

LVRR- Presidents File - 3623-73-Transportation of Troops, Prisoners of War and Military Freight 1941-1945

STSA-00001

Box 88

Folder 11

STSA 6962

004/001.01-3623-73.01

3623073

New York, Dec. 7th, 1945

Mr. Gerard:

The S.S. Queen Elizabeth arrived today with Canadian soldiers having been diverted from Halifax. We are handling three trains tonight and early tomorrow morning with a total of 1423 men. All trains will leave from Exchange Place Station, Jersey City.

The first train leaving at 11:59 tonight is made up of coaches and will go to Buffalo for delivery to the Michigan Central thence TH&B to Toronto. The second train leaving at 12:45 A.M. and the third train at 1:30 A.M., made up of colonist and standard sleeping cars, will go to Suspension Bridge for delivery to the Canadian National for further movement.


John Duffy.

3623-13

New York, October 8, 1945

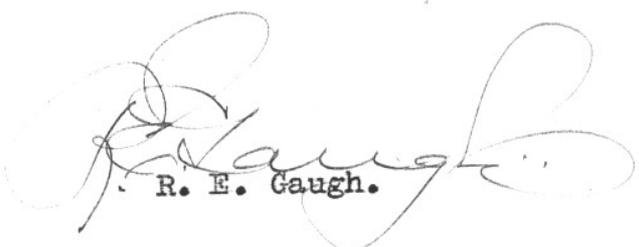
PERSONAL

Mr. Gerard:

In connection with recent Staff Meeting, I am showing below profit accruing to us in handling prisoner of war trains:

	<u>Buffalo, N.Y. to Caven Point, N.J. Sept. 11, 1945, 685 Passengers, 12 Car train, Eastbound only.</u>	<u>Buffalo, N.Y. to Caven Point, N.J. Sept. 23, 1945, 623 Passengers, 12 Car Train, Eastbound only.</u>
<u>Revenues</u>		
Number passengers at 2.2¢ per mile (440 miles)	\$6,630.80	\$6,030.64
<u>Expenses</u>		
Engine Crew - Wages	\$ 109.94	\$ 96.71
Train " "	127.38	114.33
Fuel, lubrication, supplies, etc.	305.37	306.70
Loco. Repairs	149.80	153.12
Car Rental	371.85	312.94
Railroad Retirement and Unemployment Tax	20.73	19.21
Vacation allowance	<u>7.03</u>	<u>6.59</u>
Total	\$1,092.10	\$1,009.60
Net Profit	5,538.70	5,021.04
Profit per Pass. Train Mile	12.59	11.41

The trains moved Sept. 11th and 23rd were turned over to us at Buffalo and handled eastbound to Caven Point. When prisoners detained, empty equipment was turned over at New York to the New Haven and Penna. so that the profit per passenger train mile represents movement eastbound only. If the equipment had to be moved deadhead westbound to Buffalo, then the expense would be approximately twice that shown above and the profit would be \$4,446.60 Sept. 11th, and \$4,011.44 Sept. 23rd, or \$5.05 and \$4.56 per train mile respectively.


R. E. Gaugh.

G.p

cc - Mr. Duffy
Mr. Pringle

3672-11
✓
September 10, 1945

Mr. Gerard:

NKP - P.O.W. special train, to arrive Buffalo, 12:15 A.M.,
Tuesday, September 11th, due Caven Point, 1:15 P.M., September 11th.

G. T. McCleary

September 10, 1945

Mr. Gerard:

Understand there is enroute via the Nickel Plate a special train with 28 guards and 657 P.O.W. for handling via Caven Point.

Will keep you advised on definite time of receipt at Buffalo and other details.

G. T. McCleary

362373

W

New York, November 21, 1944

Mr. Bretz:

With reference to my letter of November 9, 1944 relative to the arrangements to be made with the Penna. R.R. covering the handling of prisoner-of-war trains to and from Exchange Place, Jersey City:

I talked with Mr. Grove last week in regard to this and he fully understands the situation and will handle the matter with Mr. Freishour, General Manager of the Penna.R.R. so that our interests will be covered without having to make a trackage agreement and therefore ^{he} will avoid having to include this track mileage in our mileage statements.

W. J. ...
Comptroller.

cc - Mr. Gerard,
Mr. Grove
Mr. Duffy
Mr. Drake

E.p

RECEIVED
NOV 22 1944
COMM. DIV.

Mr. Gerard

3623 23

New York, November 9, 1944

Mr. Bretz:

Returning herewith correspondence in regard to the accounting to cover the arrangements made to handle prisoner of war trains to and from Exchange Place, Jersey City; said prisoners moving from Niagara Falls. The P.R.R. to charge us \$150.00 per revenue train.

This arrangement is of a temporary nature only and while it may be a movement of more than one train a week during the period these prisoners of war are being transported, the arrangement should not be considered as a joint facility arrangement but merely a temporary use of P.R.R. tracks. This will obviate the necessity of including the track mileage in our operated track mileage so as to avoid the imposition of the New Jersey taxes on this mileage.

Based on the 1943 net railway operating income, the addition of this trackage would cost between \$50,000 and \$60,000 per year in New Jersey taxes.

It is my opinion that the P.R.R. should credit Account 108 - "Other Passenger Train Revenue" and that we should charge Account 402 - "Train Supplies & Expenses" rather than consider this a joint facility arrangement. I understand that Mr. Zimmerman will contact the P.R.R. Accounting people who handle this and arrange so that it can be kept out of our track mileage.


Comptroller.

cc - Mr. Gerard
Mr. Grove
Mr. Duffy
Mr. Drake

B.p

*Mr. Borman
he got 600 miles
from the East
Buffalo Co. 1000 miles*

*John
Duffy*

*3623-75
4
[Handwritten signatures and scribbles]*

New York, N.Y., March 28th, 1944

Mr. Duffy:

In connection with Main 10043 which provided for 305 men from Camp Ferguson, Indiana to Camp Kilmer, N.J., moving over our line in special service Saturday, March 25th.

Mr. Borman, Passenger Representative, who accompanied this group from Buffalo to Camp Kilmer advises that Troop Kitchen Car K-118 was in service and describes car as having a wooden floor and the interior painted white. It was equipped with a large coal-burning range, sink with hot and cold running water and drain board, shower bath, two large wooden tables with drawers and bins for storing fruit, vegetables, etc., two enclosed closets and a glass enclosed emergency box with two sledge hammers, saw and axe. Under one of the above mentioned tables was a built-in ice box approximately 7 ft. long and 3 ft. high. The lights in the car which were controlled by battery were not very bright. At either end of the car was a door and there were six windows on the range side of the car and eight windows on the opposite side. All cooking utensils were kept within easy reach near the range.

The Mess Sergeant stated that this car was superior to others in which he had worked and also that it was a great improvement over the type fitted in baggage cars for kitchen car purposes, as not only do the men being served have more room to walk, etc. but also the men serving the food.

Mr. Borman further reports that the car was watered upon arrival at Buffalo, at Sayre, and again at Lehighton and both hot and cold water was available throughout the trip.

The following inscription was on the inside of each door:

"Built for Defense Plant Corporation
Washington, D.C.
A.C.F.
American Car & Foundry Company
Chicago, Ill."

[Signature]
N.W. Fringle

3623-73

Mr. Brown

~~We~~ we will not fit
the PDS train I told
you about yesterday when
we agreed to handle
if some other line furnished
equipment. Authority's
Couldn't find a line willing
to furnish cars & freo
movement.

JH
8/13

New York, August 9, 1943. 3623-73

Mr. Pringle:

Our Operating Department advises they have received a Main Advice No. 44925 covering the return movement of 136 guards in five tourist sleepers and one kitchen car from Buffalo to Van Etten, the movement to take place Wednesday, August 11th.

The advice mentions that on the going trip this movement covers 485 P.O.W. and 136 guards, Stapleton, S.I. to Concordia, Kansas, leaving August 9th via SIRT - CNJ - Reading Philadelphia - B&O Chicago - CB&Q Kansas City - UP destination. The route of the guards returning is MOPac. Kansas City - CB&Q Chicago - Erie Buffalo - LV to Van Etten.

(S) J.H.S.

Mr. Duffy: Hope this will not be cancelled 8/9 M/P.

Mr. Brown - J.D. 8/10

Noted by Mr. Brown & returned 8/10 to Mr. Duffy

COPY

3623-73

New York, N.Y., August 3, 1943

Mr. Duffy
8/3

Mr. Duffy:-

It now develops the information I gave you yesterday as to a prisoner of war train numbering 648 Buffalo to Van Etten is incorrect.

There will be 148 guards Suspension Bridge to Van Etten about August 6th who will be returning to Van Etten after having accompanied a P.O.W. train westbound.

you saw this on 3rd.
Understand guards also cancelled

N.W. Pringle
N.W. Pringle

✓

MEMO FOR FILE:

Mr. Brown:

Our Passenger people have been advised a train with 500 Italian prisoners and 145 guards probably will be delivered to us Wednesday (Aug. 4th) at Buffalo for movement to Van Etten. That's all we know at the moment expect party is coming from Bismarck, N. D. There is an old CCC Camp at Van Etten which has been used recently by Military Police. Operating Dept. has been notified.

J. D. 8/2/43

Personal
F. R. G.

Maybe they will make a bid on us for use as laborers. See and talk with me before anything gets developed.

R. W. B. 8/2

COPY

3623-73

43562

ASSOCIATION OF AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT

CAR SERVICE DIVISION

TRANSPORTATION BUILDING

WASHINGTON, D. C.

W. C. KENDALL, CHAIRMAN
L. M. BETTS, MANAGER, RAILROAD RELATIONS SECTION
R. E. CLARK, MANAGER CLOSED CAR SECTION
C. R. MEGEE, MANAGER OPEN CAR SECTION
W. E. CALLAHAN, MANAGER TANK CAR SECTION
E. F. BILO, MANAGER PASSENGER CAR SECTION

C. H. BUFORD
VICE PRESIDENT
OPERATIONS AND MAINTENANCE DEPT.

A. H. GASS, MANAGER MILITARY TRANSPORTATION SECTION
G. C. RANDALL, MANAGER PORT TRAFFIC
R. B. HOFFMAN, MANAGER REFRIGERATOR CAR SECTION
E. W. COUGHLIN, ASSISTANT TO CHAIRMAN
H. J. ARNETT, ASSISTANT TO CHAIRMAN
A. F. SWINBURNE, ASSISTANT TO CHAIRMAN

March 12, 1943
421-1-1

TO TRANSPORTATION OFFICERS:

Referring to my letter of August 5, 1942, setting up arrangements for telegraphic reports covering the movement of military freight under MI symbols:

In addition to the reports requested in letter referred to, will you please arrange to notify the Military Transportation Section by wire whenever cars moving on MI numbers are delayed for any reason.

Such telegraphic advice must include car numbers and MI numbers applicable thereto.

It is essential that this information be furnished immediately in order that any necessary action may be taken by the War Department.

Yours very truly,

W. C. Kendall

Lists: CS-1, CS-1A, DM, CSA.

306

Date 3/15/43

Subject Letter W.C. Kendall,
A.R. Car Ser. Div. Stencil
3562, 3/12/43 together with
previous communications in
connection with setting up
arrangements for telegraphic
reports covering the movement
of military frt. under MI sym-
ols referred:

to MR. DUFFY

[Handwritten signatures and initials]

for the purpose indicated:

- For initialing.
- For approval as to form.
- For completion of execution.
- For recommendation.
- Please confer.
- For necessary attention.
- To make proper reply.
- For reply over my signature.
- Return with more details.
- Noted.
- X To note and return *[Signature]*

R. M. B. B. W. W.

ASSOCIATION OF AMERICAN RAILROADS

OPERATIONS AND MAINTENANCE DEPARTMENT
CAR SERVICE DIVISION
TRANSPORTATION BUILDING
WASHINGTON, D. C.

*9.10.42
note &
return
8/10.*

OFFICERS OF DIVISION

- W. C. KENDALL, CHAIRMAN
- E. W. COUGHLIN, SECRETARY
- L. M. BETTS, MANAGER, CLOSED CAR SECTION
- W. E. CALLAHAN, MANAGER, TANK CAR SECTION
- E. F. BILO, MANAGER, PASSENGER CAR SECTION
- C. R. MEGEE, ASST. MANAGER, OPEN CAR SECTION
- H. J. ARNETT, ASSISTANT TO CHAIRMAN
- R. E. CLARK, ASSISTANT TO CHAIRMAN

C. H. BUFORD

VICE PRESIDENT
OPERATIONS AND MAINTENANCE DEPT.

OFFICERS OF DIVISION

- W. J. MCGARRY, MANAGER, OPEN CAR SECTION
1101 TERMINAL TOWER BLDG., CLEVELAND, OHIO
- A. H. GASS, MANAGER, MILITARY TRANS. SECTION
3029 NEW MUNICIPAL CENTER BLDG.
3RD & INDIANA AVES., N. W., WASHINGTON, D. C.
- W. D. BECK, MANAGER, REFRIGERATOR CAR SECTION
59 EAST VAN BUREN STREET, CHICAGO, ILLINOIS

August 5, 1942.

TO TRANSPORTATION OFFICERS:

Referring to Stencil #36949 of December 24, 1941, copy attached:

The method of handling military impedimenta, and other property moving in conjunction with troop movements, has been revised in that the Freight Section, Services of Supply, will route the movements and advise the Military Transportation Section. The Military Transportation Section will inform the handling railroads in regard to these movements in much the same manner as MTX and GS movements.

Solid freight trains as well as casual cars of military impedimenta moving with, but separate from, troops will occur. The Military Transportation Section will assign a symbol number, (MI), to these movements and will require reports in the same manner as are now made on Main numbers.

Therefore, please add the following paragraph to Stencil #36949.

4. On movements promulgated under symbol MI for all destinations, the following telegraphic advice should be furnished:

- a. Date and hour of departure of car or cars from the point of origin.
- b. Date and hour of interchange to connection.
- c. Location of car or cars on railroad as of 6:00 PM each day (when unit is destined to the 9th Corps Area).
- d. Date and hour of arrival at destination.

Very truly yours,

W. C. Kendall

CS1
CS1A
DM-CSA

ASSOCIATION OF AMERICAN RAILROADS

36949

OPERATIONS AND MAINTENANCE DEPARTMENT
CAR SERVICE DIVISION
TRANSPORTATION BUILDING
WASHINGTON, D. C.

OFFICERS OF DIVISION

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59 EAST VAN BUREN STREET, CHICAGO, ILLINOIS

December 24, 1941

TO TRANSPORTATION OFFICERS:

You received Western Union wire dated December 23 with respect to advice required by the Military Transportation Section of the movement of government personnel and impedimenta under Main numbers and other Symbols. Copy of this wire is attached.

The last sentence of the telegram reads as follows: "It is understood and orders will be issued accordingly no action to be taken on tracers from Washington except those moving on symbols above referred to."

The orders to which reference was therein made are included in the attached copy of President Pelley's letter of December 23rd to executives of member roads, and accompanying letters, all of which is self-explanatory.

There has been some difficulty in reaching an understanding as to just what is needed in the way of information regarding shipments which are moving under orders promulgated through the Military Transportation Section. Confirming the wire of December 23, the following will constitute the information which it is required be furnished Mr. Gass with respect to all movements under Main or Symbol numbers instead of that which is outlined in my letters of December 13 and 15:

1. Under Main numbers, when traffic is destined to points in 9th Corps Area, which includes the states of Washington, Oregon, California, Montana, Utah, Idaho and Nevada, telegraphic information will be furnished showing:

- (a) Date and hour of departure of unit from the point of origin
- (b) Date and hour of interchange to connection
- (c) Location of unit on railroad as of 6:00 P.M. each day
- (d) Date and hour of arrival of unit at destination.

This information in some instances is furnished to the Military Transportation Section by the passenger representatives. Mr. Gass will advise Transportation Officers in such instances, to avoid duplication of wires.

2. On movements which are promulgated under MTX Symbols and regardless of the destination, telegraphic reports should be made of the following:

- (a) Date and hour of departure of unit from point of origin
- (b) Location of unit as of 6:00 P.M. each day.
- (c) Date and hour of arrival of unit at destination.

3. On movements promulgated under Symbol GS, for all destinations, the following telegraphic advice should be furnished:

- (a) Date and hour of departure from point of origin
- (b) Date and hour of interchange to connection
- (c) Date and hour of arrival of unit at destination

Mr. Gass is re-adjusting symbols dividing units previously moving under MT as between MTX and GS in accordance with understanding reached with the War Department.

It is imperative that the wire advices, as of 6:00 P.M. each day, shall be filed in such manner that they will be transmitted direct and immediately to the office of the Military Transportation Section. Some railroads have previously relayed advices through teletype service located in offline offices, as a result of which, delays have occurred by reason of such information not being delivered as needed. It is requested that such teletype service be not used to meet the above requirements.

Our Military Transportation Section is obligated to furnish a comprehensive report to be available to the War Department shortly after midnight.

Your cooperation in providing these data will be appreciated.

Very truly yours,

W. C. Kendall

Washington, D. C.,
December 23, 1941

Copy of Western Union Telegram to Transportation Officers

"Cancel instructions letters thirteenth and fifteenth instant relating periods of day for making reports Military Transportation Section movements under main numbers or MT symbols and substitute following effective immediately: On all movements under main numbers when destined to points in Ninth Corps Area including Washington, Oregon, California, Montana, Utah, Idaho and Nevada wire Gass date and hour departure from point of origin, interchange to connection, location as of six p.m. each day, and date and hour arrival destination. On movements under MTX symbols regardless destination wire Gass date and hour departure from point origin, location six p.m. each day, date and hour arrival destination. On shipments movement symbol GS all destinations wire Gass date and hour departure point of origin, date and time interchanged to connection, date and hour arrival destination. Symbols now being adjusted on outstanding movements to conform with this plan. These wire advices must be direct to Gass from each Transportation Officer and not relayed through any other office. It is understood and orders will be issued accordingly no action to be taken on tracers from Washington except those moving on symbols above referred to."

(s) W. C. KENDALL

~~North~~
~~ago~~
~~James~~

For your information

Ed
12/27

2. On movements which are promulgated under MTX Symbols and regardless of the destination, telegraphic reports should be made of the following:

- (a) Date and hour of departure of unit from point of origin
- (b) Location of unit as of 6:00 P.M. each day
- (c) Date and hour of arrival of unit at destination.

3. On movements promulgated under Symbol GS, for all destinations, the following telegraphic advice should be furnished:

- (a) Date and hour of departure from point of origin
- (b) Date and hour of interchange to connection
- (c) Date and hour of arrival of unit at destination

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It is imperative that the wire advices, as of 6:00 P.M. each day, shall be filed in such manner that they will be transmitted direct and immediately to the office of the Military Transportation Section. Some railroads have previously relayed advices through teletype service located in offline offices, as a result of which, delays have occurred by reason of such information not being delivered as needed. It is requested that such teletype service be not used to meet the above requirements.

Our Military Transportation Section is obligated to furnish a comprehensive report to be available to the War Department shortly after midnight. ✓

Your cooperation in providing these data will be appreciated.

Very truly yours,

W. C. Kendall

Washington, D. C.,
December 23, 1941

Copy of Western Union Telegram to Transportation Officers

"Cancel instructions letters thirteenth and fifteenth instant relating periods of day for making reports Military Transportation Section movements under main numbers or MT symbols and substitute following effective immediately: On all movements under main numbers when destined to points in Ninth Corps Area including Washington, Oregon, California, Montana, Utah, Idaho and Nevada wire Gass date and hour departure from point of origin, interchange to connection, location as of six p.m. each day, and date and hour arrival destination. On movements under MTX symbols regardless destination wire Gass date and hour departure from point origin, location six p.m. each day, date and hour arrival destination. On shipments movement symbol GS all destinations wire Gass date and hour departure point of origin, date and time interchanged to connection, date and hour arrival destination. Symbols now being adjusted on outstanding movements to conform with this plan. These wire advices must be direct to Gass from each Transportation Officer and not relayed through any other office. It is understood and orders will be issued accordingly no action to be taken on tracers from Washington except those moving on symbols above referred to."

(s) W. C. KENDALL