from March, 1944 until August, 1945.

Robert V. Stivers, furloughed in May, 1943, served at various camps in this country and returned to work November 1.

How the M. of W. Department Does Its Vital Work

By S. E. ARMSTRONG

Engineer, Maintenance of Way, New York Central System

THE spectacular and magnificent showing of the railroads in keeping constantly in step with the requirements and demands of the critical war period has been a source of pride to the railroad man and amazement to the layman.

The surge of troops and travellers through the terminals, and the handling of vast volumes of freight has focused the mind of the public, and rightly so, on the skill and foresight of the Operating and Traffic Departments. The swift movement of long trains in a steady procession across the country has made a deep and, we trust, lasting impression on the public, upon whom the life and future success of the railroads depends.

The role of Maintenance of Way in this record-breaking achievement has been less spectacular, but I think all those directly concerned with railroading understand its vital importance in the general scheme of things.

The Maintenance of Way Department is not an isolated unit. It is closely interrelated to the other departments in a variety of ways. Mexicans, part time employment of high school boys, and casual labor from any other available source.

New Leaders Must Be Trained

Perhaps the most difficult phase of all this is the development of men for leadership, particularly of the supervisory or foremanship type. The older men are slowly but surely advancing toward the retiring age, to which must be added losses through death, and diversions to lines of employment other than railroad work. In this connection let me quote from a speech made by our Vice President, Mr. R. E. Dougherty, in June, 1944, before the Society for the Promotion of Engineering Education, who said:

"Within the next ten years there will be over 500 positions of responsibility and importance where the present incumbents will retire on account of having reached the age of 70. This number may be increased by physical disability and incapacity requiring the retirement of others prematurely. I dare say that similar situations prevail on many other roads."

Track Must Be Kept Safe

The primary job is to keep the tracks in safe operating condition at all times. The rails and track structure must be periodically lined and surfaced, ties tamped, with particularly close attention to alignment and smoothness of curves, maintaining them to the mathematical superelevation and degree of curvature. New rail in sizable tonnages has to be laid, involving distribution of the requisite materials of many and varied types, as well as the removal of the released material which is used for further service in relayer locations, or scrapped on account of wear or other causes.

On the New York Central System, following new rail installation, all of the ties are re-spaced uniformly. Decayed or mechanically worn ties are replaced, and subsequently the track is given a lift of several inches, followed by a machine tamping job on the entire stretch.

In filling executive positions there is no substitute for the experience which time provides, even to capable men, but there must be a supply of well-trained young men to follow."

This is indeed a major problem which not only must be faced but overcome. There is a certain lure of attractiveness connected with railroading. This must be capitalized to obtain and hold the interest of those now in, or expecting to enter the railroad field. Maintenance of Way work is of a peculiar nature, in that the forces are widely scattered over thousands of miles of territory and have to act somewhat as independent groups, directed from certain focal points.

Contact with the Signal Department is necessary, not only on routine track signal work, but on intricate and complicated interlocking problems. In all cases, extreme accuracy of installations and maintenance is of the greatest importance.

Our Maintenance Department works in close harmony with our Legal Department on matters relating to right-of-way lines, highway crossings, power and transmission line crossings, checking violations and thereby eliminating controversy. Also close contact is maintained with Government agencies, State and various Municipal Authorities in order to better serve our thousand and one communities; with the Transportation Department, in the furnishing and arranging for tracks or facilities for business requirements, peak loads, and determining whether certain types of unusual loadings can be transported safely and expeditiously. The war naturally resulted in further losses, and necessitated extreme measures to obtain men. This problem was partially solved by importation of



At top, a track gang operates an eight-tool tie tamper on a four-track section of line west of Dumont, N.J., on the River Division. Power for the tampers is received from the air compressor, shown beside tracks on left.

At bottom, a power adzing machine is shown in operation during the laying of new rail on the Boston & Albany. The man operating this machine must wear goggles and gloves and also have armored protection of his legs and feet against flying wood splinters. The machine adzes ties so that new tie plates can be placed in proper level.

There is constant contact with the way, retarding the desired drainage of Operating Department on a great the track and affecting the stability of many matters, such as placing slow the roadbed structure.

The elements cause other trouble, some conditions such as heaving of track from frost action, requiring temporary wood shimming to level the surface. Heavy rains cause soft spots and pumping action of the ties in the ballast. Intense cold solidifies the roadbed to anvil hardness, virtually eliminating any wave motion to the rail and track, intensifying the counterbalance action of the locomotive, and the flat spots of wheels on the rails.

Variations in temperature from extreme heat to cold, and vice versa, produce inevitable expansion and contraction of the rails, setting up internal stresses therein. In addition, the low temperatures reduce the impact value of the steel, thus increasing susceptibility to failure.

The roadbed, itself, is not a stable material because nature has intervened to make this impossible of full accomplishment. Mother Nature lays out the pattern on which roadbeds have to be built. This involves bridging streams, driving through tunnels to avoid too circuitous a route, passing over swamps, running through cuts, and erecting high fills to avoid steep grades. These conditions constantly change from mile to mile, where sink holes, quicksand, rock ledges, and all manner of sub-soil conditions are encountered.

To add to such difficulties, the elements create many problems of sudden and unexpected ferocity and force. Cloudbursts or heavy rains may cause washouts or development of soft spots in isolated places. Snowstorms stalling trains, from heavy drifts, and temporarily tying up interlocking plants and switches.

Nature causes us worry in many other ways. There is a constant battle against weeds, brush and the like, to prevent fouling of the right-of-

which they have evolved, patents which they have obtained, and the development of many shop kinks and methods which have been exceedingly valuable. Every effort should be made to encourage such talent wherever and whenever it may be observed.

Personal Interest Necessary

There is still another human side to the problem, and that is the one of friendliness and personal contact. Each man in an official capacity should realize that the men directly under his supervision have personal problems. He can frequently help them by that touch of personal interest. This all adds up to creating conditions for more effective work by the men in the field.

The second major item in track maintenance is MATERIALS. Time permits only the singling out of a few items which are used in this work and which are constantly being added to and revised. Foremost of these is rail. Outwardly, the appearance of the rail 25 or even 50 years ago was the same as today, with its shiny top and dull rusty appearance in the web and base members of the section. However, there is a vast difference in design and in the structure of the steel under present-day conditions. From the light limber sections of the past century, and the early part of the present, a great increase in stiffness and carrying capacity is now available, both ample and adequate to handle present-day traffic.

Inwardly, the rail structure has been changed by a progressive improvement from the days of wrought iron, through the Bessemer steel era, and up to the present universal use of Open Hearth steel. Not only has the composition been improved by careful studies, but the method of steel-making has likewise undergone effective changes.

It is only within the past eight or ten years that another major step forward has been taken, creating a method of avoiding certain internal deficiencies through a process known as Controlled Cooling or Thermal Treatment. This process is simple in operation, yet entirely effective, and consists in placing the rails in containers at temperatures around 1000 degrees F., or somewhat below, the rails remaining in the containers for a period of 10 hours or longer. In this operation the cooling rate is materially reduced over that which would occur if the rails were cooled on beds, in the normal way, without any protective covering.

Some 7,500,000 tons of rail so treated are now in the tracks of the various railroads in the United States and Canada, representing perhaps some 40,000 miles of track. The effect of this Thermal Treatment has been the elimination of the inducing cause of one of the most troublesome types of rail defects, known as the "transverse fissure." The process eliminates the in-

ternal shatter of the steel structure which has been the focal point for the subsequent development of these defects in service. The record to date is remarkable and highly encouraging.

The history of the New York Central System, covering nearly 2500 miles of track equipped with these rails, shows a complete absence of failures of this type to date. No one anticipates that this process is a cure-all, for there are other types of failure and surface difficulties which it will not correct, or at least only partially. In this category are failures of certain head types, web or base failures, and surface difficulties created by the slipping of drivers forming burned spots on the wearing surface of the head. Also shelling or flaking of the steel on the gauge corner, particularly on the high side of curves, and corrugations or washboard surface on the top of the head. All of these are being actively studied.

Ties are perhaps the next in importance as they are a vital part of the track structure. They are produced in vast areas of our country and purchased in large quantities. In the past it has been possible for many railroads to obtain their ties locally. However, due to the depletion of the forests it has become necessary to purchase ties at sources where timber is more plentiful, and in many cases these sources are a considerable distance away from the consuming railroad.

Wooden Tie Proves Self

While many substitutes for wooden cross ties have been considered and experimented with, and sizable test installations have been made over many years, nothing so far has been developed as economical or as practicable as a wooden tie. Perhaps something may be accomplished in this respect in the future.

Careful study over a period of years in developing specifications for cross ties, no doubt, has educated the producer to furnish a better grade of tie. Today, due to heavy equipment and increased loading, the larger sized ties are now generally standard. Careful attention has also been given to the drainage of storage yards, proper stacking for seasoning and prompt treatment after seasoning.

Nearly all of the cross ties are now treated with various preservative solutions.

Better specifications for ties, proper handling, seasoning, adzing and boring and treatment—all have materially contributed to the increase in the average life. The maximum service which can be expected depends on variable factors such as the size of the tie, the kind of timber and the effectiveness of the solution or preservative used in treating. Seasoning is also of vast importance in evaluating the life of a cross tie. While the average life of cross ties has been materially increased by the methods outlined, we still have in service some ties which will fall considerably below that average, due to decay, mechanical wear and splitting after installation in the track.

There are many and varied parts besides rail and ties that go to make up the final finished track structure. These accessories, too, including frogs and switches, have undergone extensive changes to give greater rigidity, resulting in smoother riding track.

Bridges should be added to the list because of their great importance and, needless to say, they have been under constant study and have been strengthened and improved or, where necessary, replaced, to meet the changing conditions of traffic.

There is another item which is of ever increasing importance in this age of mechanization, and that is machines.

Many Types of Tools

The railroads are constantly on the alert for new devices which may be of effective value in doing the jobs which are necessary. Even the older basic tools are regularly being improved. Where formerly, section hand labor could do the work, power tools are now required. The rails have become heavier and longer and to relieve the arduous task of doing such work by hand, rail laying cranes have been developed. Again, where track was formerly effectively tamped by hand, the type and depth of ballast now in use, and the action of locomotives and equipment at high speeds, necessitates a more thorough and adequate tamping, which can only be accomplished by power.

Buffalo Asst. Chief Clerk Ends 52 Years' Work



John W. Mittman, Assistant Chief Clerk to T. A. Ward, Assistant General Freight Claim Agent, Buffalo, is shown above as Mr. Ward, who is at right with papers under one arm, presented him with a wallet, a certificate and a letter from President Metzman. Mr. Mittman is shown at left holding wallet. He had been in the Freight Claim Department at Cleveland and Buffalo since March, 1893. His daughter accepted a bouquet on behalf of her mother, who was unable to be present.

133 P. & L. E. Men Complete Study of Public Relations

Ten classes in Elementary Public Relations, which consisted of 133 employees in the Pittsburgh District, recently completed their courses.

Five classes were conducted at Pittsburgh, McKees Rocks, Aliquippa, Beaver Falls and McKeesport last Spring, when some sixty employees completed the course.

During the first week of October ten additional classes were inaugurated at Pittsburgh with a total enrollment of 139 employees, 133 of which successfully completed the course.

Officials introduced the Conference Leaders at the beginning and presented "Certificates of Accomplishment."

Arrangements are now being made to conduct additional classes at Pittsburgh, McKees Rocks and Youngstown around the first of the year.

G.C.T. Credit Union Talks Post-War Plans

At a joint meeting of the Board of Directors, Credit and Supervisory Committees of the Grand Central Terminal Employees Federal Credit Union, October 15, President G. S. Connors outlined a program designed to meet the problems facing the union during the reconversion and post war period. The payroll deduction savings plan was outlined and its advantages to the employees were stressed. Plans for the annual meeting in January were discussed and it is hoped that all members will make every effort to attend.

Geoghegan Returns From Okinawa Area; Saw Naval Battles

James E. Geoghegan, Storekeeper 3/C, of 190 Clinton Avenue, Kingston, New York is one of the Pacific theatre veterans who returned home on the USS *Gilligan* (DE 508).

Geoghegan, a Hudson Division brakeman, enlisted in October, 1942, while assigned on mail and express runs originating out of Grand Central Terminal.

He participated in the major campaigns in the Pacific Ocean areas, ranging from the Marshalls to Okinawa. The *Gilligan* survived 68 days patrol in the "picket line" off Okinawa, downing seven Japanese suicide planes and being credited with four probable Kamikaze victims. The *Gilligan* also splashed two twin-engined bombers in the Lingayen Gulf invasion of January 9, 1945.

Additional official battle tallies include two Japanese submarines, four shore bombardments of Jap-held island

The necessity for refinement has created a demand for many other types of tools, such as the adzing machine and pneumatic drivers for greater accuracy in setting spikes, pre-boring machines for field drilling, power wrenches and drills—and many other special tools have been developed. The Mole and large on-track machines for cleaning ballast, the spray car for oiling the rail and fixtures, weed burners, chemical cars for weed killing, track liners, track shifters, etc.

There is still another line upon

bases and a Jap merchant auxiliary vessel, besides innumerable convoy patrols. The *Gilligan* ranged from the Marshalls and Solomons to Okinawa during 14 months of forward area duty.

Preceding Geoghegan as members of the NYC family were his father, Daniel F. Geoghegan, deceased, with 35 years as a trainman on the River Division, and his grandfather, James A. Geoghegan, a freight conductor on the old West Shore.

P. & L. E. Veteran Gets Second Discharge

Anthony Kaschuck, a Storehouse C attendant, P. & L. E., received his honorable discharge for the second time in this war. Soon after war was declared, Tony enlisted in the Merchant Marine. He made many daring runs, including some to Murmansk during the height of Germany's submarine campaign. When the Navy took over the Merchant Marine, Tony was discharged because of dependents.

Several months later he entered the Navy. He fought with the Japanese this time, and was on four ships blown up by airplane attacks. He was fortunate in escaping unhurt, although "a lot of my mates weren't so lucky."

He received his second discharge in October, after a second hitch which lasted 24 months.

Utica Veterans Honored at Dinner

L. F. Justice, a machinist, employed by the New York Central for 23 years was guest at a dinner given November 10 in the Polish Community Club,

36 Pound Muskie



Mrs. Anne Moore, employed in the Freight Claim Department, Rochester, N. Y., is shown with a 36 pound muskallonge she caught at Wolf Island, Ontario, this Fall.

which a start had been made prior to the present emergency, and which will undoubtedly see greater use, that is, improved roadway machinery for grading and ditching, such as scrapers, drag lines, spreaders, clam shells, and other types. One of the more important phases of work in the future no doubt, will be the general strengthening of the roadbed by widening the shoulders and embankment, improvements in cuts, and increased and more effective drainage.

The use of these various tools and

New Yorker Near as Japanese Surrender Papers Were Signed

Warren Schlenker, furloughed Telegrapher, New York, now a Radioman 3/c on the U.S.S. Quincey, was with his ship in Tokyo Bay on the day Japan signed the surrender documents.

He is a son of Albert G. Schlenker, Examiner, Office of the Vice President, Personnel, New York.

In a recent letter he wrote:

"I've had quite a few thrilling experiences, but one I'll always remember was the day the Third fleet sailed into Tokyo Bay, preliminary to the occupation of Japan. As we neared Sagami Wan, just South of Tokyo Bay, we were met by two Jap destroyers, carrying Jap harbor pilots and interpreters, who were transferred to one of our 'cans' and in turn, to the USS Missouri, who led the parade into the Bay.

"The Jap sailors were a bewildered looking bunch, as they stood on the deck of their craft and viewed this gigantic fleet which, so many times they had been told, was sunk. Following the Missouri, were the five old battlewagons that had withstood the attack on Pearl Harbor, and it was quite fitting that the ship's band should strike up the tune 'Remember Pearl Harbor.'

"We've been Adm. Wiltsi's flagship; he is Commander, Cruiser Division Ten, and as all admirals were present at the signing of the peace treaty, we left Sagami Wan on September 1, and entered Tokyo Bay the same day.

"Our church services were held on the fantail, about the time the signing was taking place and came near to being cancelled, as the chaplain had a difficult time making himself heard above the terrific noise made by the hundreds of B29's flying in formation over head.

"I guess every type of aircraft we had available, from the Super Forts to the small carrier fighter planes took part in this air show. It was certainly a wonderful day, and one we could be thankful for."

Utica, by Car Department employees. Justice retired November 1.

Also honored were W. J. Barnes, Nicholas Parrott, Ignacy Jakubowicz, M. J. Larkin and Jacob Tasior, all recently retired. A gift was presented Justice by R. G. Ruxton, General Foreman, and a talk was given by L. G. Polisse, Foreman. The committee: Joseph Garry, Frank Bumbolo and John Miazga.

minor repairs and adjustments to attain maximum efficiency and avoid breakdowns.

Committees are active on the railroads attempting to anticipate and analyze future trends covering the volume and type of traffic, and the ability of the plant to handle it.

Every effort is, and will be, made to serve the public to the fullest extent. We are aware that major improvements will be developed in types of equipment, both passenger and freight. Emphasis is being placed or considered on speeding up traffic of all types on the railroads.

This naturally increases the problems for the Maintenance of Way Department, to insure not only adequate safety, but the avoidance and elimination of anything which might restrict faster schedules. Consideration is being given to changes in alignment by eliminating curves, or their reduction in degree, and the avoidance of slow orders, either of a permanent or temporary nature. This involves coordination of the efforts of the field forces to accomplish the maintenance work involved, with the least interference to traffic.

The standard of the track structure is dependent upon the types of power and equipment, as well as the speed. Many years are required to change over from a lesser to a higher standard. However, with our present heavier rail and fastenings, ample strength is available to handle the situation, according to the planned conditions which are under consideration. The emphasis will be on refinement, particularly to the roadbed itself, not overlooking the importance of maintaining good line and surface conditions at all times.

Track Materials Improved

The materials constituting the track structure have been improved and no doubt this will be further advanced. Railroads will be alert to take advantage of any technological advances in steel or its treatment, such as alloys which may be developed as an outcome of the experience with the engines of warfare and other allied materials. Radical changes in materials cannot be based solely on laboratory tests, but through service of the same on the real proving ground, which is the track itself.

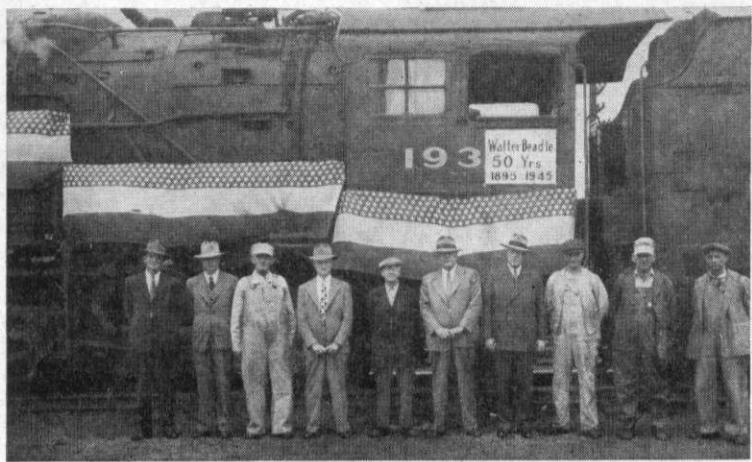
In the years to come, as I see it, we are going to be up against stern reality. Someone has said that in the war against reality, "Man has but one weapon, his imagination." The dictionary defines imagination as "the creative or constructive faculty."

In Five Big Battles



Alex Lusak, a furloughed trackman on the Philipsburg Branch of the old Beech Creek Division, Pa., recently was discharged after nearly four years in military service. He was overseas 19 months and had eight months of combat duty, participating in major battles in Normandy, the Rhineland, the Ardennes and Central Germany. He was also a member of a task force which fought in the Falaise Pocket and at Metz. He served variously as a gunner, tank driver and gunner after landing on Utah Beach, Normandy, with a tank destroyer battalion of the 9th Infantry Division. Later he was with a driver unit of the 82d Airborne Division. When the war ended, he was with an armored field artillery unit, in Lambach, Austria. He expects to resume railroading with his two brothers, John, a trackman at Munson, Pa., and George, a track foreman at Clearfield, Pa. Together the three brothers have 74 years of railroad service.

Columbus Engineman, 50 Years at Work, Gets Purse on Retiring



Walter R. Beadle, an Engineman at Columbus, was the guest of honor recently at a dinner given by the B. of L. E. to signalize his retirement, after 50 years of service.

J. H. Spooner, Superintendent and toastmaster, presented Mr. Beadle with a purse on behalf of his associates. Mr. Beadle, who recently received Gold Pass, now hopes to ride some of the main line trains he has heard so much about. Left to right: W. C. Wardwell, Master Mechanic; J. W. Crowley, Assistant Superintendent; Mr. Beadle, J. H. Spooner, Superintendent; W. H. Cooley, Conductor; Fred Skinner, General Yard Master; W. F. Davis, Trainmaster; Gilbert Lamp, Fireman; Harry Denman, Switchman and Forest Grubbs, Conductor.

Pennsylvania Division Safety Committee



Pennsylvania Division Safety Committee members above were snapped at a meeting in Jersey Shore, Pa., "Y," November 13, conducted by Supt. J. B. Delaney, and Safety Agent L. Butterfield. Left to right, seated: T. A. Rhoads, F. L. Hoffman, H. E. Gundlach, W. H. Lomasney, B. F. Francis, E. B. Ferguson, N. F. Benedict, H. T. Linn, H. Sundin, L. B. Terbrack and C. C. Lathey. Standing at the rear: N. W. Fisher, J. W. Kinsley, S. R. Johnson, J. E. Spanniger, W. H. Swartwood, Safety Agent Butterfield, J. Notor and J. H. Hertz, Special Representative, Freight Claim Department.

R. B. W. A. Group in Indianapolis

New York Central women have been active in Railway Business Women's Associations in various cities in the past and now have a part in the organization of another such group at Indianapolis.

Among N.Y.C. women having part in preliminary arrangements are Josephine Riley and Bertha Staub, in the office of Superintendent, Freight Transportation, and Irene Dorris in the office of Superintendent of Equipment.

The first meeting was held on October 15, with forty-five women representing various roads, attending.

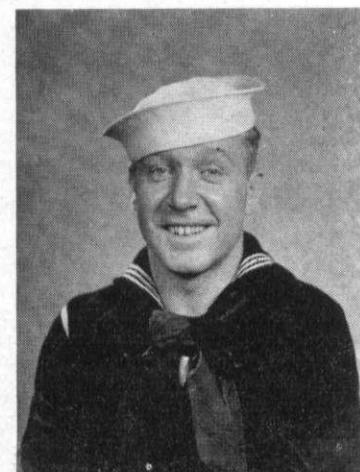
Donna J. Harkness of the Publicity Department, Cincinnati, a co-founder and past president in that city, was

present and spoke on the history, the purpose and activities of R.B.W.A.

An organization meeting with fifty charter members was held October 29 and officers were elected. Miss Amanda Anderson, Chief Clerk in the Division Engineer's office, P.&E. Railway, was made President; Alma Hoenig, with the Superintendent Freight Transportation, N.Y.C., Treasurer; Irene Dorris, Chairman of the Fellowship committee and R. Anne Cunningham, Telegraph Department, Chairman of the Membership committee. Other officers are: Gertrude Condon, Pennsylvania, Vice President; Mary Sargent, Missouri Pacific, Recording Secretary and Dorothy Gary, Railway Express Agency, Corresponding Secretary.

Emily Glass of the General Passenger Agent's office, Cincinnati, is President of the Cincinnati R.B.W.A., Miss Harkness and others plan to attend the installation meeting at Indianapolis in January.

Indianapolis Boy Now in Philippines



Orvis E. Reese, Ship's Cook Third Class, formerly a yard brakeman at Indianapolis, is now stationed in the Philippines, a short distance from Leyte. Reese has been in the Navy for a year, but had served a previous hitch.

Cleveland Boy Dies on Mindanao



Pfc. Donald R. Jackson, 20, only son of Mr. and Mrs. E. C. Jackson, was killed in action, May 11, on Mindanao. Pfc. Jackson went overseas in January, 1944, with the Medical Corps and was a veteran of New Guinea and Leyte. E. C. Jackson is General Signal Inspector, Line West, Cleveland.

Cincinnati Major, Albert D. Hartzler, Gets Bronze Star

Major Albert D. Hartzler, of Cincinnati, was recently awarded the Bronze Star Medal by his commanding officer at Marseille, France, for outstanding Service as Mechanical Engineer and as Head of Requirements Section, Headquarters, Second Military Railway Service, from May 1, 1944, to March 20, 1945.

Major Hartzler was charged with the responsibility of ferrying from England to France some 20,000 railway wagons and 1730 steam and Diesel locomotives. He avoided bottlenecks by alertness. At the same time, he expedited the turnaround of the specially re-fitted LST transports.

The major started his civilian railroad career with the New York Central at the Bellefontaine, Ohio, enginehouse in 1919. When he left for the Army in 1943, he was a mechanical supervisor at Cincinnati Union Terminal. His first army assignment placed him with the 721st Railway Operating Battalion, but he was transferred to the Headquarters, Second Military Railway Service, just before he went overseas.

Clevelander Back From South America

Sergt. Ford G. Kesler of Cleveland, was recently stationed at A.A.F. Base Unit, Dayton Army Air Field, Vandalia, Ohio, after having served considerable time in Central and South America, attached to a Signal Corps, where he was on outpost duty, watching for submarine and stray planes.

Mr. Kesler entered the service of the Signal Department March 24, 1941, at 22, as a Signal Helper. He was furloughed September 18, 1941, to enter the Armed Services. He hopes for an early discharge.

Kenton Men Back from War Abroad



Two Kenton, Ohio, employees who were overseas are now home again. Charles McCann shown at top, recently returned to his former job with the Track Department after three and a half years overseas with the 37th Division in the Pacific Theatre. He joined the 37th in 1939. He was awarded the Bronze Star, Purple Heart, Good Conduct Medal, American Defense Service Medal, Philippines Liberation Ribbon, Distinguished Unit Citation, Asiatic Pacific Theatre Ribbon with three Bronze Battle Stars and the Infantry Combat Badge.

Maxwell James is back at his job on Section 11 at Kenton after nine months overseas. Mr. James saw service in France, Germany and Austria and has three Battle Stars, E.T.O. Ribbon and a Good Conduct Ribbon.

Two Penna Division Veterans Retire



Conductor L. G. Carl, shown above, third from right, front row, retired from service November 1, after 45 years of service as a conductor on the Beech Creek District and recently on the River Line Local between Avis and Clearfield.

Associates at Avis presented him with a lapel button, Certificate of Service and other gifts.

Mr. Carl, an ardent fisherman and hunter, plans to spend considerable time in the Pennsylvania mountains and streams.

Left to right: L. B. Terbrack, Trainmaster; F. C. Henry, Car Inspector; L. E. Kohr, Brakeman; H. Shield, Car Inspector; R. J. Showers, Brakeman; J. R. Custred, Engineman; A. P. Rissel, Conductor; L. G. Carl, Conductor; B. R. Heverly, Brakeman; J. B. Delaney, Superintendent; C. Jones, Car Inspector; C. M. Spotts, Car Inspector; L. A. Bobst, Brakeman.

In picture at right is Engineman J. E. White, third from right, seated, who retired November 1, after 42 years of service as fireman and engineman in the Beech Creek District, recently at Avis Yard.

A lapel button was pinned on him by Trainmaster L. B. Terbrack and Certificate of Service and a gift were presented by Superintendent Delaney.

Seated: G. C. Wills, Brakeman; C. W. Maneval, Fireman; J. E. White, Engineman; J. P. Rhoads, Conductor, and G. F. Frable, Brakeman. Standing: J. B. Delaney, Superintendent; L. E. Kohr, Brakeman; L. B. Terbrack, Trainmaster; J. R. Custred, Engineman; A. P. Rissel, Brakeman; B. R. Heverly, Brakeman; T. Reese, Car Inspector; F. W. Yeager, Fireman; W. R. Frable, Brakeman, and T. E. Maher, General Yardmaster.



ance. The only business transacted was the re-election of all officers for another year. A. T. Leidolf is President and L. P. Wellman, secretary.

Vice President and General Manager J. J. Brinkworth, who spoke, was presented a gold membership button by William Koch, Secretary of the Big Four Grand Chapter.

The picture "Railroaders Always" was shown by Earl N. Kottenbrook, Chief Clerk in the Vice President's office. An hour of professional entertainment followed.

Ashtabula Men Have Twelve Teams Bowling

Employees at Ashtabula have organized a 12-team bowling league for the 1945-46 season with approximately 80 men signed up from various departments. Increased interest is shown, as last year the league had only eight teams.

The officers are J. S. Miller (Harbor Car Shop) President; Calvin Keeflin (Yard) Vice President; Connie Efantis (Motive Power) Secretary and George La Bounty (Motive Power) Treasurer.

In the early games high single game rolled was a 253, by V. Sneary of the Yard Clerks; High series was 613 by Andy DeMaio of the Old Shop; High Game 970 by the Yard Clerks and high three games was a 2680, also by the Yard Clerks.

Returns to Kenton, Crossed the Rhine



Snowden Risner, a furloughed section laborer at Kenton, Ohio, has been discharged from military service, which he entered May 29, 1942. He was with the 826th Aviation Engineers, serving in Scotland, Wales, Holland, Belgium, Luxembourg and Germany. He assisted in building or repairing 58 airfields, was overseas 37 months, took part in the Normandy invasion and crossed the Rhine three days after American troops made the first crossing.

Ohio Man's Ship Is Hit by Bombs



Seaman 1st Class J. M. Coleman, formerly a yard brakeman at Sharonville, Ohio, was a member of the crew of the U.S.S. Wyandot, Navy attack cargo ship, when it was hit by a Japanese "Kite" last March, about twenty miles off Kerama Retto. Two eight-foot bomb holes did not keep the ship from delivering 85 per cent of her cargo for the Army at Okinawa. Coleman, who had sixteen years with the New York Central, was inducted into the Navy in May, 1944.

Mid-Westeners Back from Military Service

Several members of the Freight Traffic Department in Chicago and Kansas City are back on their jobs with the Central after service with the Armed Forces. They are:

Joe Seiler, Chicago, Chief Yoeman, U.S.N., who served in the Pacific Theater; Charles Hauenschild, Chicago, 3½ years in the Navy; Louis G. Kuntz, Chicago, Yoeman 1/C, and M. J. Richardson, City Freight Agent, Kansas City, with the Navy in the Pacific.

Elmer W. Planer, S. K. V 2/C, and T/Sergt. John J. Stanton, furloughed clerks and veterans of World War II, are back on their jobs in the Auditor's office, I. H. B.-C. R. & I., Chicago. Stanton was in the Army four years and seven months and Planer was in the Navy 2½ years. Cpl. C. E. Koridek has been discharged from the service and is expected back to work soon. Arthur W. Dellers, war veteran, is a new clerk in the auditor's office.

Recent Deaths

Gersbach, Otto, 69, who retired in June, 1944, as Chief Engineer, Chicago River & Indiana Railroad, in Iowa.

Musser, Alfred J., 71, Vice President and General Manager, Clearfield Bituminous Coal Corporation, Indiana, Pa., November 12.

Opitz, Robert H., 84, retired local representative, Purchasing Department, Cleveland. He retired in 1932, after almost 50 years of service. For many years he made weekly visits to the office.

Schaff, Charles E., 89, in St. Louis. He was Vice President of the New York Central from June, 1906, to 1912, when he was elected President of the Missouri, Kansas, Texas Railroad.

Webb, Dr. Roland F., Company Surgeon at Grand Rapids.

Reddy, William, Machinist at West Albany Car Shop.

Stockman, Francis, Electrician, West Albany Car Shops, died October 26.

Williams, Burdette, 80, retired Tugboat Captain, in Ossining Hospital.

Ferguson, Charles W., Supervisor of Typing Bureau, Comptroller's Office, New York, October 22. He had 42 years of service, and had been supervisor since 1932.

Dunlap, Amos F., retired Lumber Inspector, Cleveland.

Williams, Charles E., 96, retired Dispatcher, at his home in St. Thomas, Ont., November 2. He was in railroad service over 50 years at time of his retirement 26 years ago.

Hearn, F., an electrician at Beech Grove, November 6, at his home after an illness of only one hour. Mr. Hearn was Assistant General Chairman of the Electrical Workers, and had 18 years' service.

Gibson, J., 71, Carman at Beech Grove, died October 19, on his way home from work. Mr. Gibson had 31 years' service.

Scroggins, Frank J., 57, Station Master of the Union Station, South Bend, since the building was opened in 1929, November 9, after an illness of two months. An employee of the New York Central System for 39 years, he was first a telegraph operator.

Ingersoll, George K., 94, retired Chief Dispatcher, Cleveland Division, at Euclid, Ohio. He had 53 years of continuous service at the time of his retirement 25 years ago.

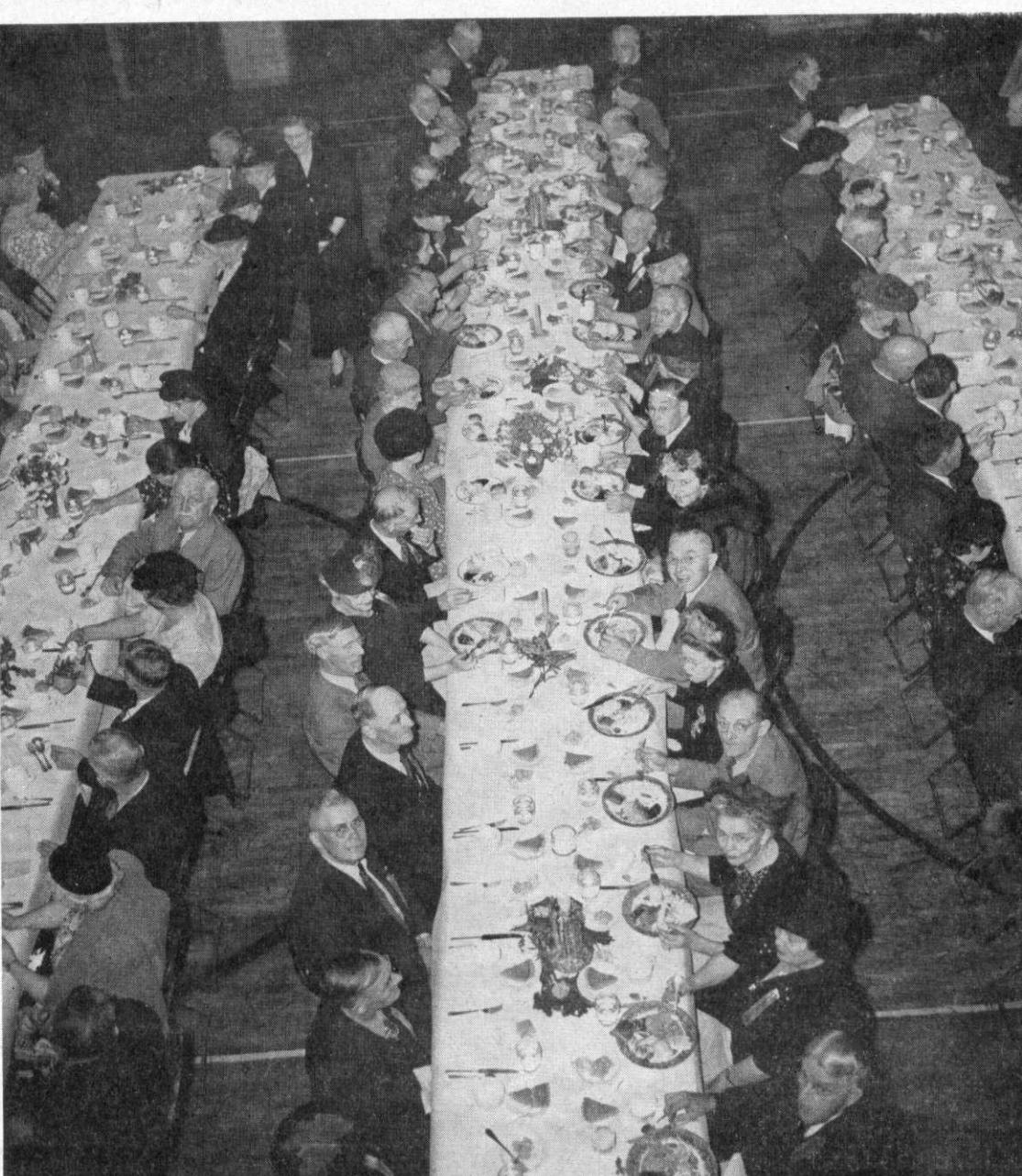
Gibson Clerk Resigns

Mrs. LaVerne Ingraham, Mileage Clerk in the office of the Superintendent of Freight Transportation, Gibson, Ind., resigned recently after 28 years of service.

She was the guest of honor at a turkey dinner at which H. P. Hannan, Superintendent of Freight Transportation, gave a history of her career. She and her soldier husband, Joe, who was recently discharged from the Army, received gifts.

George P. Williams, Demurrage Supervisor, Indianapolis, retired November 30, after 54 years of service.

63 Retiring Veterans Honored at Annual Recognition Dinner at Elkhart "Y"



APPROXIMATELY 300 attended the annual Recognition Dinner, honoring those who retired from active service with the New York Central, at the Elkhart, Ind., Y.M.C.A., October 27.

The 1945 pensioners' roll listed the names of 63 veterans with periods of service ranging between 13 and 50 years.

The principal address was delivered by E. H. Hanson, Superintendent Freight Transportation, Detroit. Frank M. Warner, Traveling Railroad Y.M.C.A. Secretary of New York City sang folk songs and spirituals, playing his own banjo accompaniment. Mr. Hanson's talk dealt principally with the work of the railroad during the war.

Out-of-town officials present included C. F. Wiegele, Assistant to Vice President, Chicago; E. A. Dougherty, Assistant General Manager, Cleveland; J. T. Husum, Chief of Police, Chicago; D. W. Taylor, Police Chief at Cleveland; Leroy Blue, General Freight Agent, Chicago; F. H. Garner, Superintendent, Chicago; E. J. Gibbons,

Officials at Elkhart dinner for veterans retiring in 1945. Left to right: J. A. Ramsey, President Elkhart Chapter, N.Y.C. Pensioners; C. F. Wiegele, Assistant to Vice President, Chicago; E. A. Dougherty, Assistant General Manager, Cleveland; E. H. Hanson, Superintendent Freight Transportation, Detroit, speaker and H. H. Menges, Master of Ceremonies. At top, general view.

Superintendent, Toledo; H. P. Hannan, Superintendent Freight Transportation, Chicago, and S. W. Spencer and E. W. Hobbs, Supervisors of Personnel at Cleveland and Detroit, respectively. J. L. McKee, Vice President, Chicago, scheduled to attend, was prevented from doing so.

Names of retiring veterans and their years of service follow: Andrews, J. H., 40; Angell, A. F., 42; Baker, G. D., 40; Baker, C. J., 35; Ball, H. E., 40; Barney, A. M., 47; Bredow, C. F., 40; Bridge, W. T., 40; Cathcart, F. J., 35; Claeys, A., 47; Cloutier, H. L., 45; Clugston, M. R., 22; Coleman, T. V., 36; Connolly, J., 45; Copeland, R. L., 32; Eschenauer, J. J., 22; Flauding, W. H., 26; Fletcher, G. H., 37; Fuller, S. L., 42; Galasso, John, 32; Gilkison, M. C., 42; Goudy, G. M., 42; Haeb, M. C., 42; Higbee, L. C., 23; Hobbs, R. C., 40; Hoffman, R. L., 45; Hopkins, W. H., 40;

Two Detroiters in Army Now in Japan

Among the Japanese occupational forces are two former Auditor Passenger Accounts employees, Detroit—Pfc. Edwin Biebel, who is at Sasabo, Kyushu Island, and Pvt. Vernon O'Conner, at Hiro, Japan. Vern says, "The Japanese people are very friendly and seem to be doing everything possible to make us comfortable. It's hard to believe they were so tough. I don't think there will be any trouble in regard to occupation."

Veterans of military service are returning to the Auditor Passenger Accounts office in ever increasing numbers. Latest to come back were Roy Hronek, who had been a staff sergeant in the Aleutians; James Buescher, Lieutenant, Air Corps bombardier and former German prisoner; Arthur "Bud" Higgins, former corporal in the Aleutians; and J. Joseph Brody, Staff Sgt. and Fortress tail gunner in Europe.

Winifred Cline, of the Auditor Passenger Accounts Office, Detroit, in October became the bride of Charles E. Leach, Chief of Police at Kingsville, Ontario.

Additional Auditor Passenger Accounts employees in military service to receive their "homing pigeons" and honorable discharges are S/Sgt. Matthew J. Conlon, cryptographer with the Eighth Army Air Force; Corp. William Weddigen, from the Philippines; Pfc. Lester Horton, from Italy; Sgt. Walter D. Paul, from Belgium; Lieut. Nick Tukfesi, Air Force bombardier from the Philippines; Corp. William Dinner, from Italy; Corp. Robert Zugg and Sgt. Richard Nihill, from the Pacific area.

Pensioned Auditor Passenger Accounts employee James J. Rodgers suffered a slight stroke when bowling in Albany, New York, October 26.

Miss Bertha Eastman, clerk in the Auditor Passenger Accounts office, Detroit, died November 4 after a long illness. Burial was in Rochester, Michigan, on November 6. Born June 15, 1887, she entered service December 3, 1917, and was given a leave of absence, account illness, in 1944.

The Auditor Passenger Accounts girls' choir, which made such a favorable impression last year, when they sang Christmas carols in the Michigan Central Terminal, Detroit, during their noon hour and after work, are practicing and will again be heard this year. The girls lifted the hearts of many travelers every day for a week before Christmas. Dolores Seely will again direct.

26; Hull, Irvin, 44; LeCount, Tillman, 20; Leslie, C. E., 38; Lippencott, J. J., 47; Livengood, W. W., 36; Lynn, O. A., 40; Lyons, P. A., 45; Martin, D. J., 41; Massey, P. G., 36; Mauro, Frank, 33; Meyer, C. N., 44; Miles, E. L., 47; Morey, F. J., 43; Puthuff, J. W., 38; Reidenback, C. E., 13; Rhoda, G. C., 20; Rowley, S. A., 40; Ruff, Bert, 16; Sanders, C. S., 39; Schmitt, E. C., 38; Scheer, Henry, 31; Schoefield, Henry, 22; Senger, George, 27; Shasberger, J. E., 46; Smilie, J. P., 50; Smith, G. E., 21; Stewart, E. W., 35; Stone, E. P., 49; Taylor, F. D., 43; Varney, G. C., 42; Wolkins, W. L., 42; Yoder, C. R., 32. Deceased: Brannan, J. A., 44; Green, C. W., 39; Pindell, P. P., 39.

Music was provided by an ensemble of Elkhart High School musicians consisting of Ellsworth Moyer, Thelma Farrell, Carol Dietz, David Howard and Mary Wise.

Arrangements were in charge of H. C. Van Bergen, President of the Railroad "Y" board; John Samuel, "Y" Secretary; Walter Haid, Ira Heider, J. A. Ramsey, L. H. Webster, J. A. Roderick, A. F. Shoup and George Minnick.

Mr. and Mrs. Clyde Mahoney were the dinner committee; Mrs. Haid and Mrs. Henry Helm, assisted by Mr. Helm, had charge of decorations and Mrs. Carrie Shelt, Mrs. Ramsey, Mrs. Aurand and Mrs. Cora Brown formed the reception committee.

Claim Agent E. G. Costin, Toledo, Feted as He Retires



E. G. Costin, Claim Agent, New York Central System, Toledo, retired October 31, after more than 35 years' service. He had spent the last 27 years in Toledo. On November 1 he was guest of honor at a dinner at the New York Central Sportsmen's Club, attended by friends, members of his own department, officials and heads of other departments. G. W. Brittingham, District Claim Agent, introduced Herbert L. Hanson, Car Foreman; E. C. Cook, Division Assistant General Claims Attorney, New York City, who presided as Toastmaster. Short talks were made by F. A. Hruska, him with a complete smoking outfit. Who retired two years ago as Chief Claim Agent, Cleveland; Milo Warner, Local Counsel; Dr. O. W. Burkholder, Company Surgeon; J. H. Spooner, Superintendent, Ohio Central Division, Columbus; W. E. Anderson, General

Central Headlight

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Volume 6

DECEMBER, 1945

No. 12

To All our Readers,
Here and Abroad,
Christmas Greetings!

Christmas, 1945

Throw on more wood! The wind is chill;
But let it whistle as it will,
We'll keep our Christmas merry still.

— Scott

FAIR weather or foul, in sunshine or in snow, we here in America will have our most joyous Christmas in four years. In our land, at least, the beneficent spirit of Him whose birth we celebrate sheds a radiance over the countryside as we enter the first Yuletide at peace since 1941.

For us the holocaust of war, with its waste and destruction of ambitions, careers and property, surmounted by an appalling cost in the lives of our youngest and best, has ended. But even those families who lost their nearest and dearest in their country's behalf realize that the end was worth the terrible price which was paid.

New York Central folk, reviewing the years of war, may rest assured that they did their share to make possible the happy holiday that lies ahead. Their's has been a record that will shine in our railroad annals. But our task is far from done.

In the weeks ahead, it will fall to our lot to make possible, through our transportation facilities, the happy reunions of which thousands of our own boys dreamed while in foxholes in Europe and in jungles on the other side of the world.

Everyone of us concerned in the handling of our passenger traffic in the coming weeks has it in his power to make a welcome Christmas gift to every Central traveler. In recent months we have accentuated our reputation for efficiency and, even more, for consideration and kindness in handling our patrons in stations and on trains.

If, all along the line, we will increase these present appreciated efforts, we will give to the public, upon which we depend for our livelihood, a Christmas token which it will treasure beyond compare.

Tribute to our Victory Gardeners

CLINTON P. Anderson, Secretary of Agriculture, wrote to the New York Central System officials in charge of the Victory Garden program as follows:

"Please accept my grateful thanks and congratulations for the work which you have done in stimulating the Victory Garden movement throughout the country. The food raised and the health and general morale furthered by garden work have contributed greatly to the war effort."

These words apply to every railroad employee who helped to produce the food which helped carry us through those trying times. Although the individual contribution may have appeared small, the aggregate was truly amazing. The Department of Agriculture said, "We depend on the home gardens for about 40% of our fresh vegetables and about half of our canned vegetables."

The summary of the four years of Victory Gardening released by the National Advisory Garden Committee indicates that the total production amounted to almost 24 million tons of food, valued at more than three and one-half billion dollars. It is estimated that during 1944 alone, 3,400,000,000 quarts of fruits and vegetables were put up at home.

Hence, those Central employees — and there were hundreds — who used that spare hour here and there to raise food in their garden made a real contribution to our welfare and final victory. It is likely that they derived physical benefits at the same time.

Anderson Vets Guests at Dinner

The Anderson, Indiana, chapter Big Four Veterans, and its Auxiliary, honors retiring employees with a dinner each year. Two hundred veterans and families enjoyed a turkey dinner November 12 and a fine program of speeches, music and old-fashioned dancing, held at the I.O.O.F. Hall.

The retiring men were presented with gifts and otherwise honored. They were: John Schlappi, E. E. Fickensworth, C. J. Richard, Oran H. Kilmer, C. H. Kirkendall, F. O. Frymire,

Claude Ramsey and E. O. Schronze. The Grand Chapter was represented by William Koch, Executive Secretary-Treasurer, Cincinnati.

Officers recently elected at Anderson are: M. B. Katon, President; Ott Meldrum, Vice President; Fred C. Weber, Secretary-Treasurer.

Soldier Weds Abroad

The parents of Sergt. Terrance V. Schlimer, formerly Agent at St. Henry, Ohio, have received word of his marriage to Miss Christiana Bastaire, of Nice, France. He entered military service in 1941. He expects to bring his bride home with him soon to St. Henry.

Lieut. Patteson, of New York, is Reported Lost Near Iwo Jima



Lieut. Wm. W. Patteson

Lieut. William W. Patteson, 22, of Ossining, N. Y., a former employee in the President's Office, New York, on October 31, was reported missing after a B-29, on which he was a flight engineer, disappeared when on a flight from Tinian to Iwo Jima.

The big plane vanished October 10, about 70 miles south of Iwo Jima. A nine-day search of the area was made by Army and Navy planes and by surface craft, but no trace was found of the plane or its crew. Two shipmates who wrote to Lieut. Patteson's parents, Mr. and Mrs. Samuel K. Patteson, said that no hope for survival of the crew was entertained.

The young airman left for the Pacific August 1, after receiving final training at Topeka, Kansas. He started training January 30, 1943 in the College Training Detachment at Jamestown, N. D., later he graduated from the Advance Fighter Pilots School at Williams Field, Arizona. After serving as an instructor at that field he later completed specialized aerial courses. He was an accomplished pianist.

THE ROUNDHOUSE

By
Sim Perkins

THE recent destruction by fire of the 120 years old Cataract House at Niagara Falls, honeymooners' mecca for a span greater than the Central's 114 years, removed a landmark that was familiar to thousands of Central folk. Honeymooners who stayed there usually felt this made their marriage official.

In connection with this, I recently had a visit from a retired Detroit of automotive fame, George Elon Farnsworth, a great nephew of Elon Farnsworth, Chancellor of the State of Michigan, and one of the early directors of the Michigan Central Railroad. He told me that early in June, 1852, a group of Detroit men, headed by Chancellor Farnsworth, went to the Cataract House and there met Commodore Vanderbilt, then the new co-owner with Daniel Drew of the Boston & Stonington Railroad. At that meeting, they discussed plans for building a railroad line from Niagara Falls to Windsor, Ontario. The Commodore, it is reported, agreed to subscribe one-third of the funds needed. Thus came into being the Great Western Railroad, which later was consolidated into the Grand Trunk System.

With the receipts of the sale, a new and shorter line was built from Black Rock to Windsor. This was the Canada Southern Railroad, later leased to the Michigan Central and now operated by the New York Central System.

The number of New York Central men in military service is still rising, albeit slowly. As of the middle of November, the total was 30,239, of whom 5,233 had returned, leaving 25,006 still in the ranks.

Of the total who entered service, 518 will not return.

Inductions at present are averaging about 70 a month.

It's nice to have pleasant memories

COURTESY ON TRAINS

(From the Knickerbocker News, Albany, N. Y., Nov. 2, 1945)

A PASSENGER who stepped from the Empire State the other evening said he never had a more pleasant ride or on a nicer train, but the thing he liked the best was the courtesy shown him by the conductors and train employees. Probably you have noticed the same thing, for it can be seen plainly and felt just as obviously. And it isn't because the war is over, for it antedates victory by quite a spell.

Undoubtedly one of the influences for improvement in the service on the New York Central is the School of Public Relations which the line has conducted for its employees. There has been intensive instruction in giving service, the one thing a railroad has to sell, and supplying it in a way that makes the passenger think the road is glad to have him aboard.

It isn't just the conductor and his helpers. Those sweet girl hostesses in uniform that our passenger called "cute" did not skip a trick in answering questions of women and men pleasantly and helpfully.

And we, speaking for the passenger and the rest of the public, want to say thank you, not only to these courteous people but to a line that is establishing courtesy as its hallmark. And, by the way, that's the hallmark of gentility.

of Christmas linger on, but the longer mas tree in a can of water will reduce you keep your Christmas tree, the its flammability as effectively as any more hazardous it becomes for fires. Get your tree as late as you can, and discard it as soon after Christmas as possible, for Safety's sake.

Setting the base of a fresh Christ-

Coal Traffic Men Prepare for Busy Period



Left to right, J. R. O'Malia, now General Coal Traffic Manager, New York; M. J. Murphy, Coal Freight Agent at New York; R. K. Horton, General Coal Freight Agent at New York and P. P. Belitz, Coal Traffic Manager, Cleveland.

Northern Refrigerator Line Wins Award



Army Service Corps
Field Headquarters
Perishable Branch Subsistence Division
Office of the Quartermaster General
AWARDS THIS
Certificate of Meritorious Service
and expresses its sincere Appreciation to

Northern Refrigerator Line, Inc.

Honor Outstanding Performance
in supplying perishable foods
to the Armed Forces of the
United States.

Your Company has materially assisted
the Quartermaster Corps in making our
Armed Forces "The Best Fed Army and
Navy in the World."

Dixie Reynolds
Director of Procurement
Awarded at

O. L. Lake
Officer in Charge

Chicago, Ill.

Certificate of Meritorious Service presented by Army for keeping milk and perishable food moving to troops. This line is a wholly-owned subsidiary of the New York Central.

11,802 Mexicans Helped N. Y. C. In its Prodigious War Labors

(Concluded from page one)

heated coaches into snow three feet or more deep and a temperature of 14 degrees below zero. They have detrained in the blistering heat of midsummer and walked barefoot, without flinching, over the rough ballast of our tracks. Certainly there has been no rationing of courage among these volunteers.

Would you care to board the magic carpet of imagination and accompany a group of these men through the process of recruiting and movement into the land of "Tio Sam," where they take up a new life. Let's follow Harry L. Buhler, General Supervisor of Labor Camps and George H. Provanca, of the Chief Engineer's Office, Chicago, on one of the early trips made to Mexico City. Later in this program the point of recruitment and shipment was moved to Queretaro.

Having reached Mexico City, our representatives go to the huge National Stadium on the day recruiting begins and find thousands of volunteers assembled there. Admittance for these volunteers is by card furnished by the Mexican Department of Labor, which has previously investigated the men to be assured that no farm is deserted or any shop or store is left unattended. Our worthy travelers interview and accept or reject the applicants.

Examined Physically

Upon acceptance of an applicant we watch him undergo vaccination, chest X-ray for tubercular signs and see him receive a thorough physical examination by physicians of both the United States and Mexican Health Services. We see him photographed for passport, fingerprinted for identification and given a Social Security card and War Ration Book. Finally, we listen as the provisions of his individual contract are fully explained and if we were to peer over his shoulder as he signs this contract for a six months period of employment, we notice it is printed both in Spanish and English.

The routine of recruiting completed, we hear him told of the date and hour of departure of the special train that will move over the National Railways of Mexico to the border.

We return on the day of departure and watch as each man is checked into the train by Inspectors of the United States Immigration Service. The lengthy trip north begins. Approximately 40 hours running time is required between Mexico City (28 hours from Queretaro) and Nuevo Laredo, Mexico, which is located just across the Rio Grande River from Laredo, Texas.

At the Nuevo Laredo station we see a train of New York Central coaches, previously assembled at Laredo and moved across the border just a few hours before the arrival of the Labor Special. Here, also, we meet additional New York Central representatives to reinforce Messrs. Buhler and Provanca and lend assistance in the work to be done enroute north. We watch the transfer of men from Mexican equipment to our own coaches on the adjacent track and note that effort is made to average 50 men per coach to avoid over-crowding.

Inspected at Border

Then we watch the long train move slowly to the International Bridge spanning the Rio Grande. Here the train is held while the Inspectors of the United States Departments of Immigration, Health, Customs and Agriculture make thorough inspections. Released by these inspectors we move into the Missouri Pacific passenger station at Laredo, Texas. There we watch as our New York Central diners are switched into convenient locations in the train; a sleeping car for dining crews and a Pullman car for accommodation of our own officials and representatives of the Government are attached. Also attached to the head end is a refrigerator car fully stocked from our New York Central Dining Service Commissary. Now we are ready to roll again.

Departure from Laredo is generally in the small hours of the morning, and as we inspect the train, we find most of the men long since bedded down for the night in an ingenious arrangement involving the back-rest.

Let us detract with one of these groups and follow them into camp. They are first allowed to bathe and are then assigned quarters and, if near

and seat of the coach seats. Many of the men simplify this by merely wrapping themselves in their serape and curling up on the floor, either in the aisle or between the seats, and we marvel how they can sleep so soundly. The cars have been fully darkened and we move with care down the aisle. We reach the dining car, where the dining car crew is preparing the first breakfast for the Mexicans. Four tables, sans linen, are set up along one side of the car, and we find one table filled with paper plates, the two center tables supporting steaming dishes of scrambled eggs, potatoes and beans, while the last table is piled high with bread, paper cups and boxes of wooden spoons.

Serving the Mexicans cafeteria style has proven both speedy and efficient, and at mealtime they line up, one coach-load at a time, to have their food dispensed to them with amazing speed. Returning to their seats to eat, the men are served hot coffee from large pots handled by waiters. The end of the meal finds no dishwashing problem and breakage is also eliminated.

With breakfast over, the chore of assigning the men to the various camps along our system begins. A tag, prepared in advance, bearing the name of the camp to which each man is assigned, is attached on the clothing of every man, and, as assignment progresses, we see the representatives of the Government (RRB) follow closely, taking a record of each man's name, contract number and his destination.

Lunch time finds assignment uncompleted, and we pause while the men are fed sandwiches, fruit and coffee. Meantime, we have reached a "service point," and, since the men consume copious quantities of water, we must replenish our supply. The usual facilities are augmented by placing one water barrel for each two cars on the coach platform. Advantage is also taken at these stops to replenish the diners with food from the refrigerator car.

Not One Desertion

At such stops, the Mexicans generally unload in large numbers to stretch their legs and exchange visual inspection with the natives. It is interesting to note that despite the large number of men who detrain at such points and the number of trains that have been operated during the Mexican program, not one Mexican has deserted nor has any man been lost or left behind at any of these stops.

We make frequent inspections as we roll speedily through Texas, Arkansas and the Ozark Mountains of Missouri into St. Louis. On these inspections we find the Mexicans passing the time by reading Mexican publications they have brought along, playing card games, studying maps of the United States and particularly the locality to which they have been assigned, or dozing.

Their geographical interest became so great that maps of the New York Central System were printed, showing the location of Labor Camps and the larger cities on one side and instructions and advice, in Spanish, on the reverse side. As we pass through the cars handing a copy to each man, you can see the popularity of the maps by the smiles of appreciation and the avidity with which they are studied. Some endeavor to acquaint themselves with English, and it is surprising the number of men who will suddenly and proudly greet you with "Allo, meester," and how quickly that develops into "Hello, mister."

By now, we are well into our own territory and approaching the first location at which men will be unloaded. We again count the men assigned to this camp to see that all are present and then segregate them from the remaining men to avoid confusion and expedite unloading. The train is stopped as close as practicable and safe to the camp, and the Mexicans are placed in the custody of a camp representative to be piloted to their new home, and we are off to the next point of delivery.

Let us detract with one of these groups and follow them into camp. They are first allowed to bathe and are then assigned quarters and, if near

Military Police and Shore Patrol Squads at LaSalle Street Station



First row, left to right: Lieut. H. W. Simmons; T. E. McNamara; Captain of Police, Chicago, and Lieut. Willis B. Miller, U.S.N.R. Second row: J. A. Flickinger, Conductor; First Sgt. Edmund D. Halkoski; Sgt. Claude Huff; Sgt. Anthony T. Franco; Corp. William Bloom; Sgt. John M. McDermott; Corp. Robert K. Hill; Sgt. Thomas V. King and M. J. Hanafin, Trainman. Third row: R. M. Carlton, Specialist 2/C; W. L. Cook, Specialist 3/C; J. J. Kofron, Specialist 3/C; A. W. Coleman, Specialist 2/C; J. F. Koneval, Specialist 1/C; C. J. O'Connell, Specialist 2/C; W. P. Fleming, Specialist 3/C, and J. R. Schiefelbein, Specialist, 3/C.

Military Police Aid in Stations and on Trains

Handling of wartime transportation problems was made immeasurably easier through assistance rendered by Military Policemen and Shore Patrolmen, not only to members of the Armed Forces, but to the railroads and traveling public as well, says J. T. Husum, Chief of New York Central Police, Chicago, who emphasized his opinion with the statement: "We don't know how we could have got along without them."

Shore Patrolmen and Military Patrolmen were placed aboard New York Central trains and assigned to various stations and terminals over the System in October, 1942. Prior to that time there had been some difficulty in handling situations which arose rather frequently. Occasionally young men, proud of their uniforms, were inclined to become over exuberant and often presented problems difficult to control with the relatively limited forces available to railroad and local police authorities.

But with Military Policemen and Shore Patrolmen aboard trains and in stations the problem of properly protecting and observing service people was vastly simplified. These men, being armed with an unique authority particularly effective with Service people, many untoward incidents were taken care of quietly and effectively.

Police duties are only a part of the functions of the service authorities, however; in fact such work is the minor part of their jobs. Their major activity is, and has been throughout the war years, to serve as protectors to comfort and aid traveling members of the Armed Forces. Daily they perform many helpful acts in cases involving loss of pocketbooks containing railroad tickets, identification papers, etc., and are ever on the alert to protect traveling members of the Armed Forces these men.

mealtime, fed. Due to the length of purchases at any place of their choice time these men are on the road, we in the nearby towns or cities.

give them one day in which to straighten out the "kinks" of their journey. On this idle day, we watch as the men are offered an advance of \$20 so they may purchase such needs as heavy clothing, work clothes, shoes, gloves, etc. We notice an occasional refusal as a man may prefer not to have a deduction made in repayment of this advance, this deduction being made in amount of \$5 each pay period until the sum is repaid.

As we wander through camp, we meet the interpreter, generally an English-speaking Mexican, who is essential in bridging the language gap. There is an interpreter at every Mexican Labor camp, and we see the assistance he lends to the newcomers in their effort to become familiar with their new way of life and strange surroundings. We realize, too, how invaluable he is to the foreman in translating orders during the day's work. We enter the commissary and inspect the supply of clothing, gloves, cigarettes, candy and other small articles that the men may purchase, but we also learn that they are free to make camp this night having left to attend



First Sgt. Edmund D. Halkoski, left, and Cyril O'Connell, Specialist 2/C, Right, Military Policeman and Shore Patrolman, respectively, pictured in LaSalle Street Station, Chicago, giving directions to Pfc. Hollis Greene, enroute to his home at Akron, Ohio. Hollis, recently discharged after six months in the Army, plans to re-enlist after a visit at home.

from fraud and confidence games. In the stations they handle almost as many inquiries daily as the average railroad information clerk, serving civilians as readily as they do service personnel.

Many of these Military Policemen and Shore Patrolmen are veterans of gallant service in battle areas, as attested by service strips, battle stars and other decorations frequently seen on their chests.

Railroad officials, train crews, as well as railroad policemen have been particularly impressed by the effective and helpful cooperation received from these men.

In the kitchen, we see the effort being made to provide their Mexican cooking and native dishes, since not all take readily to American cuisine.

As we proceed on our tour of inspection, we find dormitory, dining room, shower room and recreation room provided and realize that the New York Central has gone to great lengths and considerable expense in the erection of many of our camps. Some of these camps are composed of cars, fitted, so far as possible, with the same conveniences as the permanent sites.

After the evening meal we return to the recreation room and find many of the men reading copies of the Mexican publication "Todo" which is the Mexican counterpart of our "Life" magazine and to which the New York Central subscribes in large numbers for the enjoyment of our Mexican workers. We might also find a class in English in session, for many of such classes have been conducted at our camps as well as classes in other subjects. It may be discovered that a number of the men are away from

night classes at some nearby high school or industrial school in pursuit of the subject of their choice and interest.

If we remained overnight, on the morrow we would see the men up early and off to the day's work after a hot breakfast. But that man over there did not go to work, although he appears healthy and in fine spirits. Inquiry discloses that he has completed his contract and is anxious to return to his native land. We marvel at the conglomeration of purchased articles he stows away in his bag. These homeward bound men have burdened themselves with every imaginable article from full size sewing machines and electric generators to jewelry and clothing.

Now that this man is ready we see him handed his transportation, as well as a check in sufficient amount to pay for his subsistence enroute. He is also given a letter signed by Vice-President L. W. Horning stating he has satisfactorily completed his contract with the New York Central. If he is completing a renewal contract, signed at the expiration of his first six months agreement, he is also given a button, upon which is shown crossed flags of the United States and Mexico. Between these flags the New York Central emblem is shown and printed on the button in Spanish are the words "Mexican Laborer" below which is inscribed "For Patriotic Renewal of Contract." Should there be sufficient number of men desiring to be repatriated to justify operation of a special train then such train is provided.

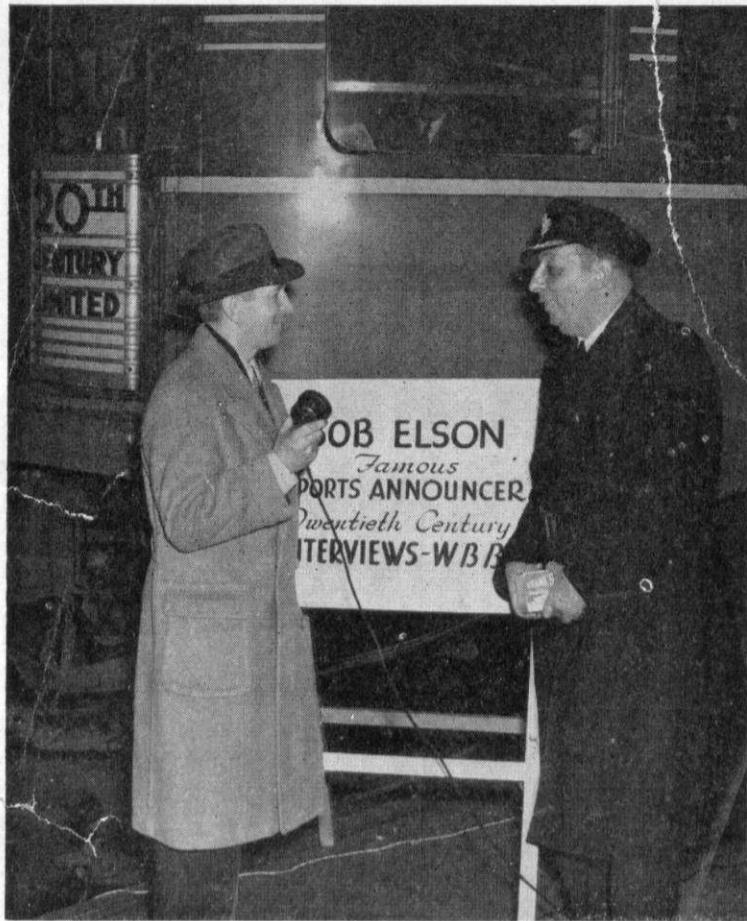
Only through the splendid, whole-hearted cooperation of the various departments which participated in the arrangement of these movements could they have operated so flawlessly.

Particular credit should be accorded the Dining Service since it has played one of the major roles as it combated the triple threat of scarcity in food, men and equipment. Not once has it missed a cue.

In the matter of obtaining equipment, arranging its delivery to the border in time to connect with labor trains and in arranging schedules of the trains, G. H. Farlow and J. J. O'Brien in the Manager Passenger Transportation office have proven to be twin Houdinis. And it is doubtful if any one individual has expended greater effort in handling these trains than "Johnny" Schenk, Supervisor of Passenger Equipment at St. Louis. Living up to the Postman's creed he has permitted nothing to stay him from his appointed rounds and at the most unearthly hours, in the most inclement weather, regardless of the pressure of his manifold duties, he has truly been "Johnny on the spot." Many times he was "Johnny IN a spot." Last but not least, R. T. Martin and later, H. M. DeGowin, our passenger representatives stationed at San Antonio, should get a bow.

A vote of thanks is owed to the foreign roads over which these trains have moved, particularly the Missouri Pacific and the Texas & Pacific, which have sandwiched our trains between an already overburdened traffic. Those two roads have handled the vast majority of our labor trains and W. C. (Willie) Lane and Willard Porteus of the Missouri Pacific have been outstanding in their untiring efforts. This also applies to Justo Cardinez, Missouri Pacific agent at Laredo.

Bob Elson Interviews Century Celebrities in Chicago



Elson, noted radio sports announcer, interviews selected Century passengers on arrival of the train in La Salle Street Station, daily, from Monday to Friday, inclusive. These interviews, recorded, later are broadcast over two Chicago radio stations, WMAQ and WBBM. The broadcasts over WMAQ are at 10:45 p.m., Monday, Wednesday and Friday and over WBBM Sunday at 12:45 p.m., Thursday at 5:15 p.m. and Saturday at the end of the afternoon's football game. Shown above with Mr. Elson is Kenneth Downing, Commander, Royal Naval Volunteer Reserve of the British Embassy, Washington, D. C.

Gibson Boy Likes German Scenery

The following letter was received recently from a former Stores Department employee, Ed Hudzik, by Storekeeper H. E. Deignan, Gibson, Ind.:

"Feeling fine and everything is O.K. Trust it's the same with you and the rest. Seen a lot of this old world since writing you last. At present in Germany—nice country. Could say beautiful, if here to enjoy the scenery. Lot better and advanced more than the rest I've been thru. Received a copy of the Central Headlight. Really swell. Enjoyed it very much. Wonder if it's possible for you to keep sending it. Would appreciate that very much."

Interesting word was received recently from Corp. Paul Stern, a former clerk, serving with the A.A.F., concerning one of his missions. With their Liberator blown to bits, the crew was forced to bail out over enemy territory in Hungary. After being reported missing in action for several weeks, he returned safely to his base in Italy.

J. H. Richards Now a Sergeant

WITH AN ENGINEER AVIATION BATTALION SOMEWHERE IN ITALY—Joseph H. Richards of Parma, Michigan, was recently promoted to Sergeant in the Army, assuming charge of his company's armaments. Prior to entering the service, Sgt. Richards was employed by the New York Central in the Maintenance Department.

Inducted in March, 1942, he left for Fort Leonard Wood, Missouri, where he received his basic training. From here he was sent to Desert Training Center, Camp Young, California, where he participated in the desert maneuvers. Shortly thereafter, he was shipped overseas. Having completed two years abroad, his unit is among the few of its kind to have seen service in two active theaters of operations winning wide acclaim among engineering units.

Last GI Caboose

Caboose 00820, the last of 49,292 GI freight cars constructed in Europe by Transportation Corps railway battalions, was completed at Marseille on August 29 by the 756th Railway Shop Battalion, which has completed almost 9,000 freight cars in England and France.

Martin New Chicago City Ticket Agent

R. F. Martin, formerly Passenger Representative, New York Central System, Chicago, has been promoted to City Ticket agent in charge of ticket offices at 163 West Jackson Boulevard. Martin, who has been with the Central more than 25 years, succeeds E. R. Sutton, recently promoted to Division Passenger Agent.

Tulsa Major Is Wounded in Germany

Major Joseph G. Thompson, formerly Traveling Freight Agent for the New York Central at Tulsa, Okla., is in a hospital in Erlangen, Germany, as a result of wounds, and we are informed he would be glad to hear from his old friends with the Central. His address is: Maj. Jos. G. Thompson, 0-922926, Air Service Command Headquarters IX; A.P.O. 149, Trans-Div., c/o Postmaster, New York, N.Y.

W. J. Jones Takes New Chicago Post

W. C. Douglas, Assistant General Freight Traffic Manager, Chicago, has announced the appointment, effective November 1, of W. L. Jones as Industrial Representative with headquarters in the LaSalle Street Station.

Mr. Jones, formerly Perishable Agent, has been with the Central more than 25 years.

Chicago Changes

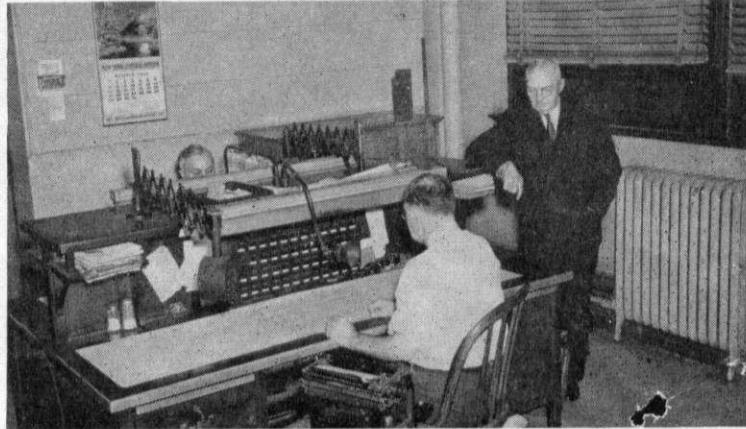
J. L. McKee, Vice President, Chicago, announced, November 15, that the duties of N. D. Hyde, Assistant to Vice President, had been extended to include operating as well as engineering matters.

Effective the same date, he appointed E. J. Molyneaux Transportation Assistant, with headquarters at Chicago.

Chicago Man Back

Corp. Walter B. Conway, an employee of the Superintendent, Freight Transportation, LaSalle Street Station, Chicago, recently returned to the Central after three years and seven months in the Army, the greater part of which was in Alaska.

Chief Dispatcher Smilie, Chicago, Gets Bonds As He Ends Nearly 50 Years' Service



J. P. Smilie, Chief Train Dispatcher, Chicago, who retired November 1, after nearly 50 years of continuous service, is standing at right; facing camera is E. W. McLean, First Trick Train Dispatcher, Michigan Central, West Division, and with his back to camera is J. C. Frazier, First Trick Train Dispatcher, New York Central Western Division.

Talks on Radio



H. A. Swanson, Engineman of the Twentieth Century Limited, was a guest of honor, representing the New York Central System, at the Alka-Seltzer National Barn Dance in Chicago November 10, which saluted the Nation's railroad employees in a National broadcast. The radio program originated from the Eighth Street Theater over station WLS and was designated as a "Railroad Men's Party." Mr. Swanson, who was accompanied by Mrs. Swanson, was one of several engineers of nationally known trains which serve Chicago, who were present.

E. L. Whitney Ends 60 Years' Rail Service — Honored at Luncheon in Chicago



Part of the approximately 60 officers and members of the Freight Traffic Department, Chicago, who attended luncheon honoring E. L. Whitney, retiring Assistant Freight Traffic Manager. Seated, left to right: R. L. Milbourne, General Westbound Agent; J. L. Carleton, Special Representative, Freight Department; T. J. Schram, Assistant Chief Clerk, Freight Department; L. E. Schroeder, City Freight Agent and F. J. Cassidy, City Freight Agent. Standing: L. C. Howe, Division Freight Agent; A. W. Morgan, General Freight Agent I. H. B.; Leroy Blue, General Freight Agent; L. P. Day, Assistant General Solicitor; W. J. Daeshner, Auditor Freight Accounts, Detroit; W. C. Douglas, Assistant General Freight Traffic Manager; E. L. Whitney, retired Assistant Freight Traffic Manager, and D. S. Mackie, Freight Traffic Manager.

MORE than sixty years of railroad service came to a close November 1, for Elbert L. Whitney, Assistant Freight Traffic Manager, Chicago, whose retirement on that date was announced by W. C. Douglas, Assistant General Freight Traffic Manager. Thirty-seven of his three score years have been spent with the Central.

Starting his railroad career at the tender age of 10, Mr. Whitney worked up from a job as office boy and to become recognized as one of the Nation's most outstanding freight rate executives. He was scheduled to retire earlier having then reached the Central's usual retirement age of 70, but because of the war and the need of his particular

abilities he consented to remain at his post.

Mr. Whitney was the guest of honor at a luncheon October 26 in the Illinois Athletic Club, attended by approximately 60 officials and members of the Freight Traffic Department, at which time he was presented with a gold wristwatch.

Mr. Whitney obtained his first job in July, 1885, about three months before his eleventh birthday in the office of the Division Freight Agent of the Baltimore & Ohio at Columbus, O., the city in which he was born October 18, 1874. In January, 1901, he went to the Toledo, St. Louis & Western,

for which road he worked in Toledo and Detroit.

His first connection with the New York Central System was in April, 1908, when he was employed as rate clerk in the Tariff Bureau of the Pittsburgh & Lake Erie Railroad at Pittsburgh. The same year he was promoted to Chief clerk.

In January, 1910, he transferred to Chicago, where he remained until his retirement, with the exception of about three years, 1928 to 1931, spent in Cleveland as General Coal and Ore Agent. In Chicago he moved up to receive the appointment as Assistant Freight Traffic Manager in November, 1937.

J. P. SMILIE, veteran of almost 50 years of continuous service and Chief Train Dispatcher at Chicago, retired November 1. W. R. Lougee, Second Trick Chief Dispatcher was appointed to succeed him.

Mr. Smilie, who reached the age of 70 October 28, started with the New York Central March 1, 1896, as a messenger at Elyria, O., giving him a record of 49 years and 8 months of service.

During the ensuing half-century he held such positions in the operating department as Operator, Toledo Division; Dispatcher, Western Division; Night Chief Dispatcher, Chief Dispatcher and Trainmaster of the old Cleveland Division; Trainmaster, Chicago, and Chief Train Dispatcher, Chicago, which appointment he received in June, 1939.

Mr. Smilie was the recipient of numerous substantial presents including \$225 in Victory Bonds, a year's membership in the Chicago Motor Club, an order for a Royal portable typewriter, when available, a rain coat, cartons of cigarettes and a cigarette lighter. In addition he received an 11" x 17" framed picture of the Pacemaker which had inscribed thereon Mr. Smilie's starting and retirement dates, and the names of the many New York Central employees who contributed toward the presents.

Lieut. Jack Spooner, Columbus, Ohio, Back From Europe

First Lieut. Jack A. Spooner, son of J. H. Spooner, Ohio Central Division Superintendent, recently returned from the European Theatre after three years' service with the Counter Intelligence Corps. He went to England in December, 1943 and landed in France June, 1944, received a battlefield commission as Second Lieutenant and a battlefield promotion to First Lieutenant. He was awarded the Bronze Star and has five Bronze Combat Stars. He joined the Ohio National Guard, 37th Division, in 1930.

Wilbur Beck, Clerk at West Columbus Stores Department, has returned to his former position after three and a half years service with the Army in Medical and Ordnance Branches.

T/Sgt. Kurt Harris, furloughed laborer on Sub-Division 21 at Kenton, Ohio, has been discharged from the Army and returned to his home. Sgt. Harris served as a radio gunner and completed 35 missions over France and Germany. He was awarded Air Medal with five Oak Leaf Clusters, two battle stars and a Presidential Citation.

Lewis Sulser has returned to work on Section 19 at Fostoria, Ohio after serving in the Armed Forces since April 4, 1942. He was a truck driver in Sicily, Naples, Foggia, Rome, Arno, the Northern Apennines and the Po Valley. He operated a truck hauling troops, supplies and equipment, making many long hauls at night. He was awarded the Good Conduct Medal and the European African Middle Eastern Service Medal with five stars.