



The **TRAFFIC CLUB BULLETIN**

Published by the Traffic Club of New York



Vol. XXXI

NEW YORK, JANUARY 31, 1946

No. 2

THE TRAFFIC CLUB OF NEW YORK

36th ANNUAL DINNER

THURSDAY, FEBRUARY 21, 1946

BALLROOM, HOTEL COMMODORE

RECEPTION AT 6:30 P. M.

DINNER PROMPTLY AT 7:15 P. M.

Reservation blanks have been mailed to members. Each member is entitled to have one guest. Applications received after February 11 will be filled, if possible, but names will not be shown in the printed seating list. Tables will seat 10 persons. No refunds after February 14.

Notice will be sent later giving particulars covering the guest speaker and the subject of his address.

IMPORTANT—A number of inquiries have been received whether dress on this occasion will be formal or informal. As has been the practice in the past, this dinner will be formal, that is, dinner jacket.

J. P. KRUMECH,
President.

H. H. MEYER,
Chairman, Dinner Committee.

J. M. Breen Closes Administration at Members Dinner

An event, bearing close resemblance to a family gathering, was the occasion of the Annual Members' Dinner which was held on November 26, 1945 in the Grand Ballroom, Hotel Biltmore. There, with an attendance of 550 members, with no guests permitted, a resume of the year's activities was reviewed to show the results that have been attained by the club and the various committees which functioned. A dinner was served to the members without cost to them and at the conclusion of the business meeting a program of entertainment was offered for the enjoyment of all.

J. M. (Jim) Breen called upon the secretary to read the names of the new members elected since the last meeting after which everyone stood in silent reverence for those who passed on during the year. The chairman of each committee was then called upon for a report of his accomplishments. The next order of business was the election of officers and Mr. Breen, at the proper time, handed the gavel over to our new president, J. P. (Jack) Krumech.

Mr. Krumech, in his opening remarks, stated that the trust which was placed in him to guide the club during the coming year, was greatly appreciated and gave assurance that his efforts will be directed to give his full support to make this administration successful in every way possible. R. J. Newberry, Chairman, Board of Governors, presented retiring President Breen with a gift as a token of the club's recognition of the earnest and loyal support he rendered during a trying year.

E. A. (Ed) O'Brien was then called upon to provide for the entertainment of the evening and the manner in which the artists were received was clearly indicative that the choice of the talent was an excellent one. The Red Jackets Orchestra furnished the music during and after the dinner with delightful vocal numbers. Lee Mains, Miss Lucille Johnson, Arthur Ward and The Fuller Quartette constituted the program after the dinner meeting. Following this, a group of strolling musicians played and sang numbers in the Fountain Court for those who remained.

We thank our friend and member, C. T. Boyles, Traffic Manager, Bell Telephone Laboratories, for the wonderful pictures he had taken at our various functions, one of which appears in this issue.

National Freight Traffic Golf Association to Hold Dinner

The Annual Dinner of the National Freight Traffic Golf Association will be held at the Hotel Biltmore on February 20.

Chairman Board of Governors



E. D. Sheffe

Born and educated in New York. Started his transportation career with the Central Railroad of New Jersey in the General Office in 1903. From 1905 to 1906 he was employed by the New York Central in the Local Freight Office at 60th Street. He then became associated with the Barrett Company where he stayed six years.

In 1912 he became Rate Clerk for the Standard Oil Company of New Jersey and was advanced to Assistant to Traffic Manager in 1920. He was appointed Assistant Traffic Manager in 1933, Traffic Manager in 1943 and General Traffic Manager in 1944.

E. Rutherford Given Luncheon

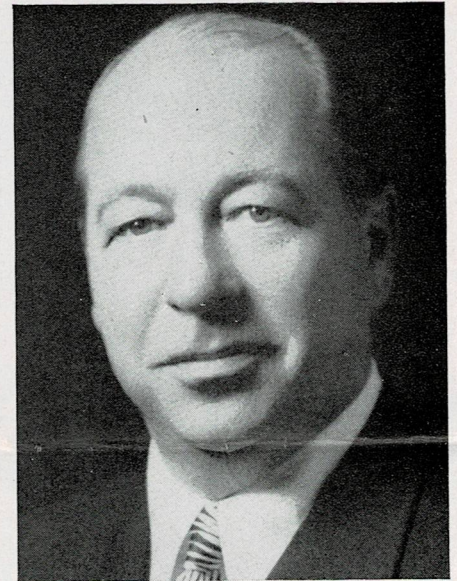
Our old friend, Ed Rutherford, now Traffic Manager, California Vineyards Association, Fresno, Calif., paid a visit to New York recently, and what was planned to be a luncheon of some fifteen or twenty friends, turned out to be a packed Empire Room of seventy-one well wishers.

This luncheon was spontaneous and informally arranged. Had the club been given advance notice of Ed's arrival, the Ballroom would have been necessary to take care of all his friends.

The Annual Dinner

A number of inquiries have been received whether dress at our Annual Dinner on February 21 will be formal or informal. As has been the practice in the past, The Traffic Club of New York dinner this year will be formal, that is, dinner jacket.

Governor



A. G. Anderson

Spent more than 30 years in the transportation field with various industrial concerns including American Cotton Oil Company and Andersen-Meyer Company. Became associated with Vacuum Oil Company as Assistant Traffic Manager in 1925.

Following the merger of Vacuum Oil Company with Standard Oil Company of New York in 1932, he became Assistant General Traffic Manager of Socony Vacuum Oil Company, Inc. He was appointed General Traffic Manager, September 15, 1944, succeeding Lou Benner, deceased.

St. Patrick's Party Plans Progressing

Advance notice is given members that our St. Patrick's Party will be held at the Park Lane Hotel on Saturday, March 16. The Entertainment Committee is completing arrangements for this dinner dance and will furnish details in a formal notice later.

Railroad Land Grant Legend

A booklet by Robert S. Henry under the title The Railroad Land Grant Legend in American History Texts treats this subject in its various phases from the time land was granted to the railroads. It deals with the value of this property and the terms and conditions under which the grants were made.

Copies of this legend can be secured upon application to Mr. J. M. Fitzgerald, Vice-Chairman, Eastern Railroad Presidents Conference, Committee on Public Relations, 143 Liberty Street, New York 6, N. Y.

Governor



J. W. Brennan

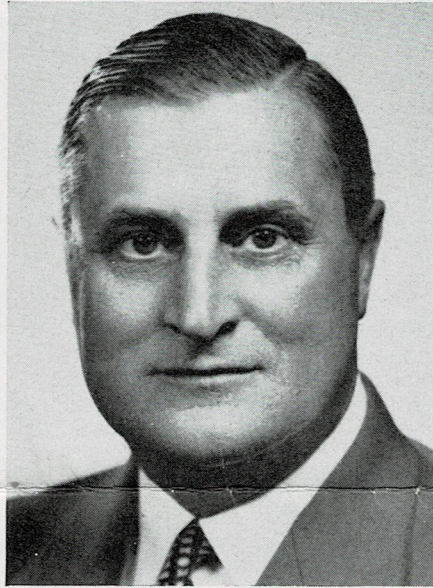
Born in Pittsburgh. Started transportation work as O. S. & D., and later Rate Clerk in the local freight office of the Pennsylvania Railroad at Pittsburgh. With Traffic Department of National Tube Co. for two years, leaving to take position as Chief Clerk of the Chicago & Alton at Pittsburgh. From there to Soliciting Freight Agent of Gulf Coast Lines, Pittsburgh, then to New York as Traveling Freight and Passenger Agent.

Opened the first Western railroad office in Washington, D. C., as General Agent, Missouri Pacific Lines in 1927, leaving in 1929 to accept position as General Traffic Manager, Transcontinental & Western Air at St. Louis. Became Vice-President, Traffic of T.W.A. Inc. in 1932, resigning in 1935 to accept position of Eastern Traffic Manager with the Burlington Lines at New York as at present.

We regret to announce the passing of one of our office employees, Anne V. (Kenel) Twomey, on January 4, 1946.

Miss Kenel served the club faithfully as Assistant Bookkeeper for the past eleven years, and her death is felt keenly by her office colleagues and those who knew her.

Governor



James W. Harley

Born and educated in Paterson, N. J. Entered the transportation field as re-assignment clerk in the Coal Traffic Department of the Erie Railroad. Served in the U. S. Air Force in World War I.

Entered the employ of the United States Rubber Company in 1919 as a clerk in the Shipping Department of the Mechanical Goods Division, Passaic Plant and was subsequently promoted to Plant Traffic Manager. Was transferred to New York as Assistant General Traffic Manager, then General Traffic Manager, and on January 1, 1943, was appointed Director of Traffic.

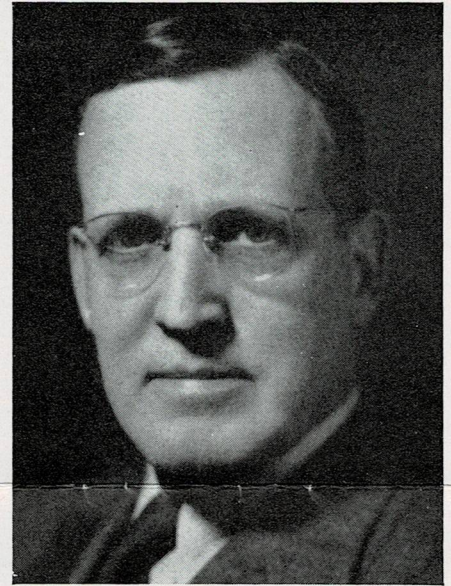
Has served on a number of Committees in our Club.

Coming Attractions

For the guidance of our members, below is given a list of events to take place during the next few months:

- February 21—Annual Dinner, Ballroom, Hotel Commodore
- March 5—Golfers Luncheon, Ballroom, Hotel Biltmore
- March 16—St. Patrick's Dinner Party, Ballroom, Hotel Park Lane
- March 28—Forum Luncheon, Ballroom, Hotel Biltmore
- April 20—Kiddies Easter Party, Ballroom, Hotel Biltmore
- April 25—Forum Luncheon, Ballroom, Hotel Biltmore
- May 4—Ladies Night Dinner Dance, Ballroom, Hotel Park Lane

Treasurer



Horace H. Huston

Born and educated in Louisville, Ky. Started with the Louisville and Nashville Railroad in 1915 as a telegraph operator, with subsequent service in Auditing and Traffic Departments, becoming Commercial Agent at New York in 1923. He left the L. & N. in 1929 to take the position of Traffic Manager of Richardson & Boynton Company. In 1936 he went with the American Can Company, being made Assistant Traffic Manager in 1937 and appointed General Traffic Manager in 1943, which position he now holds.

Mr. Huston has served as Treasurer of the Club since 1942.

Visitors Register

Taken from the club register and shown below are the names of a few visitors to our rooms during the past month. These were selected at random as it would not be possible, because of lack of space, to publish all the signatures entered.

The officers and members are pleased to know that our club rooms receive such popularity. They hope our guests enjoyed the call and will come again when the opportunity presents itself.

- H. F. Rose, Buffalo, N. Y.
- Capt. T. A. Paulsen, Baltimore, Md.
- J. E. Marceau, Rutland, Vt.
- B. A. Weingart, Cleveland, O.
- T. J. Boer, San Mateo, Cal.
- R. I. Bruggeman, Akron, O.
- C. D. Benthiff, Houston, Tex.
- M. J. Joyce, Chicago, Ill.
- L. Fenton, St. Paul, Minn.
- D. C. Griers, Notre Dame, Ind.

Books on Transportation

There has hardly been a period in which so many splendid books on transportation have been published, and which is indicative of the growing popular interest in the subject. A few of the books recently published or about to be released are as follows:

Santa Fe—The Railroad That Built an Empire, by James Marshall. Publishers: Random House, Inc.

Steelways of New England, by Alvin F. Harlow. Publishers: Creative Age Press, Inc.

The Role of Transportation in the Development of Vermont, by William J. Wilgus. Published by Vermont Historical Society, Montpelier, Vermont.

The Railroads of America Series in sixteen volumes are now being planned by the Creative Age Press, New York. At present, five volumes are in preparation, to wit:

The Atlantic Coast Line
The Southern Pacific
The Denver & Rio Grande Western
The Great Northern
Chicago, Milwaukee, St. Paul and Pacific

Ten others are projected, to wit:

The Rock Island
The Illinois Central
The Chesapeake and Ohio
The Erie Railroad
The Union Pacific
The Northern Pacific
The New York Central
The Canadian Pacific
The Baltimore and Ohio
The Anthracite Roads (Lehigh Valley, Reading, Central of New Jersey and Lackawanna Railroads)

In Memoriam

We regret to report the passing of the following members.

*A useful life, a memory deep,
A friendship true, their will to keep,
To help one's friends their greatest aim,
A virtue enduring with their name.*

January 3—James Gallagher, Jr., Secretary-Treasurer, James Gallagher, Inc., Philadelphia, Pa. Joined January, 1937.

January 13—Joseph C. Buschbaum, Traffic Manager, Nash Engineering Company, South Norwalk, Conn. Joined January, 1940.

January 16—E. S. Van Tassell, General Traffic Manager, Universal Carloading and Distributing Company. Joined November, 1942.



R. J. Newberry, Chairman, Board of Governors, presents gift to retiring President, J. M. Breen (left).

BOWLING

Schedule of Match Games
Traffic Club of New York
vs.

February 1st—Friday—8:00 P.M. Metropolitan Traffic Club at Capitol Bowling Alleys, Broadway between 52nd and 53rd Streets, New York.

February 5th—Tuesday—8:00 P.M. Foreign Commerce at Eagle Recreation Alleys, 325 Washington Street, Brooklyn, N. Y.

February 7th—Thursday—8:00 P.M. at home Metropolitan Traffic Club.

February 14th—Thursday—8:00 P.M. at home Newark Traffic Club.

February 28th—Thursday—8:00 P.M. at home Foreign Commerce Club.

The best bowlers are selected by our league as well as by the opposition thus assuring good contests in all these engagements. Members are invited to watch these match games and they can be assured of some very interesting attractions on these nights.

G. J. REHM, Chairman,
Traffic Club Bowling League.

New Jersey Traffic League Elects

The following were elected to office of the New Jersey Industrial Traffic League at its meeting on December 28:

President—WILLIAM J. NICOLL
Vice-President—W. J. HORRER
Secretary—GEORGE E. MARTIN
Treasurer—MILTON GOLDSTEIN

J. S. Wood Receives Testimonial Luncheon

On Friday, January 4, to mark his retirement as Vice-President, Pan American Petroleum and Transport Company after 31 years of loyal and faithful service, a luncheon was tendered J. S. (John) Wood in the Grand Ballroom, Hotel Biltmore. More than 225 of Mr. Wood's friends participated in the proceedings.

Our President, J. P. Krumech officiated as master of ceremonies and R. R. Luddecke was spokesman for the transportation men. All joined in wishing the guest of honor many years of good health in his retirement.

An album, properly inscribed and containing the cards of those in attendance, was presented to Mr. Wood. As this date was also his birthday he was given a gift certificate.

Lehigh Warehouse Receives Award

The United States Navy awarded the Certificate of Achievement to the Lehigh Warehouse & Transportation Company, Inc., according to J. Leo Cooke, Vice-President and General Manager.

This presentation was made "In recognition of exceptional accomplishment in behalf of the United States Navy and of meritorious contribution to the National War Effort."

New Members

Below is the latest list released by the Board of Governors showing the names and addresses of applicants elected to membership in the Traffic Club of New York. We join with others in extending welcome to them and expressing the hope they will secure much from their association with the club and the members.

We urge the successful applicants to acquaint themselves with the facilities which obtain in the club and participate in the activities of which there are many and a large variety.

RESIDENT

Joseph F. Adams

MANAGER, Brooks Transportation Co., 160 Leroy Street, New York City.

Alan Browning

EASTERN TRAFFIC MANAGER, Central of Georgia Ry. Co., 233 Broadway, New York City 7.

Frank I. Bursch

VICE PRESIDENT, Charles & Greenwich Stores, Inc., 33-49 Pacific Avenue, Jersey City, N. J.

Clyde C. Cox

GENERAL EASTERN FREIGHT AGENT, Southern Ry. System, 500 Fifth Avenue, New York City.

Thomas E. Donnellan

ASSISTANT TRAFFIC MANAGER, American Thread Co., 260 West Broadway, New York City 13.

Jos. C. Dooley

VICE PRESIDENT, New York Trap Rock Corp., 230 Park Avenue, New York City 17.

Gerald A. Flynn

COMMERCIAL COAL AGENT, Reading Company, 233 Broadway, New York City 7.

George E. Gwinup

TRAFFIC REPRESENTATIVE, Missouri Pacific Lines, 225 Broadway, New York City.

Alfred F. Hall

SUPT. COMMERCIAL DIVISION, Railway Express Agency, 219 East 42nd Street, New York City.

Francis P. Hamlin

ASSISTANT REPRESENTATIVE, The Manchester Ship Canal Co., 60 Broad Street, New York City.

Richard Hinsch, Jr.

PRESIDENT AND TREASURER, Hinch Transportation Co., Inc. 1166 Randall Avenue, Bronx, N. Y.

John D. Howard

ASSISTANT GENERAL AGENT, Southern Pacific Lines, 165 Broadway, New York City.

Allen W. Keating

COMMERCIAL AGENT, The Texas & Pacific Ry. Co., 233 Broadway, New York City 7.

John J. Lorden

COMMERCIAL AGENT, Georgia Railroad, 342 Madison Avenue, New York City.

Richard Luther

EXPORT TRAFFIC MANAGER, Chicago Belting Co., 75 Cliff Street, New York City 7.

Thomas B. McCarey

VICE PRESIDENT, Mid-Hudson Warehouse, Inc., 29-39 Pavonia Avenue, Jersey City, N. J.

John M. McCauley

PRESIDENT, J. M. McCauley & Son, 740 Atlantic Avenue, Brooklyn, N. Y.

E. J. McGuire

TRAFFIC MANAGER, Adam Hat Stores, Inc., 665 Broadway, New York City.

John C. McMichael

GENERAL FREIGHT AGENT, Pennsylvania Railroad, Pennsylvania Station, New York City 1.

Frank S. McNally

VICE PRESIDENT AND TRAFFIC MANAGER, Sherman Lumber Inc., 5728 Grand Central Terminal, New York City 17.

James W. Mariner

DIRECTOR OF CARGO SALES, Transcontinental & Western Air, Inc., 521 Fifth Avenue, New York City 17.

A. S. Martin

TRAFFIC MANAGER, Bulkley Dunton Paper Co., 295 Madison Avenue, New York City.

E. E. O'Donnell

GENERAL AGENT, Matsun Navigation Co., 30 Rockefeller Plaza, New York City.

John G. Patten

TRAFFIC REPRESENTATIVE, New York, New Haven & Hartford R. R. Co., 50 Church Street, New York City.

D. J. Pitot

TRAFFIC MANAGER, Price & Pierce Ltd., 60 East 42nd Street, New York City 17

Virgil E. Schneider

FOREIGN FREIGHT AGENT, A. T. & S. F. Ry., 225 Broadway, New York City.

Leo Schuster

ASSISTANT TRAFFIC MANAGER, Universal Atlas Cement Co., 135 East 42nd Street, New York City.

John D. Still

COMMERCIAL AGENT, Western Pacific R. R., 500 Fifth Avenue, New York City.

Oscar Swiedler

ASSISTANT GENERAL TRAFFIC MANAGER, American Cyanamid Co., 30 Rockefeller Plaza, New York City.

Ernest F. M. Wye

TRAFFIC MANAGER, Meadows Wye & Co., Inc., 10 Bridge Street, New York City.

NON RESIDENT

Robert A. Cadby

Hillsdale, New York.

Alistair Fraser

VICE PRESIDENT-TRAFFIC, Canadian National Rys., 360 McGill Street, Montreal, P. Q.

H. Val. Haley

GENERAL TRANSPORTATION MANAGER, P. Ballantine & Sons, 57 Freeman Street, Newark, N. J.

Gerald Hiam

ASST. FREIGHT TRAFFIC MANAGER, Canadian Pacific Ry., Montreal, Quebec.

E. S. Hiner

TRAFFIC MANAGER, Detroit & Toledo Shore Line R. R., 441 East Jefferson Avenue, Detroit 26, Mich.

Frank S. Leddy

ASSISTANT TO GENERAL TRAFFIC MANAGER, New York, New Haven & Hartford R. R., Boston, Mass.

Charles F. McBride

GENERAL TRAFFIC MANAGER, Pittsburgh Steel Co., Grant Building, Pittsburgh, Pa.

Arthur C. Moeller

TRAFFIC MANAGER, Rowe Mfg. Co., Inc., Belleville, Clifton, N. J.

E. C. Nickerson

ASSISTANT GENERAL TRAFFIC MANAGER, New York, New Haven & Hartford R. R., 484 South Station, Boston 10, Mass.

M. C. Richards

GENERAL TRAFFIC MANAGER, National Supply Co., 524 Grant Building, Pittsburgh, Pa.

Christmas Party Attracts Large Attendance

The club room was appropriately decorated in readiness for the Open House Party which was held on December 20. Over four hundred members and guests appeared to extend holiday greetings to each other and have lunch in the dining room.

Music was furnished by strolling players who obliged with the favorite tunes requested. Door prizes were distributed after the lunch and many holders of lucky numbers were presented with suitable Christmas gifts. V. G. (Vince) Berdolt, Chairman of the Entertainment Committee, arranged a good party and those who were present spent an hour or two in very pleasant surroundings.

Our January Luncheon Forum

We were again fortunate in having a speaker who is well versed in his topic, address the club members and their guests at the Luncheon Forum which was held in the Grand Ballroom, Hotel Biltmore, on January 24. Selecting a subject of interest to all traffic men, Commodore Robert C. Lee, Executive Vice President, Moore and McCormack Lines, spoke on Ocean Transportation.

Approximately four hundred were in attendance on this occasion to hear our guest speaker. The message contained in the address is of such vital moment to all transportation men that it was decided that the talk should be printed in full in The Bulletin. This will be found in another section of this issue.

Attention Golfers and Non-Golfers

It has been decided this year to have a renewal of the Golfers' Luncheon, which will be held in the Main Ballroom of the Hotel Biltmore, Noon, March 5. Hope you will mark this date on your calendar and come out and join us at luncheon and fun thereafter. We will endeavor to arrange a program of interest to you.

As a matter of advance information, it has been decided to return to our pre-war basis of summer outings—that is, five outings and possibly a post-season outing.

Your attendance at this luncheon will be an indication of the interest and support your Committee may expect during the coming season.

THE SPORTS COMMITTEE.

H. H. Simms

GENERAL TRAFFIC MANAGER, Atlanta & Saint Andrews Bay Ry. Co., Dothan, Ala.

F. L. Valdez

SALES MANAGER, Harrison Motor Freight, Central Avenue & Race St., Hillside, N. J.

The Traffic Club Bulletin

Published by

THE TRAFFIC CLUB OF NEW YORK, N. Y.

In pursuance of the purpose of the Club as stated in Article II of the Constitution reading

Its purpose shall be to cultivate closer relations between those interested in the transportation of freight and passengers as carriers and shippers, and to promote their mutual interests.

EDITORIAL BOARD

ASA S. COLTON, *Editor Emeritus*

P. J. WINTERS, *Editor Pro Tem*

R. A. DAVIS J. D. DAWSON W. F. MOLINET

K. M. POTTER E. A. WALTERS

Subscription price to members of

The Traffic Club.....\$0.00

To others.....\$1.00 per annum

Letters, Personal Notes and Articles on Subjects of Interest to Club Members will be greatly appreciated

CARL G. LEMMING, *Manager*

OFFICE OF THE TRAFFIC CLUB

Biltmore Hotel, New York 17

Telephone MURray Hill 6-5855

REINSTATEMENTS

Following members were reinstated from the Service List:

- C. E. LANG, Alton & Southern Railroad.
 J. S. MOWBRAY, Lehigh & New England R. R., Hartford, Conn.
 C. B. FREEMAN, Baltimore & Ohio R. R., 25 Broadway, New York.
 S. P. KOSKI, Republic Carloading & Distributing Co., 90 West St., New York.
 A. J. FUGE, York Ice Machinery Corp., 50 Broadway, New York.
 C. H. RHODEBECK, 93-26 216th St., Queens Village, L. I.
 J. A. CONNORS, Seaboard Freight Lines, Inc., 505 West 19th St., New York.
 J. F. SCHWARZ, Ass't. Traffic Manager, E. I. DuPont Co., 350 Fifth Ave., New York.
 W. C. OTTEN, Foreign Freight Traffic Manager, Erie Railroad, 50 Church St., New York City.
 C. R. SPEERS, Regional Vice-President, American Airlines, Inc., 80 East 42nd St., New York.
 ROY A. ROSS, A. C. & Y. Ry., Akron, Ohio.
 R. W. CRONACHER, Fawcett Publications, Inc., Louisville, Ky.
 F. S. SHAFER, Newark Central Warehouse, Newark, N. J.
 J. J. O'BRIEN, Boston & Maine Railroad.
 W. J. RITCHIE, Red Star Express Lines, Inc.
 J. H. B. JOINER, JR., Maritime Petroleum Corporation.

Seen and Heard Along Broadway

L. W. CARRIER has been appointed General Traffic Manager, Universal Atlas Cement Company, New York, succeeding Frank E. Guy who retired after 39 years of service.

LEO SCHUSTER has been appointed Assistant Traffic Manager, Universal Atlas Cement Company, New York.

W. F. FOX has been appointed Assistant Vice President and Passenger Traffic Manager, Travel Department, American Express Company, New York.

C. H. SCHROEDER has been appointed Commercial Agent, Duluth, South Shore and Atlantic Railway Company, Mineral Range Railroad Company, New York.

EDWARD N. MAYER has been appointed General Freight Agent, Boston and Maine Railroad, Boston, Mass.

J. H. GROTHEER has been appointed Freight Traffic Agent, The Nashville, Chattanooga and St. Louis Railway, New York.

HAROLD B. BROWN has been appointed General Agent, Freight Department, The Atchison, Topeka and Santa Fe Railway Company, New York.

V. E. SCHNEIDER has been appointed Foreign Freight Agent, The Atchison, Topeka and Santa Fe Railway Company, New York.

B. E. WHITE, returned from military leave, has assumed his duties as Vice President and General Manager—Travel, American Express Company, New York.

J. A. MACMULLEN has been appointed to the Sales Department, Pilot Freight Carriers, Inc., New York.

C. R. SEEL has been appointed Eastern Traffic Manager, Chicago Great Western Railway Company, New York.

WALTER WEGER has been appointed General Agent, Chicago Great Western Railway Company, New York.

H. F. BIALLAS has been appointed General Agent, Chicago Great Western Railway Company, Milwaukee, Wis.

T. W. GURSKY has been appointed District Freight Agent, Union Pacific Railroad Company, New York.

JOHN C. McMICHAEL has been appointed General Freight Agent, The Pennsylvania Railroad, New York, succeeding F. X. Quinn, absent on leave.

DONALD C. MEAD has been appointed General Agent, Freight Department, Chicago, St. Paul, Minneapolis and Omaha Railway Company, Minneapolis, Minn.

Following members were reinstated:

- ALBERT McNEILL, P.O. Box 612, Bound Brook, N. J.
 PAUL J. LONGUA, St. Louis & Southwestern Ry., 165 Broadway, New York City.
 RAYMOND C. MADDOCK, Robin Line 39 Cortlandt St., New York City.

ALTON AND SOUTHERN RAILROAD will be located at 233 Broadway, New York.

P. J. O'CONNOR, former manager, Universal Carloading & Distributing Company, Newark, N. J. is now located at 40 Rector Street, New York as General Agent.

R. A. STANLEY has been appointed General Foreign Freight Agent, Louisville and Nashville Railroad, Louisville, Ky.

J. A. COX has been appointed Foreign Freight Agent, Louisville and Nashville Railroad, New York.

M. P. CORROON has been appointed Transportation Service Engineer, Edison-Splitdorf Corp., located at West Orange, N. J.

HARRY J. WALTERS has been appointed Special Assistant to Vice-President & General Manager, Merchants Despatch Transportation Corp., located at 5730 Grand Central Terminal Building, New York.

MAJOR CHAS. WELKER has been appointed Assistant Vice President and General Manager of General Carloading Co., Inc., located at 42 Stone St., New York.

B. M. CROLL has been appointed Eastern Freight Traffic Manager, Reading Co., located at Philadelphia, Pa.

E. W. GIRTON has been appointed Western Freight Traffic Manager, Reading Co., Philadelphia, Pa.

L. B. WALL is now associated with Pillsbury Mills, Inc., located at Minneapolis, Minn.

ROLAND A. DAVIS has been appointed New England Freight Agent, Southern Ry. System located at Boston Mass.

J. J. CORDO is now associated with Short Bros. Inc., as General Manager, located at 19 Hudson St., New Rochelle, N. Y.

C. H. TRAYFORD is now associated with the Mural Trucking Service, as General Traffic Manager, located at 60 Lewis St., New York.

J. A. FISHER has been appointed Vice President, Reading Co., located at Philadelphia, Pa.

W. I. NOKELEY is now associated with the Nicholson Transit Co., located at Ecorse (Detroit area) Mich.

Placed on Honorary Roll

The following have been placed on the Honorary List upon action taken by the Board of Governors. That many years of peaceful rest attend them during their retirement, is the wish of their many friends.

George L. Ferris, Assistant General Traffic Manager, Thomas A. Edison Industries, Orange, N. J. Joined May, 1920.

H. L. Fairfield, Publisher, The Dayton Journal, Dayton, O. Joined November, 1930.

W. P. Kohler, Chief City Freight Agent, New York Central Railroad, New York, N. Y. Joined March, 1921.

G. C. Manning, Assistant Vice-President, Erie Railroad, New York, N. Y. Joined September, 1925.

Speech of COMMODORE ROBERT C. LEE, Before The Traffic Club of New York at Their Luncheon at The Hotel Biltmore on January 24, 1946

Mr. President, Members of the Club, and Guests—when I rejoined the Navy in 1942 in the Naval Transportation Service, the Allies, principally England and the United States, were losing ships at the rate of five or six a day. We were hard-pressed on all sides to get ships to carry even a small part of our cargoes. Within a year, we had passed our losses with new buildings in numbers of ships and were actually gaining in dead weight tons of cargo lifted, owing to the fact that the ships we were losing to the enemy were slow old ships, while the ones we were producing were larger and faster—some of them really very excellent ships. In 1937, under the Ship Subsidy Act of 1936 a small building program of fifty American ships a year had been started. From this we began to get our experience in modern ship construction, but more important, developed the new art of welding, without which the tremendous war time construction would have never been possible.

Today, we find the United States in possession of 5,529 ocean going vessels having a deadweight tonnage of 56,797,700 tons. In 1939 we had 1,401 ships of 12,100,200 tons. The British Empire in 1939 had 2,892 ships with a deadweight tonnage of 23,325,300 tons, and today has approximately the same tonnage with 2,347 ships and 19,589,000 tons. The gross number of ships in the world in 1939 was 7,921 with 59,074,400 tons deadweight; whereas today there are 10,175 ships with a deadweight of 91,663,500 tons. Certainly the experience of World War II has taught us that the American Merchant Marine is an integral part of our national defense, fully as necessary as the Army, Navy or Air strength.

The war is over and we find in our hands a tremendous Merchant Marine. Two of the great merchant marines of prewar days have been destroyed and will never come back. The German and Jap fleets are no more and I believe will be no more. But we still have left a Merchant Marine of nearly one-third more tonnage than the entire world had after the last world war, and there are just too many ships, and some of these ships have got to get off the sea.

They say—history repeats itself—but I hope it won't repeat the Disarmament Conference that destroyed our Navy after the last war and left our Merchant Marine at the mercy of every foreign power. It is our imperative obligation to maintain a large Merchant Marine. We can only maintain it if we receive the cooperation of the United States Government, and more particularly, the support of you, the Traffic Managers of the United States.

Our export possibilities are enormous. Every place in the world wants our goods and wants them desperately. Many of them may find great difficulties in finding a way to pay, but their needs are so pressing that a way will be found for a very large volume. But their needs are very similar to ours and they want from our shelves the same goods that we want, and which we do not find on our shelves. In World War II we proved that we were the most productive Nation in the world. We proved in fact that our productive capacity under normal conditions had only been scratched, and that our productive capacity was greater actually than the productive capacity of all the rest of the world put together. Having proven that, and won the War, we now seem to be intent upon proving that we are also the dumbest fools in the world.

In export trade the question of freight rates are always a matter of consequence. The rates seem high now, and compared with commodity prices they are high. The question that hasn't been settled, is whether or not commodity prices and labor prices, or cost of servicing, are in adjustment. I believe rates will go down. Certainly they will assume a more normal relation to the selling price. Rate wars will probably develop, but I believe that it is in your best interest where you are export managers, not to let

rates get out of hand. You can best be served by an established and regular service and rate wars do not create such service but disrupt it. Furthermore there is a fundamental necessity that the rates between the productive area and the selling area shall be competitive. In other words, with the United States selling in South America and the United Kingdom selling in South America, the ocean freight rates applicable to both trades should be identical.

Only by means of Conference can rates be controlled. With the great shipping possibilities of the United States and with the absolute necessity of maintaining a live Merchant Marine we must keep in mind the necessity of also maintaining an acceptable standard of living. Our offshore lines in competition with foreign lines will need Government support, and to some extent Government subsidy. A fair share of American export and import business for American flag ships is 50% of it. The closer we come to getting that—because of the support of you who control the traffic of the United States—the less need we will have for Government subvention out of taxes.

You need fear no monopoly at sea. The ocean is a free right of way. Some people are looking with fear at air competition. Of course, planes will carry thousands of tons of freight and thousands of people, but they will create their own traffic. I do not regard them as any menace at all to ocean transportation. As a matter of fact if the steamship companies are allowed to participate, I believe between the air and surface craft we can create a great volume of new business.

Unfortunately, there is a strike virus abroad in the United States today. The stupendous production of war has dwindled to a trickle. The let-down is partly the natural reaction from the tension of war. The let-down is partly the responsibility of our Government which apparently hasn't the slightest idea of where it is going or what it is trying to do. And lastly, the let-down is false deduction because we are living in the past too much. We are hiding from the terrible bug-a-boo of inflation. We recall the calamities that befell the Europeans after the last war that experienced inflation without differentiating between inflation as a result of a fiat currency and the inflation that is the natural reaction to the law of supply and demand. The destructive and terrifying inflations are the result of national bankruptcy. If we continue to keep our Government expenditures ten or fifteen billion dollars over our incomes we are going to be bankrupt and we are going to have destructive inflation no matter what Government action is taken. But there is nothing to justify bankruptcy in this country. We are incredibly rich, and only the stupidest kind of mis-management can destroy these riches, which are somewhat dependent upon our natural resources but are infinitely more dependent upon our skill and productive capacity. The sooner we get this bug-a-boo behind us and go about the business of adjusting prices and wages in accordance with the natural laws that control them, the better off we will be. To be sure, there will be a rapid spiral inflation because our shelves are bare. This will fill our shelves and we will level off to the normal conditions that surround a free market.

The people of the world are looking to the United States for leadership. The American dollar is still the most acceptable of any currency in existence. Leadership is a headache. For us, it means a tremendous production, which for a long time yet to come we are willing to share with the prostrate world. It means a large and widely dispersed Army and Navy. It means a great Merchant Marine. It means putting our house in order and keeping it so. If we take our proper place in the world, no war can come. If we fail, another war is even now in the making, as sure as you are sitting here.

TRAFFIC CLUB BOWLING LEAGUE

STANDING END OF DECEMBER 1945

Team No.	CAPTAIN	Games	Won	Lost	Team Avg.	High Team Score		Individual High Game	
						Single	Series	Single	Series
8	Gerlin	33	22	11	762	828	2352	205—Gerlin	569—Gerlin
3	Wright	33	20	13	765	860	2502	219—Burke	575—H. A. Wilson
14	Lally	33	20	13	740	867	2478	230—Price	547—Lally
13	Westlake	33	19	14	773	908	2516	208—Westlake	565—Westlake
7	Patterson	33	19	14	753	839	2409	251—Russ	598—Patterson
4	Gursky	33	18	15	740	841	2400	226—Gursky	581—Gursky
1	Curda	33	17	16	747	849	2374	243—Curda	589—Curda
6	Winters	33	17	16	742	865	2324	216—Braisted	523—Seiler
11	Berdolt	33	16	17	760	887	2440	224—Hiby	564—Hiby
12	Pascarella	33	15	18	748	829	2384	230—Bennis	572—Bennis
2	Hafer	33	14	19	752	885	2469	223—Kniffin	569—Hafer
10	Colegrove	33	13	20	744	840	2345	204—White	538—Colegrove
9	Brennan	33	11	22	750	841	2366	215—Brennan	621—Brennan
5	Kerner	33	10	23	721	792	2253	222—Kerner	558—Kerner

Team No.	NAME	Games	Avg.	Team No.	NAME	Games	Avg.	Team No.	NAME	Games	Avg.
1	Curda	24	175	14	Price	33	153.22	14	J. King	30	145
7	J. R. Patterson	33	173	8	Stoerber	15	153.6	10	Taylor	18	144
3	H. A. Wilson	30	172.27	10	Rehm	33	152.29	6	Mahoney	18	143.16
4	Gursky	30	172.4	11	Wiggins	27	152.26	7	Coffey	24	143.14
8	Gerlin	27	171	9	Beard	17	152.11	7	H. H. Wilson	28	143.9
9	Brennan	27	167.15	6	Braisted	11	152.3	2	Palma	24	143.2
10	Colegrove	21	167.12	1	Cooke	30	151.29	9	Moffatt	23	140
5	Kerner	21	166.20	2	Joel	27	151.15	3	Coughlin	33	139
2	Hafer	30	166.19	8	Franke	27	151.14	9	Connors	24	138
11	Hiby	30	163	3	Davis	24	151.14	11	Berdolt	29	136.23
14	Van Sise	21	162	3	Burke	27	151.12	8	Nixon	23	136.14
14	Lally	32	161.27	8	Spruill	21	151.2	10	O'Connor	22	135.3
13	Rothrock	33	161.18	14	Yerger	30	150.10	7	Dickson	29	135
11	Hansen	30	159.23	10	D. White	33	150.2	2	Kniffin	20	134.5
13	Westlake	27	159.19	6	Winters	27	150	1	O'Brien	22	134.2
7	Russ	24	159.2	13	Schifferdecker	27	149	6	Lee	2	134.1
12	Ohle	30	158.20	3	Wright	33	148.4	12	Hobby	32	132
2	McHugh	21	158.15	12	Pascarella	27	148.2	1	Baylis	12	127
6	Seiler	23	158	5	Izzard	27	147.25	5	McGirr	27	126
13	Napoli	21	157.15	1	Findlay	26	147.20	4	Larkin	25	124
12	Bennis	20	156	11	Jones	33	147.8	5	Davenport	18	122
12	Roache	33	155.15	13	A. H. Byrd	33	146.24	4	Neiswanger	24	120
9	Brunner	12	155.5	5	Hofer	27	146.5				
4	Russell	30	153.27	4	Ahearn	30	146.1				

Shippers Group Holds Annual Meeting

The Atlantic States Shippers Advisory Board held its Annual Meeting in Philadelphia, Pa., on January 16 and 17. Mr. R. W. Brown, President, Reading Railway System, addressed the group and stated travel conditions on the railroads are expected to be so improved by next summer that people should be able to take trips they have had to postpone because of the emergency. He also voiced warm praise of the cooperation extended by the shippers with the carriers in handling the heavy wartime loads.

Mr. W. C. Kendall, Chairman Car Service Division, Association of American Railroads, told the meeting that although more than two million returning service men will have to be transported by rail during the next six months, the task will be accomplished without difficulty.

George F. Ashby Heads Union Pacific

After having been with the Union Pacific since 1911, a vice president since 1941, George F. Ashby has been elected president of the company. He will succeed William M. Jeffers who will retire on February 1 1946.

Mr. J. A. Quinlan, President, Atlantic States Shippers Advisory Board told his audience that there will not be any great change in the car situation for at least several months despite a decline in tonnage because grain and coal movements will continue to be heavy.

Mr. Quinlan was reelected president for the coming year while R. F. Hogan and H. H. Pratt were elected vice presidents.

Passenger Association Elects Officers

At the annual luncheon held in the Waldorf Astoria Hotel, January 3, the General Eastern Passenger Agents' Association elected the following officers to serve during the coming year:

President—I. W. MACMULLIN, Division Passenger Agent, Pennsylvania Railroad.

Vice-President—F. H. RAINEY, General Passenger Agent, Hudson River Day Line.

Secretary—JOSEPH V. FAGAN, General Eastern Passenger Agent, Norfolk & Western Ry.

Treasurer—J. L. HACKETT, Division Passenger Agent, Baltimore & Ohio Ry.

Ass't. Secretary—L. J. IRVIN, Assistant General Passenger Agent, Florida East Coast Ry.