

CENTRAL HEADLIGHT

Vol. V, No. 2

FEBRUARY, 1944

Tarawa Trophies



Miss Grace Smith, of the Auditor of Passenger Accounts office, Detroit, displays trophies of the bloody Tarawa battle, which her brother, Ensign B. Ward Smith, brought back. She is holding a Japanese helmet containing Jap money. In her other hand are pieces of white coral from the Tarawa beach.

Commander of N. Y. Central II Writes Horning

From an undisclosed area of operations overseas, Lieut. Ralph W. Childers, commander of the New YORK CENTRAL II, the replacement Martin Marauder bomber presented September 12, 1943, to the Army Air Forces by the New York Central's Employees by cash gifts, came, last month, the following letter to L. W. Horning, Vice President, Personnel. It discloses that, up to December 11, the bomber had been on five missions and promises an all out effort to make it famous.

It reads:

December 11, 1943

"I really should be reprimanded for not having written sooner but I wanted to get started well over here before I wrote you. Then I could have much more information of interest to you. Well to start we arrived safely in combat zones with the great old N. Y. CENTRAL II flying as wonderfully as it always does; and I now have completed five missions.

"I have met numerous people who were familiar with employes of the railroad or had previously been employed therein. They have taken some photographs from time to time by official photographers and possibly you will receive them soon.

"Lieuts. Venglar and Webster just now told me to tell you 'hello' and not to forget to say hello to your wife. We are all fond of her and hope to see you both in the future.

"To tell you more about the plane. I have had several compliments on the condition I keep it in and have possible hope of making it famous if I can do so. I am going to strive for the best of work in it as we all are doing over here.

"I met the pilot of the first N. Y. Central plane and was glad to meet him. I found him a very interesting fellow. I also have made the acquaintance of Sergt. Anthony Gibbs. He has much appreciation for the plane and has asked me to do a favor for him. He wants a plaque similar to the one I have in the cock-pit of the plane for a souvenir. I told him of course I would not let the one in the plane be moved but would ask you to send me some sort of a plaque to give him. He is stationed here in the same group with me.

Pilot Son of N. Y. C. Man is Missing in Action

Lieut. William R. Hayden, a Thunderbolt fighter pilot, has been missing in action over France since December 30, 1943, according to word received by his parents, Mr. and Mrs. William H. Hayden, 815 East 155th St., Cleveland.

William's father is a Conductor in Collinwood Yards and is Service Officer, New York Central Post No. 999, of the American Legion.

William enlisted in March, 1942, entered active service in May, 1942 and received his Wings in February, 1943. He was sent overseas in September, 1943 and recently received the Air Medal for meritorious service after completing ten operational missions over France and Germany.

Treleven Now Asst. Supt., B.&A.

Wesley W. Treleven has been appointed Assistant Superintendent of the Boston & Albany, at Springfield, Mass., succeeding H. J. Curry, who retired after 47 years' service.

Mr. Treleven who was Yardmaster, has been succeeded by Francis W. Scully, with headquarters at West Springfield, Mass.

Mr. Scully's post as assistant trainmaster has been taken by Leroy T. Garling.

"My Mother and Father listened to the radio program (presentation of bomber) and were really thrilled. I can't thank you enough for sending the telegrams. My wife didn't receive her telegram in time but received the clippings and she was just as thrilled. She says the pictures were very good and she has them all enlarged and framed.

"Some day when we bring the plane home I'm going to take numerous pictures for my own keepsakes. They will certainly be something to remember."

Let's All Back the Attack Buy An EXTRA War Bond For the Fourth War Loan

IN the next few months, the military forces of the Allied Nations will probably be engaged in the fiercest fighting that World War II has yet seen. In the forefront of the forces who will lead the onslaught there are sure to be many of the 24,000 New York Central men now serving their country in military service.

Those of us who are left confront a situation which we alone can meet. Even though we are forced to forego actual combat service, we can back the attack by letting our dollars fight for us. We can help provide Uncle Sam with the money he needs to prosecute the war and hasten victory — by buying an extra War Bond.

Our Government is asking \$14,000,000,000, of which five and one-half billions is sought from individuals through the outright purchase of extra Bonds.

Incidentally, War Bonds do double duty, by working not only for our country but also for ourselves. We can save as we "fight."

The Government, in urging us to increase our War Bond purchases, is not asking us to give it our money; it is merely requesting us to loan it, with interest.

In this crisis, in which our liberty and all we have are at stake, it promises us \$4 for every \$3 we loan it for a Series E Bond. Each purchase of a Fourth Loan War Bond is an investment in safety for our country and also in personal security for ourselves in the years that lie ahead. There is no surer way to help both our fighters and

Where To Buy That EXTRA War Bond At Commercial or Savings Banks, Post Offices, Savings and Loan Associations

OR

You may fill in a Payroll Deduction Authorization card, NYCS Form AD-150, authorizing the Company to deduct from your earnings for the next pay period the issue price of the EXTRA bond you wish to buy.

In using Form AD-150 for this purpose you should plainly mark at the top of the form: "SINGLE DEDUCTION — FOURTH WAR LOAN."

Subscription for an EXTRA bond will be in addition to any deductions which you have heretofore authorized.

ourselves than by the purchase of Fourth War Loan Bonds.

These extra Bonds can be bought at any commercial or savings bank, at post offices and at savings and loan associations, or if the purchaser prefers he may fill in a payroll deduction authorization card — N.Y.C. Form AD-150. This authorizes the Company to deduct from the employee's earnings for the next pay period the issue price for the extra Bond desired. This card should be marked at the top "single deduction Fourth War Loan." These subscriptions will be in addition to any deductions heretofore authorized by the purchaser.

These War Savings Bonds are issued by and are direct obligations of the United States Government. They are available to employes through the payroll deduction method in denominations of \$25, \$50 and \$100.

These Bonds offer the safest form of saving in this country today, because behind them is the credit of the national government.

Most of the money for these Bonds will be spent right here in the United States for the purchase and fabrication of the materials for our war effort.

Payroll deduction authorizations, on cards obtainable from employing officers, should be forwarded so as to reach the Departmental Accountant prior to the beginning of the payroll period in which the deduction is to be made.

Buy an extra Bond, now!

Four Cincinnati Men in New Posts

Effective January 17, the following changes were made in the Freight Traffic Department, Cincinnati:

Otto Hurley, City Freight Agent, promoted to Traveling Freight Agent, succeeding the late F. F. Wirth.

Fred A. Poehlmann, City Freight Agent, succeeds Mr. Hurley.

H. F. Meyer, who has been Chief Clerk in the Industrial department, succeeds Mr. Poehlmann, as a city freight agent.

J. F. Holtmann, who has been secretary to the freight traffic manager succeeds Mr. Meyer as Chief Clerk in the Industrial department.

T. A. Bates Is Honored at Dinner

Thomas A. Bates, Telegraph and Telephone Inspector, Indianapolis, who retired December 31, after nearly fifty years of service was given a farewell dinner in the Lincoln Hotel, January 8. Some sixty odd friends attended. "Tom" is quite a fisherman and he was presented with funds earmarked for the purchase of fishing equipment which the Committee was unable to buy because of the shortage of all types of fishing tackle.

Trainmaster Roy Whistman was not satisfied with this arrangement and he and his fellow fishermen proceeded to present Tom with one of the old cane poles, outfitted with a clothes line, eight-inch hook and a wiener for the bait.

Ends 49 Years' Work

Louis H. Schoeneweg, General Agent, St. Louis, retired on January 1, after a service of a little more than forty-nine years. He is a native of Cleveland, where he entered service in the local freight office in November, 1894. He was in Cleveland for seven years in the general office on the rate desk and as a soliciting freight agent. Then he was traveling freight agent in New York and later commercial agent at Boston. He was transferred to St. Louis during the first World War.

New York Central II Shown at an Overseas Fighting Base



The replacement Marauder bomber presented to the Army Air Forces by the cash gifts of the employes of the New York Central System, together with its pilot and some of its crew, is shown in a battle area. At extreme left is Anthony J. Gibb, member of the ground crew and son of John Gibb, an electrician at the Harmon Shops. Next to him is Lieut. Ralph Childers, pilot of the bomber. Sergeant Gibb was also a member of the ground crew of the first bomber presented by the Central's employes.

Central Headlight

Published monthly for New York Central System employes and their families in eleven states and two provinces of Canada by the Department of Public Relations. Contributions are invited but no responsibility is assumed for their return. Editorial offices, Room 1528, 466 Lexington Avenue, New York City.

Editor

C. W. Y. Currie

Associate Editors

Frank A. Judd
Chicago

C. A. Radford
Cincinnati

Volume 5

FEBRUARY, 1944

No. 2

"A Hale Cobbler is a Better Man Than a Sick King"

THE unseen little folk, gremlins or whatever they may be, who for years have fought a dogged but losing battle against the safety and health of New York Central workers, have been somewhat more active and baneful in recent months, as the following discloses:

Reports made to the Interstate Commerce Commission indicate a total of 2960 employe injuries on the New York Central System for the year 1943 as against 2359, in the corresponding period of 1942. Thus it found that with a record-breaking volume of traffic, as reflected by an 11 percent increase in man-hours of employment over the same period in 1942, we have experienced an increase of slightly less than 14 percent in the injury ratio. This at once becomes a matter of vital concern to all to assist in the reinforcement of our lines of defense against accidents.

For years, the Safety Department has done valiant work in cutting down accidents and deaths among New York Central employes. In truth, its record, attained through voluntary cooperation of the workers themselves, with skillful guidance by our Safety experts, has been remarkable, as demonstrated on several occasions through National recognition by the Harriman Award Committee and the National Safety Council.

As a further outstanding instance of how its accident prevention program works, when properly applied, is the record made at the Michigan Central's locomotive Shop, Jackson, Michigan. This achievement was honored by the National Safety Council last month, when it made a "Safety Ace" award to W. E. Buck, Superintendent of the Shop, during a coast-to-coast radio program over the Blue network.

The award was for the work of Mr. Buck and his 600 fellow workers in operating the Shop for seven years without a fatal accident and with injuries that ranged from zero in 1939 to a high of only seven in any single year. The average ratio per million man hours was only 3.10 percent. It can be done, it is seen.

In this second month of the year, it is certainly to the advantage of every worker on the System to resolve to help better his department's Safety record for the sake of his Company, of his family and himself. Never have the railroads needed manpower more than they do today. For this reason, needless sickness, induced by careless exposure or otherwise, and particularly time lost from work because of preventable accidents, are blows at our war effort.

Today we are in the period of snow and sleet storms, when footing is precarious and visibility is decreased. A little care taken today may prevent sorrow tomorrow. Older employes should take it upon themselves to caution those who recently have come to us, although the recent records show that accidents have been prevalent among both groups, new and old. Thus, older employes should watch themselves as well as their fellows.

Keep well; remember the Safety rules and obey them. Help your country as well as yourself.

Safety comes first.

The Roundhouse

By Sim Perkins

IN 1846, a document of that date discloses, the sixteen principal railroads in New York and adjacent states, including the Mohawk and Hudson Rail Road and others which later became the New York Central, averaged in length about 54 miles. In the preceding year the average cost per mile of running a train on these 16 railroads was seventy and three-eighths cents per mile. This sum included cost of repairs and operation and all other expenses.

Backers of the proposed Hudson River Railroad, which was still to be built, estimated that with a fifteen-ton passenger engine the cost per mile over its 144-mile route would be 85 cents for each run.

Here's to the ladies, Heaven bless them!

Each day they are becoming more and more important in the operation of the New York Central System. As of the middle of October their number had increased to more than 7500, with constant gains being recorded since. The October number was an increase of more than 600 over July.

In October, they formed 6.44 percent of the total number of Central employes

and as the draft is extended, we may expect to see their number continue to increase.

Best of all, they have been doing a swell job. The Manager of the Central's Scrap and Reclamation Plant, at Ashabula, has publicly praised their work there as efficient and vital. Similar reports come from all points on the System.

I lift my hat!

In 1873, old records disclose, the Michigan Central's biggest locomotive weighed 30 tons. Of these the road owned 97, together with 74 locomotives of 20 tons and six of 10 tons each. These engines were mostly eight wheel, or "American" type, with diamond stacks and wood burning fire boxes. They were used for both freight and passenger service.

No speed limit was imposed on express passenger trains but the schedules, including stops, were arranged to average 18 miles an hour. Freight trains were limited to 18 miles an hour but the schedules, including stops, called for an average of 12 miles an hour.

RAILROADS



HOW AMERICA'S FREIGHT IS MOVED IN WAR TIME

Inter-city freight transportation in 1943 is estimated at more than 1,000 billion ton-miles —by far the greatest in history.

This freight is moved, in approximately the proportions shown, by the following transportation agencies:

RAILROADS (all common carrier lines).

GREAT LAKES SHIPPING (chiefly specialized bulk cargo).

INLAND WATER CARRIERS other than Great Lakes (chiefly bulk cargo carriers).

PIPE LINES (transporting petroleum and its products).

TRUCKS in inter-city service (both private trucks hauling the goods of their owners, and for-hire trucks, both contract and common carriers).

AIRPLANES and other.

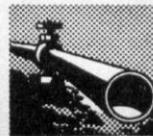
From an Association of American Railroads estimate, based on reports of I. C. C. and other official sources.

GREAT LAKES



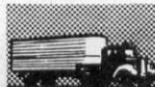
12%+

PIPE LINES



8%+

TRUCKS



-5%

INLAND WATERWAYS



-3%

AIRPLANES & OTHER



-1/4 of 1%

Association of AMERICAN RAILROADS

The cost of the road was set at \$24,587,548 and its earnings for that year totaled \$5,608,116. James F. Joy of Detroit was president.

Most American business men and even most railroad men do not know that the American railroads, despite tremendous taxes, (about \$120,000,000 in 1943 for the New York Central alone) the highest wages and high equipment and material costs have long had the lowest freight rates of any large country.

In the period just before the start of World War II, the average freight rate on the American railroads was .094 per ton per mile. It is about the same today — less than a cent.

Contrast this with the rates existing at that time in the major countries, as follows: France 3.48, Great Britain 2.73, Italy 2.71, Germany 2.48, Austria 2.50, Argentina 1.74. These figures are illuminating.

Claims New Record

To the Editor

I read in the November HEADLIGHT of the splendid service record of the B.&A. Freight Personnel and join in felicitating Mr. Floyd. I would like to submit our service record for supervisory personnel, which we believe is outstanding. Perhaps someone would like to "shoot" at it.

The Electric Division is operated with very few interruptions and the men listed below, who comprise the supervision of the Transmission Department, feel their partnership in this record.

We boast an aggregate of 546½ years for 17 men, with individual records as follows:

E. Richter, Supervisor, 36 years, 10 months.
H. L. Barnes, Asst. Supervisor, 33 years, 7 months.
H. Goldberg, Asst. Engineer, 36 years, 6 months.
R. B. Woolfolk, Inspector, 21 years.
J. J. Tormay, Electric Foreman, 37

years, 10 months.
C. J. Ford, Electric Foreman, 37 years, 7 months.
J. Fox, Electric Foreman, 37 years, 3 months.
G. Armbrrecht, Electric Foreman, 37 years.
W. Brown, Electric Foreman, 36 years, 10 months.
E. F. Boyce, Electric Foreman, 36 years, 8 months.
R. J. Franklin, Electric Foreman, 36 years, 6 months.
G. Germann, Electric Foreman, 36 years, 2 months.
O. Hesselgrave, Electric Foreman, 30 years, 6 months.
T. Moore, Electric Foreman, 27 years.
W. J. Heaney Jr., Electric Foreman, 23 years.
C. Shumaker, Electric Foreman, 21 years, 2 months.
E. R. Roberson, Electric Foreman, 21 years, 2 months.
Mr. Floyd's 401 years' service for 13 men averages 31½ years per man. Our service of 546½ years for 17 men

Wage Statements Coming About Feb. 15

In accordance with the Federal Current Tax Payment Act of 1943 the Company will, on or about February 15, 1944, deliver to each employe a statement on United States Treasury Department Form W-2 showing total wages paid and total income and Victory Tax withheld on payrolls for the year 1943. This information is for use of employes in preparation of their income tax return for 1943 due on or before March 15, 1944.

Employes who during 1943 have received their pay drafts from more than one payroll office will receive a separate statement (Form W-2) from each payroll office from which they have received pay drafts, and they should combine the earnings and tax deductions shown on such statements in making their income tax returns on March 15, 1944.

R. R. RICHARDS
Auditor of Disbursements

averages 32 plus — Do I hear any bids?

HARRY GOLDBERG

Grand Central Terminal

He Wants Letters

To the Editor:

My dad, who is Assistant Baggage Agent at Toledo, Ohio, sent me a copy of the HEADLIGHT. I, along with the rest of my NYC buddies in my outfit, enjoyed it very much.

I noticed in the paper much news about the men in the service from the NYC. So I decided to furnish you with a list of the NYC men in my outfit, as close as I can find out. I hope I didn't forget anyone. They are:

Arthur Zimmerman, Toledo; Henry Champagne, New York; Leo Collins, Toledo; Lester Dickerson, Terre Haute; E. R. Cortrecht, Indianapolis; R. D. Denny, Cleveland; John Kachmarik, Youngstown; William Wragg, Chicago; Louis Rathburn, Youngstown; Joseph Clancy, Boston; William O'Donnell, Youngstown; Harry Smyers, Youngstown; John Smith, Youngstown; John Eberts, Youngstown; Charles Richards, Middletown, O.; Donald Bauer, Toledo; William Wolfe, New York; and Paul Berkshire, Elkhart.

We are operating a tough section of railroad here. It is said to be the hardest piece of railroad in North Africa. We are proud of our work here and have been complimented by high-ranking officers. We have men from a lot of railroads all over the States. Anyone knowing the men named above could make them happy by sending a letter or card.

PRIVATE RALPH WOODS

Heads Omaha Club

The Trans-Missouri Passenger Club of Omaha has elected Edward J. (Ned) Leonard, General Agent, Passenger Department, New York Central System, as President, succeeding H. A. Withrow of the Union Pacific Railroad.

In England



Sergeant Thomas F. Ryan, formerly employed as a Car Inspector at White Plains, N. Y., is now serving with the Army Air Corps somewhere in England.

Orange Avenue "Y" Club Elects

Approximately seventy attended the 1943-44 opening dinner of the Orange Avenue Y Social Club at the Orange Avenue Freight Terminal, Cleveland, recently.

The executive officers invited the entire club membership to a chop suey dinner at club expense, and exhibited their new card tables, the new ping pong table and the new chairs.

These officers were elected: President, Francis A. Comerford; Vice President, Lillian Boepple; Secretary-Treasurer, Alice Thomas; Board of Directors, George Wright, Marty Knack, Agnes Quinlan, Nora Gallagher, Margaret Stewart, Sally Gilmore, George W. Thoires, Anne Feeney, A. M. Sweeney, Florence Murray, W. Simak, F. Neumeister; Audit Committee, G. S. Weigel, E. J. Uhl, Anne Feeney; Trustees, R. W. Andrews, J. H. Rentsch, E. F. Black, John Franks, Stanley A. Prague and M. R. Westover; Entertainment Committee, Bill Smith; Director of Sports, Chairman Phillip Wolf, Charles Fisher and F. B. Dietrich.

A part of the league program will again be music, bridge sessions under John Franks, sings, and general get-togethers.

Much of the credit for the club's facilities must go to President Comerford and Secretary-Treasurer Alice Thomas.

Bay City Clerk, S. Nalewski, Dies

Stanley K. Nalewski, a clerk in Local Freight Agent's office, Bay City, died recently after a short illness.

Theron M. Hawes, retired Cashier at Local Freight Office, Bay City died at a local nursing home in Bay City after a two months illness. Mr. Hawes retired in 1939.

Condolences are extended Mrs. Goldie Rood of the Telegraph office on the death of her mother.

"Doc." Gilbert, retired wire chief, has moved to Bay City for the winter. He had been spending his time in Mackinaw City since his retirement.

"Wolf" from N. Y.



Somewhere "Over There" is Staff Sergeant Hobard L. Gilmore, above, formerly of the Office of Manager, Freight Transportation, New York. He is a member of the crew of "The Wolves," who are doing a grand job for Uncle Sam. "Gil" has been decorated several times. He arrived in Africa shortly before Rommel left. He expects a furlough shortly after New Year's. His home is in Ossining, N. Y.

Army Life As Detroiters Sees It in Florida

Fun loving Private Cedilote, formerly of the Auditor Passenger Accounts Office, Detroit, now stationed at Camp Blanding, Florida, can even find something humorous in K. P., as this letter attests:

"There I was, up to my elbows in dishwater, when the mail orderly appeared with three letters for me. He said I was the only new guy he knew, because he always has something for me.

"Last Saturday all but seven of us were transferred to different companies and 150 new men came in. So, on Saturday, guess who drew K. P.?"

"Right, the lucky seven—all day.

"On Monday the 150 left, leaving the same seven, and a new bunch came in. So to be fair (the captain says) K. P. was assigned in alphabetical order, and I drew it again today. 'Sure is fair,' says I.

"After my mail was delivered, we finished the mess from lunch, and were given an hour off, so I dashed into our hut, took off my shoes, and flopped on my bunk to read my mail. Just as I started, our hut leader stuck his head in the door and said, 'K. P.s follow me.'

"Where?" I asked.

"To the Infirmary," says he.

"I'm not infirm," I cracks wisely.

"You will be," he replies, in a matter of fact tone—and he was right.

"Before I got back to my letters they gave me one tetanus shot, one typhoid shot, and vaccinated me for smallpox. I didn't mind getting the works, but I wanted to get back to my letters. It sure lifts a fellow's morale, and I don't mean maybe..."

In spite of the war-time scarcity of men, the Auditor Passenger Accounts office force conducted a successful mixed doubles bowling tournament at the Vernor - Livernois Recreation. Twenty-two teams, composed of one man and two girls each, participated. First prize was captured by Don Morris (492), Mary Payne (283), and Esther Franz (393), who with their 159 pin handicap rolled the highest total. Credit for staging the affair goes to Walter Warren and Frank Klanke.

Congratulations to two Auditor Passenger Accounts boys in the Southwest Pacific who have recently been promoted: Sergeant Ray Hurd and John Calder, AMM2/C.

Joining their fellows on duty abroad are three more Auditor Passenger Accounts boys. William Bell, F3/c, recently saw duty abroad a L.S.T.; T/5 Harold Holtel is in Pacific area and Lieut. Charles Stein is now in England. A fourth, Private Eiler Lyndoff, who had been in Africa, is in Italy.

Everyone in the Auditor Passenger Accounts Office, Detroit, was happy to welcome back, recently, Chester S. Nickerson, who had been on the sick list for many months.

That fellow, Cupid, seems to have moved into the Auditor Passenger Accounts Office to stay. After causing Evelyn Shaffer to marry James B. Monroe, October 30, he arranged the engagement of another girl, Audrey Graham, to Sergeant J. Krause of the Air Force. And he's still at it!

Pfc. George Brown of the Auditor Passenger Accounts Office, Detroit, who is a rug cutter de-luxe in his off moments, now finds himself—in of all out of the way dull places, perhaps the dullest—Iceland. After nearly a year in New York City that is quite a come-down.

Another A.P.A. boy, Pfc. "Bud" Nollish of the Marine Corps, has been sent outside the United States. He is somewhere in the Pacific.

After more than a year and a half in Surinam, South America, Technician 5th Grade Chester W. Harrison, of the Auditor Passenger Accounts Office, Detroit, is back in the United States training recruits at Camp Wheeler, Ga.

Seabee in Pacific



Frank Kubera, Seabee, formerly of Auditor of Passenger Accounts Office, Detroit, is now in the Southwest Pacific.

MacMillan in Africa

Corporal Alan E. MacMillan, a valuation recorder in the office of the District Engineer, Boston & Albany, is now at the Headquarters of the Military Railway Service in North Africa. He is acting as Company Clerk.

MacMillan entered the Army in November, 1942, and went overseas last Spring with a Railway Operating Battalion. While making repairs on a truck convoy he sustained a crushed hand, which put him in an Army hospital for three months.

The Crew Dispatching Unit at Corning Engine House, composed of thirteen employes are proud of their honor roll of seven, or over half of their number, who are now serving with the Armed Forces.

Overseas, Lauds U. S. Railroads' Labor in War

Second Lieutenant C. H. Domer, who is serving his country in the Air Forces in North Africa and who formerly was a clerk in the New York Central's freight house at Youngstown, Ohio, writes:

"The boys from the old pike are making a name for themselves, but that's only to be expected, knowing the caliber of the men that make up the system. They've brought to the service the same spirit that made the New York Central the greatest transportation agent in the country. I haven't any doubt that in the days that are to come they will bring back more honors to, what I like to call, one big, happy family.

"Certainly since coming overseas there is a new conception of the service rendered by the American railroads, and one hears favorable comments on every side. We, who have left the service temporarily, to do another job, are proud of the part the railroads are playing.

"It was a great pleasure to learn that the New York Central men and women had replaced the plane that had given such distinguished service in North Africa.

"To us in the Air Corps a ship is something more than just metal, guns, wings and engines. It's something alive with personality, a spirit that only those who serve them come to know. No, a ship isn't a machine—it's a buddy—a pal in the clutches—a sweetheart when coming into the field after a mission—its home on some lonely field on a cold night—it's your right and left arm and feet braced in a fight—it's the pride of the Air Corps.

"I wish it would warm up a little. I'm writing this just after breakfast, and now that the winter has set in it's

Newlyweds



T/4 Albert Soltis and his bride. Al, a former Auditor of Passenger Accounts employe at Detroit, is stationed now at Centerline, Mich.

pretty chilly in the tent. After the sun comes up it will be warmer, but we always shiver the first two or three hours, and not a stove in sight! Nothing to burn in the stoves if we had them—not even any wood to make an outside fire. One blessing, though, and that is the bugs and mosquitos are gone. They certainly make life miserable over here, and flies are a particular nuisance.

"An American fly will shoo, but not these—you have to knock or brush them off, and that's no joke. They land on your lips, eyes, just anywhere—a habit which we find loathsome. The Arabs, infected with everything under the sun, don't even bother to remove them, and to see them covered with flies on sore-infested faces makes one shudder."

Rochester Blood Donors are Praised

F. E. Williamson, President, New York Central System, recently received the following letter.

Dear Sir: A few days ago, a member of the Recruiting Staff of the Blood Donor Service of the Rochester Chapter, had a very fine experience with the Rochester Division of your railroad and, thinking it might be of interest to you, I am taking the liberty of writing you about it.

We had heard of your splendid Christmas project of securing 22,000 blood donors from your organization and a member of the Recruiting Staff made arrangements to speak before a group of your workers to give the men information and to answer questions about blood donation.

Meetings of this kind are often rather poorly attended and there is apt to be a lack of interest, which makes itself obvious by poor attention on the part of the audience.

Such was certainly not the case with those railroad men. They came in dressed in their working togs, with splotches of soot on their faces and with a fair amount of grease visible, but they did pay wonderful attention to the Red Cross speaker and were, to quote her, "the best audience I have ever addressed."

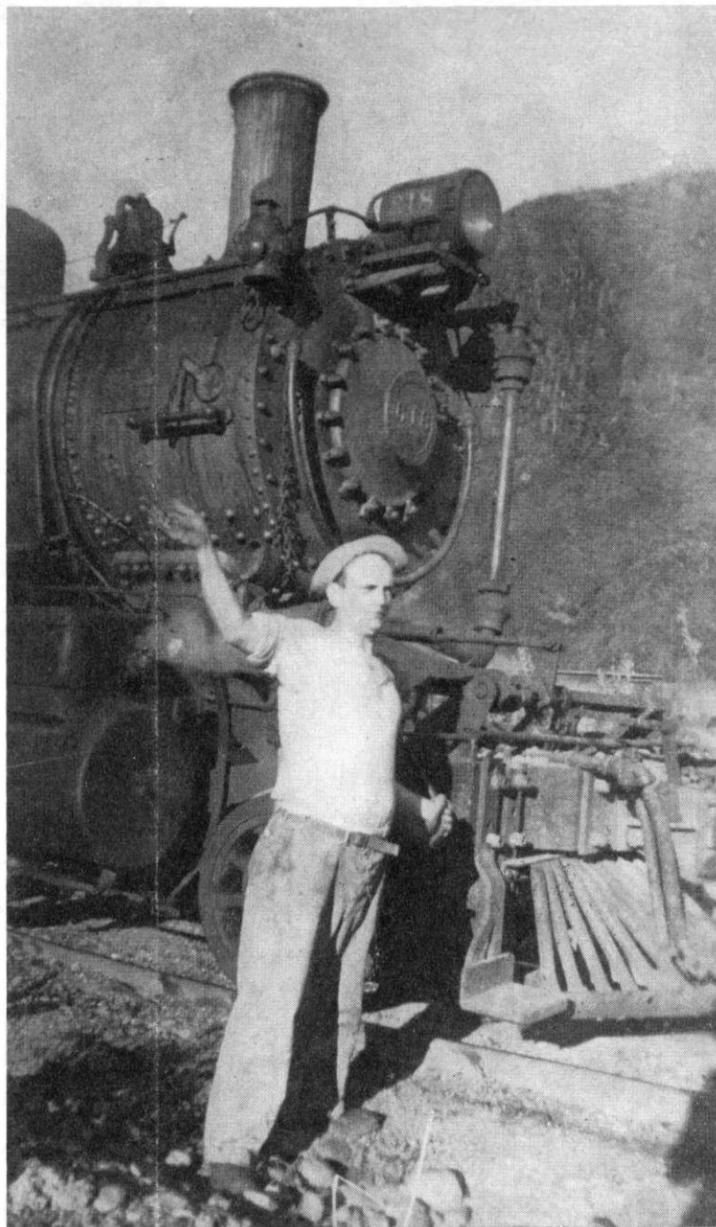
According to her report, the men were unusually responsive, gave her every courtesy and showed genuine interest in the subject of blood donation. At the conclusion of the meeting, applications were given to the men and a very large percentage of them signed and made specific appointments for donation.

It was an experience which pleased us very much and we thought that we'd pass it on to you. We hope you meet with great success in this splendid project you have undertaken.

Cordially yours,
MADISON W. PIERCE, Chairman
Blood Donor Service,
Rochester Chapter, ARC.

Phil Ganzert of the Ticket Office, Toledo Union Station, recently was elected a State Vice-President of the Ohio Junior Chamber of Commerce. In addition to his work with the New York Central, Mr. Ganzert controls the West Toledo Publishing Company, a printing business.

Operating Man is Now in Alaska



Shown is Pfc. Roy R. Clark, now attached to a Railway Operating Battalion in Alaska, where he has been stationed for several months. He was inducted in January, 1943, before which he was employed by the Michigan Central at West Detroit. He started as a fireman in October, 1928, and was promoted to engineman in May, 1941, in which capacity he worked at Detroit until his induction.

In Two Invasions



Private Leonard J. Wedding, formerly of the Beech Grove Shops, entered the Engineers Division of the Army on April 15, 1942. After completing basic training he was moved to Ireland, then to Scotland, North Africa and Sicily. He entered the service of the New York Central as a laborer on May 2, 1927.

Three Detroit Workers Dead

Within a period of two weeks, death claimed one active employe, Arthur Wayne Ferris, and two retired employes, Robert J. Pulver and Chester L. Evans, of the Auditor Passenger Accounts Department, Detroit.

Mr. Ferris, an employe of the Auditor Freight Accounts Department for thirty-six years in Cincinnati, Cleveland and Detroit, died suddenly November 1, when about to leave home for work. His wife survives.

Mr. Pulver died November 11, following a fall in which he broke his hip. "Bob," as he was familiarly known, was in the Accounting Department for many years in New York, Cleveland and Detroit. His only surviving relative is a niece.

Mr. Evans died October 31, following an accident on his farm at La-Fontaine, Ind. He retired in August, 1941, because of ill health, and had recuperated just enough to enjoy his rural life when misfortune overtook him. His wife survives.

M. C. Signal Office

Friends of J. C. Mock, retired Signal-Electrical Engineer, Detroit, offer their sympathy in the loss recently, of his daughter, Mrs. T. VanDusen, after an extended illness.

C. G. Winslow, retired Assistant Electrical Engineer, is recovering at his home in Asheville, N. C. from an operation.

A. D. Cline, former Signal Foreman at Detroit, has been appointed Signal Inspector for the Interstate Commerce Commission. He was presented with a traveling bag by his co-workers.

Sympathy is extended to Chief Draftsman C. E. Hanert and family on the loss of his 9-year-old son, who was fatally injured in an automobile accident.

Congratulations on promotion are extended to John A. Moore, Chief Signal Inspector; George A. Ehrman, Assistant Chief Signal Inspector; F. L. Dana and L. Hoover, Signal Inspectors; R. I. George, L. J. Ahrens and W. R. Smith, Relay Inspectors; M. C. Voelker, General Signal Foreman; Joseph W. Daley, George M. Schonbok and C. O. Osborne, Signal Foremen; W. Hayball, Electrical Supervisor, and James A. Macklin, Electrical Foreman.

Three new members of the Armed Forces are W. R. VanHoose, Signalman, West Detroit; Ralph Nicol, Assistant Signal Maintainer, West Detroit, and Mac Ford, Signal Helper, Dutton, Ontario.

More Veterans End N.Y.C. Work

Veterans who retired recently include the following:

Bucy, Earl T., Clerk, Transportation Dept., Columbus, 42 years, one month.

Stewart, Henry E., Car Repairer, Hobson, O., 14 years.

Lanager, Aaron B., Section Foreman, Clearfield, Pa., 42 years, 7 months.

Quick, William G., Carpenter, Wabash, Ind., 27 years, 4 months.

Palumbo, Stanislaw, Track Laborer, P. & L. E., 8 years, 4 months.

Yates, Harry, System Scale Inspector, Cincinnati, 43 years, 9 months.

Hansen, William T., Brakeman, Hudson Division, 51 years, 9 months.

Howland, Mrs. Katherine, Pullman Reservation Clerk, New York, 25 years, 4 months.

Palmer, Frederick H., Yardman, Air Line Jct., O., 25 years, 4 months.

Berg, Robert J., Foreman, W. Albany, 45 years, 9 months.

Chute, Arthur M., Cashier, Baggage Dept., Buffalo, 39 years, 5 months.

DuFrain, Jeremiah M., Yardmaster, Gibson, Inc., 37 years, 4 months.

Jones, Philip J., Superintendent, M. M. Shop, Elkhart, 40 years, 11 months.

Kenaley, William B., Conductor, Syracuse Division, 48 years, 9 months.

King, Robert J., Lead, Signal Maintainer, Rochester Division, 33 years.

Knight, Fred S., Boilermaker, Indianapolis, 21 years, 1 month.

MacLaughlin, James M., Carman, W. Albany, 15 years, 9 months.

Mandeville, Edgar F., Ticket Agent, Peekskill, N. Y., 45 years, 9 months.

Monks, John J., Asst. Freight Traffic Manager, Pittsburgh, 48 years, 3 months.

McGlinch, George V., Engineman, Michigan Division, 52 years, 9 months.

Pierce, Winfield C., Engineman, Michigan Division, 40 years, 10 months.

Reveglia, Domenico, Section Laborer, Schenectady, 11 years, 3 months.

Ritz, Maxamillian J., Engineman, Mohawk Division, 44 years, 3 months.

Sanders, Obedia C., Cook, Cleveland, 17 years, 8 months.

Schoeneweg, Louis H., General Agent, Freight, St. Louis, 49 years.

Bonds Insure the Future

Mooney Promoted in North Africa

ALLIED FORCE HEADQUARTERS, N. AFRICA—John H. Mooney, 15420 Loomis Avenue, Harvey, Illinois has been promoted from Sergeant to Staff Sergeant, according to announcement made here by Headquarters, Military Railway Service, Transportation Corps.

Sergeant Mooney was a Yard Foreman for the Indiana Harbor Belt Railroad. He is now serving as an Assistant Yardmaster in an MRS operating battalion in North Africa.

On Destroyer Escort



Harvey C. Tschupp, Seaman First Class, Radio, enlisted in the Navy in December, 1942 and received his "boot training" at the Great Lakes Naval Training Station, Illinois. He also took a course in radio at Northwestern University, Evanston, Illinois and at Norfolk, Virginia and is serving at present on a Destroyer Escort. Prior to his enlistment he was employed as timekeeper in the office of G. J. Schussler, North Bergen Engine House, New Jersey.

Now Ensign Flott



Robert F. Flott, son of F. W. Flott, General Attorney, Chicago, now is Ensign Flott, USNR. Ensign Flott, a graduate of the Morgan Park Military Academy, Chicago, and University of Michigan, Class of 1943, received his commission when he graduated from Notre Dame Midshipman's School last Fall, and reported for duty in New York late in October. He is a member of Theta Delta Chi fraternity.

Another C.U.T. Man Is Inducted

The Cleveland Union Terminal reports:

John G. Kling, Groundman of the Line Department, has been inducted, making a total of four groundmen now in the Army, and a total of six in the Army from the E&M organization.

Brazell Now a Major

Captain Francis Brazell, who is with a Railway Grand Division in North Africa, recently was promoted to Major. Major Brazell has been overseas since April.

He was secretary to the assistant general manager of the New York Central in Syracuse, until his transfer to New York City in 1941, when he was made an assistant trainmaster on the Electric Division.

Private Ray Kinsinger, who was inducted in October, is at Camp Atterbury.

C. O. Beck, Supervisor Power and Distribution, and N. W. Opsic, Maintainer, got their limit of two per day when pheasant hunting recently. G. N. Fenn, Line Foreman, remarked that both hunters had scared all the cocks so badly that by the time Fenn got to the hunting grounds only a few stragglers were available — that's his story anyhow.

John Pfeifer, Lineman, had two of his three sons, now in the Army, home on leave recently. Eugene has qualified to take training as an Air Corps cadet. Pfc. Hans, formerly with the M. of W. Department, is with the Field Artillery. Hans, on his way back to his unit, was taken from the train at Mintou, North Dakota, having developed pneumonia but has since been transferred to an Army Hospital at Tacoma. The third son, Erwin, in the Engineer Corps, is now overseas, either in England or Italy. A fourth son, Bruno, is expected to be inducted.

Lieut. Col. Frank L. Gorman, formerly of the Engineering Department and now in the Army Quartermaster Corps at Fort Slocum, N. Y., paid a visit when in Cleveland, recently.

Sympathy is extended to Jack Shields, Sheet Metal Worker, in the loss of his wife, and to James T. DeSilvey of the Accounting Department in the loss of his father.

Line Foreman Fenn recently made a trip to Champaign, Ill., with his wife to visit with his brother-in-law who had just arrived back from a year of service in Australia and New Guinea, where he served with the ground crews and volunteered for a number of missions in the planes he helped to maintain.

Clarence Hunter, former Groundman, dropped into the office while on furlough recently. He is an Air Cadet at Carroll College, Waukesha, Wisconsin. The occasion of his furlough was the birth of a daughter, Darlene Ann.

Lineman Fred Walter's son is now located at the Naval Air Base at San Diego, having completed his training at Great Lakes.

Electrician Earl A. Willoughby's son, who is now a pilot of a B-26 Marauder Bomber, similar to our NYC II, is now on overseas duty. He was in England, and later went on to North Africa.

Roger Reed, son of Power Supervisor C. C. Reed, was home on leave recently. He is a cadet in the Engineer Corps at North Carolina State University.

Lieut. Paul W. Gleichauf, Flight Leader of a Flying Fortress group, son of Frank S. Gleichauf, retired from the C.U.T., helped his group return safely from a mission to western Germany by the use of a Boy Scout compass. The plane had been badly shot up and crippled, and he had to bounce his Fortress, the Hell Cat, over two ditches and through three fences while landing because the brake system had been shot up.

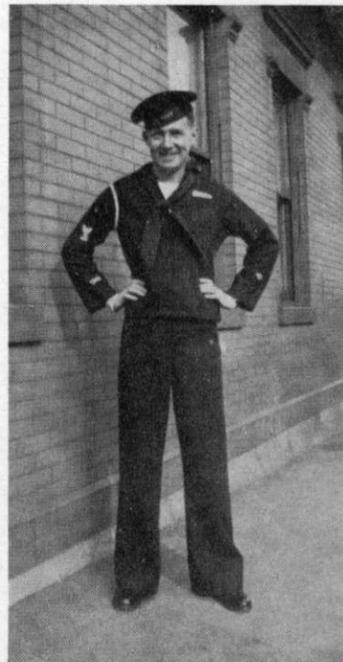
Pfc. Rudolph W. Anderson of the office, now in training at Camp Hood, Texas, in the Tank Destroyer Group, had his first casualty. In going over the obstacle course he landed off the wall on one heel, resulting in a bad bruise. He mentioned that Herman Perchner of Cleveland's Alpine Village was in the barracks on the next street, and Andy remarked that Herman would have plenty of chances to yodel when he runs the obstacle course.

Ends Desert Training

Corporal-Technician R. S. Dawson is now stationed at Fort Ord, California. He is a former yard-clerk at Pittsfield, Mass. He was inducted in October, 1942, and received his basic training at Camp Perry, Ohio. He was moved to Aberdeen Proving Ground, Maryland, in December, 1942, for instruction in the maintenance of heavy ordnance.

Last spring he went to Camp Young, California for desert training, which was completed early in September. He is now assigned to the 508th Ordnance Company, Heavy Machinery Instrument Section. Latest word from him indicates that his outfit has been undergoing extended marches with full overseas equipment.

On Merchant Ship



Charles A. Vogel, Petty Officer, Third Class, formerly employed as a Clerk-Stenographer in the office of G. J. Schussler, North Bergen Engine House, N. J., has been assigned to active duty as Radioman aboard a merchant ship. After enlisting in the Navy in December, 1942, he received his "boot training" at Great Lakes, Illinois and then was stationed at Northwestern University, Evanston, Illinois and Noroton Heights, Conn., where he majored in radio, graduating in September, 1943, with his present rating.

African Invader



The above picture is of Seaman First-Class James B. McGowan, Jr., former apprentice in the Boiler Shop, McKees Rocks. His love of competitive sports made him seek out a really tough branch of service, so he enlisted January 29, 1943, in the Seabees, the boys who precede even the Marines. He went overseas early last Spring and participated in the North African-European invasion. Despite all this tough opposition, young Jimmy found time to play baseball and his team won 23 straight games. His father, World War I veteran, is active in Veterans of Foreign Wars affairs.

To Aid Service Men

Eighteen gathered at the NE YMCA, Cleveland, recently, in response to a letter sent out by the Program Council regarding the formation of a Railroad Parents' Sons and Daughters in Service organization. The group elected Tom Lloyd, Electrician in the Collinwood Shop, as chairman, with Mrs. H. G. Bass, wife of H. Bass, Foreman in the Back Shop, as Secretary.

The purpose of the organization is stated as:—"To be of greater service to your sons and daughters who are in the service of your country."

It was agreed that there were many things such as sending letters, making the Headlight, sending daily papers, and funny papers which might be done without cost to the organization, but would be of value.

The group looked forward to other activities such as spurring blood donations, collection of books for the new Parma Hospital in Ohio and similar affairs.

The response of those present, despite the fact that there was a blackout and that many of the people who would have been present were working overtime, was enthusiastic, and J. E. Chandler, Master Mechanic, temporary chairman, was well-pleased.

"The uniform of a man in service is the only membership card needed at the YMCA Branches."

This is the invitation of the Cleveland YMCA to the men in service when they are on furlough or when they are passing through and have time, to use the facilities of the Cleveland Association. Any returned service man, can, upon application to any branch of the YMCA, receive a free three-months membership.

Goes to Sea

Another employe has gone to swell the ranks of the Freight Tariff Bureau soldiers now in Uncle Sam's service. Robert E. Segnit was recently sworn into the Merchant Marine. He was presented with a purse on behalf of the office force.

Earle E. George, Jr., A.S. of the Navy, son of Earle E. George, Chief Clerk, is attending school at the Stevens Institute of Technology, Hoboken, N. J.

Alfred Henrich an A.S. in the Navy, son of Charles E. Henrich, Clerk, is stationed at Newport, R. I. Mr. Henrich also has a son in the 810th Tank Destroyer Battalion, at Camp Forest, Tenn.

Corporal Jack E. Lemley, stationed at Camp Davis, S. C., and Mrs. Lemley visited his fellow employes on his first furlough since entering the service, last January. Corporal Lemley expects to be promoted to Sergeant soon.

A. P. A. Service Flag



Mrs. Frank Cedilote and Mrs. G. J. Paris, Jr., pick out their husbands' stars on the Detroit Auditor of Passenger Accounts office Service flag. The flag is the donation of Mrs. Matthew Conlon.

W. R. Kellogg, N.Y. Central Man, Now Cincinnati's City Manager

Wilbur R. Kellogg, a New York Central man is now the City Manager of Cincinnati. He started to work for the Big Four at Indianapolis in 1905. He served at various places in the engineering department until 1912 when he went to Cincinnati to join the real estate and tax department.

When the terminal company was formed in 1929 he became Real Estate Agent, on leave of absence from the New York Central. He was made Terminal Manager in 1934.

Cincinnati has been under the city manager form of government since 1926. It is the largest city in the United States to operate successfully under this plan. The position pays \$25,000 per year.

The first city manager was Col. C. O. Sherrill, who served for four and a half years. He was succeeded by Clarence A. Dykstra, now president of Wisconsin University. Six years ago Mr. Dykstra resigned and Col. Sherrill was again appointed. Several



Wilbur R. Kellogg

months ago he gave notice of his retirement, effective December 31, 1943.

From the first publication of Col. Sherrill's retirement, Mr. Kellogg's name was prominently mentioned among those being considered by the members of the new Council, elected to take office January 1. His selection met with universal approval, all Cincinnati newspapers voicing strong editorial applause.

A number of his railroad friends were present in the flower-bedecked council chamber on New Year's day to witness his induction into office.

Brinkworth Vice President at Cincinnati

John J. Brinkworth was appointed Vice President and General Manager, New York Central System with headquarters at Cincinnati, Ohio, effective January 1.

Mr. Brinkworth, who was formerly Assistant General Manager, Line East of Buffalo, succeeds Gustav Metzman, who was recently appointed Vice President, at Chicago.

Other appointments also announced were D. A. Fawcett as Assistant to General Manager, Cincinnati, O., and F. A. Dawson succeeding Mr. Fawcett as Superintendent, Ohio Division, with headquarters at Springfield, O.

Now Bombardier



Second Lieutenant Frederick D. Crowley, shown above, and now in the Air Forces, was formerly a fireman on the Hudson Division. He is the son of Conductor F. D. Crowley, of the same division. He entered military service last March and was commissioned in September at Denning, New Mexico.

Eastern Freight Officers Promoted

The office of the General East Freight Agent, New York, reports the following changes:

F. J. Osborne, General Agent to Assistant General Freight Agent, at Albany, N. Y.

G. W. Blaser, Dairy Agent to General Agent, succeeding Mr. Osborne.

H. I. Brown, to General Perishable Agent, New York, N. Y.

Roland G. Gebert appointed Dairy Agent.

J. L. Muckenaupt appointed Perishable Agent.

H. W. Meyer appointed Assistant Dairy and Perishable Agent.

Recent births were:

To Mr. and Mrs. Frank I. Flynn a daughter, Carol Ann, at Yonkers, N. Y.

To Pfc. and Mrs. Clyde R. Taylor a son, Clyde Russell Taylor, III, at Nyack, N. Y. Pfc. Taylor is stationed in Honolulu.

Sympathy is extended to Paul McConville in the recent death of his mother, Mrs. Mary McConville, 67, after a long illness. Mrs. McConville, made her home at Cold Spring, N. Y.

Corporal John Sacco, during a recent visit to office announced his acceptance into the Air Cadet Corps.

Miss Rose H. Dunn, daughter of A. T. Dunn, City Freight Agent, recently concluded her boot training at Hunter College with a rating of Second Class Machinist's Mate, in the Waves. Miss Dunn will receive further training at an Oklahoma school.

Pfc. John Flynn visited his former colleagues during a recent furlough

and announced his transfer to the Sixth Traffic Regulating Group, Camp Plaque, New Orleans. Mr. Flynn will have ample opportunity to apply his expert traffic knowledge in his new station.

Recent furloughed visitors included Corporal Richard Coughlin, who is stationed with the Army Air Forces at Ephrata, Wash., Radioman First Class, Thomas Rousseau, Navy Air Forces, stationed at Quonset Point, R. I. and Seaman First Class Michael Walsh, stationed in the metropolitan area.

Aviation Student Jimmy Lippert, who was located with the 61st College Detachment at the University of Vermont, Rutland, announced on a recent visit his promotion to Aviation Cadet at Nashville, Tenn.

Pfc. Edward Winfield, husband of Mrs. Teresa Winfield, 284 Reservoir Place and son of Mrs. Sadie Winfield, 383 E. 135th Street, New York, is stationed with the Army Ordnance Department in North Ireland.

Tax Agent Rote, Cleveland, Retires

Charles W. Rote, Land & Tax Agent at Cleveland, retired December 18, at the age of 65, after completing 41 years of continuous service.

He began his railroad career in 1897, when he entered the service of the old Lake Shore as a blueprinter in the Engineering Department at Cleveland. From 1900 to 1902 he was engaged in field and construction work for the Rock Island and Santa Fe Railroads, but then returned to the L. S. & M. S. Engineering Department, where he remained until his transfer to the Land & Tax Department in 1909.

Promoted



R. E. Shineman was recently promoted from Major to Lieutenant-Colonel in the U. S. Army Transportation Corps. Lieut. Col. Shineman, Assistant to Vice President in charge of Advertising before entering the Army, is stationed in Washington, D.C.

Foreman Berg Retires at W. Albany

Robert J. Berg, Foreman at West Albany Car Shops, retired on December 31, after 45 years of service, the last 25 as Foreman of the Coach Shop.

Arthur F. Hagy has been appointed Foreman to succeed Mr. Berg. F. T. Kingston has been promoted to Assistant Foreman, the post formerly held by Mr. Hagy.

James M. McLaughlin, Passenger Carman, who was transferred to West Albany Car Shops from Allston Shop on November 6, 1940, retired on December 31.

Jens Morgensen

Jens Morgensen, formerly a Draftsman in the Office of the Equipment Electrical Engineer, New York, died January 16, at his home in Yonkers, N. Y. He was 56. His wife and two sons, both in military service, survive.

Halleck D. Kelly, 53, brother of D. C. Kelly, Toledo Conductor, died recently. He was a General Yardmaster from 1923 to 1940, when he retired.

Jackson Five Had 223 Years

The end of 1943 saw the retirement of three enginemen and two conductors at Jackson, Mich., whose combined service amounted to 223 years. The three enginemen are George V. McGlinch with 52 years, W. C. Pierce with 41 years, and F. J. Freitag with 43 years. The retired conductors are C. F. Marshall and Fred Braun with 44 years and 43 years of service, respectively.

St. Louis Vets Die

The St. Louis Coach Yards report:

Two pensioned men were taken by death recently. Albert Talbot, who gave long and faithful service as a coach cleaner, died at his home in Kirkwood, Mo. and Nicholas Ballman, for many years a car inspector, at Union Station, passed away at Pueblo, Colo., his former home.

Holiday gift boxes were mailed to the 25 local men in the Armed Forces, who are scattered all over the world. Correspondence is carried on by many.

The following men from St. Louis have entered the Armed Services recently:

Marvin Craft, Marines; Mose Dwight, Robert Green, Virgil Hill and Roland Broyles, Army; Roy Gleiber, Coast Guard; William Elliott, Navy. Roy is a twin brother of Albert Gleiber, now in foreign waters.

David Martin

David Martin, City Freight Agent at Chicago, died December 24 in St. Lukes Hospital after being stricken with a heart attack. Mr. Martin served 39 years in the Local Freight office and the Freight Traffic Department at Chicago.

Blair Kinney, employed in the Freight Traffic Department at Chicago for over seventeen years, died suddenly from a heart attack, January 15.

Anderson Vets Elect

The Big Four Veterans at Anderson, Indiana, are carrying on despite the war. On January 7 these officers were elected: Jos. C. Schreiner, Agent, President; M. B. Katon, of the South Anderson roundhouse, Vice-president; and Fred C. Weber, Conductor, Secretary-Treasurer. A governing board of nine also was elected.

It was decided to have regular meetings this year and a committee headed by J. A. Sturgeon was appointed to handle arrangements. In January a luncheon was sponsored by the Women's Auxiliary and in February a stag party is to be held. In March the Veterans plan to entertain the Auxiliary members. In sending greetings to other Chapters, they say they want to hear what is being planned.

Grand Rapids Yard Sets A Safety Record

With the close of 1943, the Grand Rapids, Mich., Yard turned in a remarkable Safety record — that of 25 consecutive months of operation without a lost-time accident. In addition, it is noteworthy that during 1943 the enginemen and firemen assigned to the Yard have not suffered any injury.

In reporting this record to Superintendent E. G. Wright at Jackson, Mich., G. A. Doyle, Yardmaster at Grand Rapids, added:

"During the year 1943 our yard crews were not involved in any accidents that resulted in personal injury to the public or to anyone doing business on our property. This represents a total of nearly 100,000 man hours without a personal injury. Our yard crews operate daily over four railroads and during their tour of duty cross 60 highway crossings at grade, making as many as 25 movements over some of the crossings."

Congratulations were extended to Mr. Doyle by J. L. McKee, Vice President and General Manager, Detroit.

Shop Superintendent Jones, Elkhart, Retires

Philip J. Jones, Superintendent, Maintenance of Way Shop, Elkhart, Ind., retired December 31 after 40 years of service.

Mr. Jones entered railway employ in 1903, and in 1915, succeeding his father, the late John Jones, was placed in charge of the Frog and Switch shop at Elkhart. In 1930, when various shops were consolidated into one Maintenance of Way Department, Mr. Jones became Superintendent.

On the behalf of fellow employes, W. A. Bachman, Foundry Superintendent, presented Mr. Jones with a three-piece luggage set.

H. Smolka, formerly of Ashtabula, succeeds Mr. Jones, and J. R. Evans was named Assistant Superintendent.

Detroit Legion Post Gives Flag to M. C. Terminal

A new Service flag, gift of New York Central Post No. 134, American Legion, to the Michigan Central, now hangs in the M. C. Terminal in Detroit. It bears two huge stars, a blue one representing the 23,751 men and women of the New York Central System now in the Armed Forces, and a gold star for the 94 who have made the supreme sacrifice.

The flag was presented by Department Commander Larry C. Knox of Wayne, Mich., and was accepted for the Michigan Central by J. L. McKee, Vice President and General Manager. Commander Knox was introduced by H. H. Olding of the Pullman Company, Commander of the New York Central Post, who announced his post's intention of opening its membership to veterans of both world wars.

Col. Owen J. Cleary expressed his surprise that so many men from one organization — almost two army divisions — were in active service.

After the ceremony, the Post acted as host at a luncheon held in the main



dining room of the terminal. Besides the principal speakers, George Howe, Ray Barber, Chief of Police Max, Bob Day and Jack Cann, Assistant National Publicity Officer of the American Legion, were in attendance.

Six Teams Compete in Chicago Bowling League



The Chicago New York Central System Bowling League is composed of six four-men teams, representing the offices of the Chief Engineer, Division Engineer, Land and Tax, N.Y.C., Chief Engineer, I.H.B.-C.R. & I. Left to right, first row, kneeling, L. J. Creelman, Robert O'Brien, R. D. Lowery, N. D. Hyde, R. E. Hewitson, Robert Cannon and S. K. Kuh. Second row, kneeling, Charles Eisele, S. W. Riedel, H. K. Curtis, W. B. Hullinger, R. A. Struble, M. H. Spindler and K. L. DeBlois. Rear, standing, R. M. Tallant, F. H. Simpson, H. R. Cruikshank, A. C. Ramsay, E. W. Studinger, H. J. VanDyke, R. J. Perry, E. A. McLeod, C. D. Foote and J. W. Fountaine.

First Gold Passes to 50-Year Vets

Gold passes, the first ever issued by the Company, have been awarded to the following employes who have performed fifty or more years of active service.

Accounting Department

Churchill, W. H., Head Clerk, Dist. Frt. Acctg. Bureau, Buffalo.
Crookes, W. E., Clerk, Office of Auditor Freight Accts., Detroit.
Fenn, V. H. A., Clerk, Office of Auditor Freight Accts., Detroit.
Nowlan, James, Head Clerk, Office of Departmental Accountant, Detroit.
Paltz, C. F., Asst. Chief Clerk, Dist. Station Accounting Bureau, Utica.
Sage, R. H., Asst. to Comptroller, New York.
Shandley, Minnie, Clerk, Office of Auditor Station Accounts and Overcharge Claims, New York.

Car and Locomotive Shops

Aerni, Simon, Hammer Operator, Collinwood Loco. Shop.
Boehring, P. R., Apprentice Instructor, Collinwood Loco. Shop.
Luft, J. H., Carman, West Albany Car Shop.
McCann, E. J., Painter Leader, West Albany Car Shop.
Rice, G. P., Machinist, West Albany Loco. Shop.
Taylor, E. A., Piecework Inspector, Beech Grove Loco. Shops

Engineering Department

Dwyer, J. W., Exec. Ass't. to Vice President, New York.
Shea, Daniel E., Chief Clerk, New York

Freight Traffic Department

Baker, Bertha L., Stenographer, Office of New England Freight Agt., Boston
Borges, E. F., General Agent, Cleveland
Brister, C. J., Vice President, Freight Traffic, New York
Hoagland, Edward, Asst. General Freight Agent, New York
Mader, F. E., Chief Clerk, Office of Freight Traffic Manager, Cincinnati
Snell, E. M., Traveling Freight Agent, Cincinnati
Wynn, George F., General Agent, Chicago

Law Department

Cone, C. B., Special Agent, Boston
Daley, J. J., Clerk, Freight Claim Department, Syracuse
Dallas, J. C., Clerk, Freight Claim Department, Buffalo
Humphreys, F. R., Clerk Office of Gen. Claims Attorney, New York
McCraney, R. D., Office Assistant, New York
Mittman, J. W., Chief Clerk, Freight Claim Department, Buffalo
Onick, C. A., Chief Clerk, Boston
Richardson, D. C., District Freight Claim Agent, Cincinnati
Siford, H. A., Special Agent, Freight Claim Department, Buffalo
Stahler, Isaac C., Claim Investigator, Freight Claim Department, Cincinnati

Employees Under Jurisdiction of Manager Freight Transportation

Stone, A. B., General Clerk, Office of Manager Freight Transportation, New York
Whitehead, W. G., Chief of Tonnage, Freight Train and Mileage Dept., Office of Supt. Car Service, Buffalo

Employees Under Jurisdiction of Manager Passenger Transportation

Farlow, G. H., Office Assistant, Office of Manager, Passenger Transportation, New York

Passenger Traffic Department

Nye, A. M., General Agent, St. Paul, Minn.
Smith, E. E., General Passenger Agent, Pittsburgh

Telegraph & Telephone Department

Jackson, W. A., General Superintendent, Telegraph & Telephone, New York
Smith, Oscar, Telegraph Operator, "Q" Office, New York

Treasury Department

Andrews, G. E., Transfer Agent, New York
Young, P. F., Clerk, New York

Line East

Transportation Department

Austin, U. M., Chief Clerk Off. of Supt., Harlem & Putnam Divns., New York.
Babcock, W. E., Locomotive Engineer, Mohawk Divn.
Baritot, F. J., Clerk, Carroll St. Sta., Buffalo.
Bates, C. W., Yard Conductor, Buffalo
Bloum, R. E., Locomotive Engineer, Hudson Divn.
Boulton, Henry, Operator, Penna. Divn.
Bronson, F. H., Locomotive Engineer, Penna. Divn.
Brown, W. H., Locomotive Engineer, Mohawk Divn.
Byrne, W. W., Crossing Watchman, New York
Cacy, W. E., Frt. Agent, Weehawken, N. J.
Campbell, A. B., Conductor, Hudson Divn.
Carey, T. F., General Yardmaster, Avis, Pa.
Clifford, E. G., Yard Brakeman, Rochester Divn.
Cline, J. E., Leading Signal Maintainer, Syracuse Divn.
Cole, J. A., Checker, Suspension Bridge, New York
Connors, Edward J., Stationmaster, GCT—New York
Cornelius, Arthur, Conductor, River Divn.
Cragier, S. V., Locomotive Engineer, Mohawk Divn.
Crowell, S. B., Freight Agent, Clyde, N. Y.
De Victor, J. F., Locomotive Engineer, Penna. Divn.
Dibble, S. C., Telegrapher-Leverman, Syracuse Divn.
Doty, H. B., Chief Clerk, Freight Sta., Syracuse Divn.
Dugan, M. J., Crossing Watchman, Rochester Divn.
Enright, J. W., Crossing Watchman, Syracuse Divn.
Ferris, W. J., Ticket Agent, White Plains, N. Y.
Fraleigh, F. P., Signalman & Operator, Hudson Divn.
Gallagher, J. R., Train Dispatcher, Syracuse, N. Y.
Galvin, F. H., Freight Agent, Peekskill
Hall, F. E., Chief Clerk, Off. of Supt., Albany
Hallenbeck, J. F., Operator, River Divn.
Hamler, William A., Superintendent, St. Law. Divn.
Hanrahan, T. F., Operator, Penna. Divn.
Hart, A. M., Conductor, Harlem Divn.
Hill, A. A., Brakeman, Syracuse Divn.
Howley, J. T., Gen. Yardmaster, Syracuse, N. Y.
Hoyt, J. A., Locomotive Engineer, Hudson Divn.
Judson, S. P., Conductor, Mohawk Divn.
Kaufman, W. H., Freight Agent, Westchester Ave. Sta., New York
Kennedy, J. A., Chief Clerk, E. Buffalo
Kennedy, J. L., Locomotive Engineer, Buffalo Division
Kleversahl, F. H., Operator, River Divn.
Kohrs, Richard, Locomotive Engineer, Hudson Divn.
Lehan, Daniel, Conductor, Harlem Divn.
Leuthe, Joseph, Tower Director, Buffalo Divn.
Loftis, J. A., General Yardmaster, W. 72nd St., New York
Lynch, J. W., Locomotive Engineer, Hudson Divn.
Martineau, H. F., Locomotive Engineer, Syracuse Divn.
McCarthy, F. J., Operator, Mohawk Divn.
McCormick, Frank, Conductor, Penna. Divn.
McGrath, J. M., Operator, Rochester Divn.
McKenna, J. X., Locomotive Engineer, Hudson Divn.
Meinweiser, W. G., Locomotive Engineer, Buffalo Divn.

Meldrim, Mott, Agent, St. Law. Divn.
Murphy, F. X., Chief Clerk, Kent St. Freight Sta., Rochester, N. Y.
Nugent, J. J., Delivery Clerk, Albany, N. Y.
Owens, T. W., Brakeman, Putnam Divn.
Peters, E. W., Locomotive Engineer, Buffalo Divn.
Phillips, E. F., Locomotive Engineer, River Divn.
Pierce, L. L., Agent-Telegrapher, Rochester Divn.
Quackenbush, H. F., Yard Conductor, River Divn.
Reilly, P. H., Chief Clerk, Baggage Dept., GCT—New York
Riley, C. P., Yard Fireman, Buffalo
Sanford, R. C., Agent, Catskill Mt. Branch, River Divn.
Schaaf, F. W., Agent-Operator, Rochester Divn.
Schneiter, E. F., Agent, Syracuse Divn.
Silver, T. M., Yard Conductor, Rochester Divn.
Shea, E. M., Signalman, Hudson Divn.
Smack, G. E., Train Dispatcher, River Divn.
Spice, E. A., Ticket Clerk, Trans. Dept., Albany, N. Y.
Stanton, Daniel, Locomotive Engineer, Syracuse Divn.
Stewart, Chauncey, Yard Clerk, Kingston, N. Y.
Vail, W. T., Agent-Operator, Penna. Divn.
Walrath, G. B., Trainmaster, St. Law. Divn.
Welch, M. S., Conductor, Syracuse Divn.
Wilkins, J. H., Locomotive Engineer, St. Law. Divn.
Winslow, J. H., Weighmaster, Penna. Divn.
Wolber, C. H., Yard Engineer, Syracuse
Wrafter, P. P., Conductor, Mohawk Divn.
Yackel, C. A., Ticket Agent, Rochester
Yeager, Charles, Locomotive Engineer, Pennsylvania Divn.

Equipment Department

Boyd, W. J., Air Brake Repairer, W. 65th St., N.Y.C.
Hassett, M. W., Furloughed Asst., Supt. of Equipment, New York.
Solomon, O. O., Machinist M. P. Dept., E. Buffalo

Maintenance of Way Department

De Furia, Generoso, Section Foreman, Syracuse Divn.
Di Lauri, Dominic, Section Foreman, St. Law. Divn., Sub. Divn. No. 31
Donovan, M. T., Section Foreman, Buffalo Divn.
Flanigan, J. J., Drawbridge Operator, Albany
Sexton, T. J., Supervisor of Track, Buffalo Divn.
Shipley, Joseph, Machinist, M. of W. Dept., Syracuse
Vault, F. L., Supvr. Track, Utica, N. Y.

Electric Equipment Department

Stevenson, W. M., Master Painter, Electric Equip. Dept., Harlem

Stores Department

Huffman, R. S., Asst. Gen. Storekeeper, W. Albany
McCarthy, F. J., Store Foreman, Marine Store Dept., Weehawken

Marine Department

Ahlers, C. H., Asst. Dispatcher, Marine Dept., New York

Line West

Transportation Department

Batch, P. M., Chief Clerk, Off. of Supt., Toledo
Bennett, E. L., Superintendent, Passenger Transportation, Cleveland
Campbell, G. E., Chief Clerk, Trans. Dept., Fort Wayne
Carpenter, D. E., Conductor, Western Divn.
Clark, B. E., Locomotive Engineer, Toledo West Divn.
Colter, A. W., Chief Train Dispatcher, Toledo
Comerford, W. E., Conductor, Toledo Divn.
Emerich, W. C., Train Dispatcher, Erie Divn.
Freeman, Lucy, Ticket Clerk-Telegrapher, Painesville
Gordon, H. R., Train Dispatcher, Ohio Cent. Divn.

Hostick, J. W., Telegrapher, Western Divn.
Hubbard, R. C., Agent, Western Divn.
Kenney, T. J., General Clerk, Chicago
Klingenbeck, Edw. P., Assistant Cashier, Chicago
Knight, J. M., Chief Clerk, Trans. Dept., Western Divn.
Lehane, J. L., Asst. Gen. Yardmaster, Toledo Divn.
Leonard, J. E., Conductor, Toledo Divn.
Levis, W. J., Chief Tracing Clerk, Off. of Supt. Freight Trans., Cleveland
McDonough, J. G., Head Clerk, Orange Ave., Cleveland
McLean, F. C., Telegrapher-Clerk, Cleveland Union Terminal
Oehm, F. W., Cashier, Dunkirk
Petrot, Leopold J., Superintendent, Toledo
Purdy, Earl, Conductor, Erie Divn.

Quigley, E. J., Locomotive Engineer, Erie Divn.
Radigan, E. J., Agent & Operator, Erie Divn.
Riefel, F. F., Vice Pres. & Gen. Mgr., Cleveland
Scheer, M. E., Locomotive Engineer, Erie Divn.
Shaffer, J. A., Freight Agent, Sandusky
Snyder, F. W., Conductor, Toledo Divn.
Sullivan, R. T., Chief Switching Clerk, Trans. Department, Chicago
Uhl, E. J., Asst. Chief Clerk, Orange Ave. Terminal, Cleveland

Keller, Charles A., Clerk, Car Dept., Cleveland

Equipment Department

Keller, Charles A., Clerk, Car Dept., Cleveland

McNamara, Agnes J., Stenographer, Off. of Supt. of Equipment, Cleveland
Tickert, A. W., Machinist, Loco. Dept., Elkhart
Wright, A. B., Road Foreman of Engines, Western Divn.

Maintenance of Way Department

Gohlke, Gustav, Section Foreman, Sub. Div. No. 23, O. C. Divn.
Lehman, F. D., Section Foreman, Toledo Divn.
Opfer, J. H., Chief Scale Inspector, B & B Department, Elkhart

Big Four Railway

Transportation Department

Baker, E. M., Agent, Illinois Divn.
Beem, J. D., Engineer, Illinois Divn.
Canfield, C. H., Loco. Engineer, Ohio Divn.
Davis, J. W., General Manager, Peoria & Eastern Ry., Indianapolis
Deer, C. M., Loco. Engineer, Ohio Divn.
Donavan, Michael, Loco. Engineer, Illinois Divn.
Eckhart, M. W., Operator, Ohio Divn.
Gribbing, H. J., Agent, Illinois Divn.
Gross, J. F., Operator, Illinois Divn.
O'Connor, T. F., Agent, Indiana Divn.

Transportation Department

Bertrand, S. A., Train Baggage, Canada Divn.
Doherty, John, Locomotive Engineer, West Divn.
Dolan, C. F., Locomotive Fireman, Detroit River Tunnel
Duggan, J. H., Locomotive Engineer, Detroit Divn.
Farley, J. F., Yardmaster, Joliet, Ill.
Hoyland, Frederick, Telegraph Operator, Michigan Divn.
Keenan, T. J., Asst., Gen. Yardmaster, Chicago
Puchalsky, Charles, Warehouse Foreman, Third St. Sta., Detroit
Shea, W. C., Yard Conductor, Michigan Divn.
Smith, C. S., Agent, West Divn.
Smith, F. L., Agent, Detroit

O'Connor, T. P., Assistant Depot Master, Indianapolis
Schronz, E. O., Ticket Clerk, Anderson
Sherry, Alvenus, Agent, Peoria & Eastern Ry.
Voigt, C. I., Loco. Engineer, Illinois Divn.
Williams, G. P., Chief Demurrage Supervisor, Office of Supt. Frt. Trans., Indianapolis

Maintenance of Way Department

Faber, Henry, Section Foreman, Berwick
Germann, J. A., Section Foreman, Ohio Divn.

Michigan Central Railroad

Somers, A. E., Gen. Yardmaster, Detroit

Equipment Department

Fisher, L. V., Machinist, Jackson, Mich.
Mason, E. A., Foreman, Loco. Dept., Detroit
McIntyre, F. D., Chief Clerk, Off. of Supt. Equipment, Detroit
Webber, G. W., Steno-Clerk, Car Dept., Montrose

Bridge Department

Williamson, John, Pile Driver Engineer, Canada Divn.

Telegraph Department

McNamara, J. W., Clerk, Off. of Supt. Telegraph, Detroit

Boston and Albany Railroad

Transportation Department

Colbert, T. E., Conductor, B&A RR.
Keyes, H. L., Clerk, Worcester
King, Nelson, Towerman, W. Springfield
Lawler, M. E., Locomotive Engineer, B&A RR.
Mahoney, Patrick, Checker, E. Boston
Munger, G. A., Locomotive Engineer, B&A RR.
Shea, P. J., Agent, W. Warren
Simmonds, F. S., Trainman, B&A RR.
Sullivan, T. J., Yard Conductor, W. Springfield

Van Heusen, C. E., Locomotive Engineer, B&A RR.
Wright, A. B., Yard Clerk, W. Springfield

Equipment Department

Lindahl, E. W., Car Foreman, Springfield
Wright, S. L., Airbrake Inspector, M. P. Department, W. Springfield

Maintenance of Way Department

Chesebrough, T. J., Section Foreman, North Adams
Fallon, Bernard, Section Foreman, Sub. Divn., No. 3, B&A RR.

Pittsburgh & Lake Erie

Transportation Department

Gibbons, T. J., Operator, P&LE RR.
Kern, F. J., Chief Trace Clerk, Office of Supt. Frt. Trans., Pittsburgh
Sovers, G. B., Engineer, P&LE RR.
Stanyard, C. S., Ticket Agent, McKeesport

Stiles, L. A., Terminal Baggage & Mail Agent, Pittsburgh
Woods, W. J., Loco. Engineer, P&LE RR.

Equipment Department

Guth, W. J., Asst. Enginehouse Foreman, Dickerson Run
Sullivan, M. J., Piecework Inspector, Car Department, McKees Rocks

New Trainmasters

John J. Daly, Division Superintendent, Ohio Central, announced the appointment, effective January 1, of P. H. Clifford and F. K. Pickett as Trainmasters.

Mr. Clifford was General Yardmaster at Corning, Ohio and was succeeded by Fred Clark, Yardmaster at Columbus. Mr. Pickett was formerly Chief Clerk to the Division Superintendent.

How to Get Shower Bath in No. Africa

ALLIED FORCE HEADQUARTERS, N. AFRICA.—A hot shower is quite on a par with good chow and letters from home as a morale builder to soldiers on overseas duty, but it usually isn't easy to get one.

Personnel of the Railway Grand Division, sponsored by the New York Central Railroad, proved that a bit of Yankee ingenuity could remedy the situation, however.

From various scrap piles in the vicinity they gathered two 95-gallon water tanks, some coils from a locomotive, an oil tank from a wrecked truck, a shut-off valve from an airplane and discarded transmission oil from a motor pool, for use as fuel.

One of the tanks serves as a water supply, while the other has been converted into a combination oil and coal heater. To make the heater, holes had to be cut in the side of the tank, a door attached, and grate and water pipes installed.

When it came to packing the hot water pipes with asbestos covering, the railroad soldiers evened an old score with the Arab natives who are always crying "gimme this and gimme that." They requisitioned a cloak from a sleeping Arab to wrap around the asbestos!

Frederick Davis

Frederick Davis, Fire Inspector, Property Protection Department, died, December 29.

Mr. Davis entered the service on April 17, 1916, and had been in charge of the fire patrol forces in the New York City and Weehawken area since 1924. His thorough knowledge of fire prevention and fire fighting procedure and his wide acquaintance were of exceptional value.

Funeral services were held at his home in Grantwood N. J., with interment at Kingston, N. Y., January 3.

Effective January 1, Ernest F. Weevil was appointed Lieutenant-Fire Prevention with headquarters at Weehawken, N. J., vice Mr. Davis.

Mr. Weevil, who had been assistant to Mr. Davis since May 26, 1942, entered the service December 6, 1922.

Effective the same date, Harold A. Coyle was appointed Sergeant-Fire Prevention to succeed Mr. Weevil. He has been in the service since September 12, 1921.

Joseph J. Board, who had more than 38 years' service in the yard at Lyons, N. Y., recently retired. He served as a yard conductor and yardmaster.

Honor Roll at West Albany Car Shop Has 209 Names



The Honor Roll at West Albany Car Shop carries the names of 209 employes who are in the various branches of the Armed Forces and the Merchant Marine. Three men have been commissioned and the majority of the remainder are non-commissioned officers. Their fellow car employes are surely proud to back them up on the home front by regular contributions to the American Red Cross Blood Bank and the purchase of War Bonds.

Beech Grove Man Killed in Tarawa Fight

Second Lieut. John E. Anderson of the Marine Corps, former Painter Apprentice and son of Carl Anderson, a Beech Grove Shops Painter, was killed in action in the invasion of Tarawa.

Memorial services for Lieut. Anderson were held January 9 in St. Marks Evangelical Lutheran Church, Beech Grove.

Carl Anderson has another son in service with the Marine Corps somewhere in the South Pacific.

Lieut. Anderson was the first casualty among the fighters from Beech Grove. An "In Memoriam" section has been added to the Shop Service Roster.

N. Y. C. Marine Killed in Action in So. Pacific

Pfc. Kenneth Andrews, 20, a Marine paratrooper, was killed in action October 30 in the South Pacific, according to a message received last month by his mother, Mrs. Laura Andrews, 968 Lexington Avenue, Indianapolis.

A native of Indianapolis, Pfc. Andrews attended Arsenal Technical High School and then was employed as a yard clerk by the New York Central. His father is dead.

Survivors, besides the mother, are three brothers, Pfc. Jonathan M. Andrews, overseas with the Marines; Pfc. Henry C. Andrews, San Diego, Cal., and James Andrews, living at home, and three sisters.

Goes to South Bend

George H. Frank, formerly City Freight Agent at Chicago, was appointed General Agent at South Bend, Ind., January 1.

Moorehouse Now Asst. Manager, G. C. T.

J. H. Hustis, Jr., Manager, Grand Central Terminal, announced the appointment, effective January 1, of E. B. Moorhouse as Assistant Terminal Manager, vice Francis Boardman, who died December 12.

P. F. Solan was appointed Superintendent Building Maintenance and B. A. Olsen was named Superintendent Building Rental and Operation.

Miss Murphy Retires

Margaret L. Murphy, of the office of Vice-President and Comptroller, New York, retired December 31. Miss Murphy was first employed in April, 1901, as a stenographer in the Auditor Freight Accounts' Office, New York, transferring to the office of Auditor of Revenue in 1912 and to the Comptroller's office in July, 1932. Her entire service was in the Accounting Department. Fellow employes assembled December 23 to witness the presentation of a gift by Assistant Comptroller E. A. Clancy.

Assistant Engineer Back Feted as He Joins the 718th



Nicholas V. Back, Assistant Engineer in the Office of Engineer of Structures, New York City, was wished a "speedy return" when he reported to the Army January 12, accepting a commission as First Lieutenant in the 718th Railway Operating Battalion. After receiving Officers' training at Fort Slocum, he will join his unit at Fort Sam Houston, San Antonio, Texas. Lieut. Back is shown in center beside H. T. Welty, Engineer of Structures, surrounded by office friends, who presented him with a purse.

Killed in Italy

Notice recently was received by Car Inspector and Mrs. Benjamin Bentley, Jackson, Mich., that their only son, First Lt. Robert B. Bentley, had been killed in action, September 28, 1943, near the village of Castelvetere, Italy, while serving with a Headquarters Battery, Fifth Army. This young man, after graduation from Jackson High School and Central State College at Ypsilanti, Mich., enlisted in the Armed Forces, serving four and one-half years in the United States and one year overseas. He was graduated as Second Lieutenant October 1, 1941, at Fort Sill, Okla., and was promoted to First Lieutenant while serving in Africa. Mr. and Mrs. Bentley have since received the Purple Heart which was posthumously awarded their son. So far as is known Lieut. Bentley is the first casualty among the families of the Car Department at Jackson.

Albert P. Burke, Former Treasurer

Albert P. Burke, former treasurer of the Big Four Railway in Cincinnati, died December 25, at Geneva, Ohio, after a long illness. Mr. Burke was a native of Lake County, Ohio, and began his railroad service in 1882 as a telegrapher with the old Lake Shore road. He went to Cincinnati in 1909 as cashier for the Big Four. During Federal control of the railroad he was Assistant Federal Treasurer. He retired in 1931, after a service of 44 years. His widow survives him.

Supt. Buck, Jackson Loco Shop, Wins Safety Council "Ace" Award

THE many years of Safety achievement on the New York Central System, acknowledged in several years by Harriman Medal awards and otherwise, received additional recognition last month when the National Safety Council made one of its "Safety Ace" awards to W. E. Buck, Superintendent of the Central's Locomotive Shop at Jackson, Mich.

Mr. Buck received a one hundred dollar war bond and national recognition on the Council's radio program "Out of the Shadows," broadcast over the entire Blue network at 10:15 P.M., January 24. Mr. Buck's name was submitted as a candidate by Charles E. Hill, General Safety Agent, who pointed out that since Mr. Buck's appointment as General Foreman in December, 1936, and his advancement to Superintendent, in 1941, the Shop for the seven years ending in 1943 has had no fatalities.

In one year the casualty ratio was zero and the highest, in 1942, was only 5.24 percent. For the seven-year period the average was 3.60 percent.

In 1943, as compared with 1942, the casualty ratio decreased 40.8 percent on a frequency basis. The injuries in 1942 resulted in a total loss of time of 12 months, whereas injuries in 1943 caused a total loss of only three months. Thus, on a severity basis the decrease was 75 percent.

In addition to the record made in accident prevention by Mr. Buck and his 600 fellow workers, Superintendent Buck in 1943 devised two mecha-



W. E. Buck

nisms which will eliminate the probability of accidents to men engaged in certain operations. Of Mr. Buck, Mr. Hill wrote:

"He accepts accident prevention seriously and as a duty he owes to his fellowmen, as well as his Company. He carries out the accident prevention program submitted to him by the Safety Department of his railroad."

Mr. Buck in acknowledging receipt of notice of the award praised Mr. Hill's leadership and added "Of course my staff and the men in the ranks played no small part in my accomplishment and I have already so advised them."

Mr. Buck, who is 49, entered the service in December, 1912 and has been in the Jackson shop for more than 31 years. He first served as a machinist helper.

Lieut. Ink Wins Flying Cross Abroad

Lieutenant Avery J. Ink, 24, formerly a New York Central worker at Collinwood, is making a name for himself as an airman overseas, having recently received the Distinguished Flying Cross. He had a perfect record after completing his tour of operations over enemy territory. He is remaining in England as Operational Assistant to his group.

On one of his missions his plane was shot out of formation and attacked by fighters. He got home safely, landing on two engines with the gas dial reading zero. Neither he nor any member of his crew has been injured. He has been in the Army Air Forces since December, 1940.

P. & L.E. Man Gets Air Medal

Staff Sergeant James Curley, Jr., son of the P. & L.E. Electrical Storekeeper, Storehouse A, McKees Rocks, Pa., has been awarded the Air Medal after participating in 10 bombing missions against Nazi war targets as radio operator aboard a Flying Fortress.

Michael McCune

Michael (Mack) McCune, 60, retired Ticket Agent, died January 8 of a heart attack. He entered the service of the Big Four at West Liberty, Ohio, in 1899, and retired as Ticket Agent at Sandusky, in 1941.

J. J. Monks Ends Long P. & L.E. Service

J. J. Monks, Assistant Freight Traffic Manager, New York Central System (NYC-P&LE), Pittsburgh, retired on December 31, after 48 years of service.

Mr. Monks entered the service at Rochester, N. Y., in 1895, as a clerk for the Old Blue & Canada Southern Line. After service in various capacities at Detroit, Chicago, and Omaha, he was transferred to Pittsburgh, in 1914, as General Agent for the New York Central Railroad, and was stationed in Pittsburgh until his retirement, with the exception of a short period after World War I, when he was Division Freight Agent at Youngstown.

F. K. Murphy Retires

Fred K. Murphy, Superintendent of Equipment, Indianapolis, retired January 31, after a service of 43 years and seven months.

Mr. Murphy has been succeeded by R. W. Retterer.

George W. Birk was appointed Assistant Superintendent of Equipment, Indianapolis.

T. J. Lyon was appointed Assistant to General Superintendent Motive Power, headquarters at New York.

J. N. Martin was appointed Superintendent Shops (locomotive department) Beech Grove, Ind.

The Davis Brothers of Bellefontaine, Ohio



Left to right: Pfc. James Davis, former brakeman, Ohio Division; Pfc. Ralph Davis, former brakeman, Ohio Division; Staff Sergt. Gerald Davis, in army five years; Private Roger Lyons, (son-in-law), formerly in roundhouse, Bellefontaine, Ohio; in foreground, Seaman 2nd Class, Walter Davis.

Carthage Man Gets Bond as He Retires



Frank E. Orman, front center, recently retired, was given a War Bond by his fellow workers. At left is Frank F. Crowley, himself retired, who acted as spokesman and at right Fred B. Green, Carthage, N. Y., Station Agent. Mr. Orman, a conductor, had 47 years' service.

Lovell "Y" Chairman

J. K. Lovell, General Freight Claim Agent, was elected Chairman of the Y.M.C.A. Grand Central Branch Council, succeeding W. T. Gaynor, Assistant Advertising Manager, at the annual meeting of the Branch Council, held January 13. Mr. Lovell is also a member of the Board of Managers and Chairman, Camp Management Committee.

William F. Brown

William F. Brown, 72, Assistant District Superintendent, Milk Service, until his retirement at the end of last September, died in Utica, January 14.

The Big Four district proudly hails C. F. Davis, Yard Conductor, Bellefontaine, Ohio, and Mrs. Davis for their contribution to the war effort. Of their twelve children, (ten boys and two girls), four sons and one son-in-

law are in the service. The mother is working in a war plant at Urbana, Ohio. Two other sons are in railroad service. W. H. is a conductor on the Ohio Division and C. G. a yard conductor at Springfield, Ohio.

Lieutenant From Beech Grove Shops Invents Chime Locomotive Whistle in Africa



Lieutenant Paul T. Roberts of Indianapolis and one of the chime whistles he devised for Army locomotives.

ALLIED FORCE HEADQUARTERS, N. AFRICA — The shrill whistle of the GI locomotive has rent the North African air for many months now, but lately there has been a change — even the Arabs have noticed it.

Yes, something new has been added to these American-built locomotives which daily pound along the rails of North Africa, and credit for the improvement goes to First Lieut. Paul T. Roberts of Indianapolis, now serving here with a shop battalion of the Military Railway Service, Transportation Corps.

Lieutenant Roberts, inventor of the new "Roberts Chime," has tinkered with engine whistles as a hobby for several years. In civilian life he is employed in the New York Central Shops at Beech Grove, Indiana.

The whole thing goes back to the lieutenant's ear for music, and his dislike for the old single bell whistle. He enjoys sitting down at the piano and picking out chords which he thinks might be suitable for an engine

whistle. Then, using his own special formula, he draws plans and builds the new gadget. Initial tests always prove interesting, and sometimes amusing. The most difficult obstacle to overcome, he finds, is a persistent squeak.

Recently he hit on a new combination of notes which he especially liked. He attached the whistle to one of the USA locomotives in service here, and it was instantly acclaimed by GI train crews, French civilian railroaders, and yes, even the Arabs.

Unlike the old single bell whistle, the new "Roberts Chime" has three notes: C, D Sharp, and A Sharp. They give a much deeper tone, which carries farther, and is much easier on the ears.

Brigadier General Carl R. Gray, Jr., Director General of the Military Railway Service, heard the new whistle and was so well pleased that he ordered duplicates made for all engines operating out of that roundhouse.

American railroads may have something to look forward to, also, when Lieutenant Roberts comes back from the wars.

gineman and Mrs. Jenkins celebrated their golden wedding Anniversary.

John L. Brown, Former Car Inspector, of Jersey Shore, Pa. recently was discharged from the Jersey Shore Hospital and is improving at his home. He reached his 87th birthday in December.

Railroad Girl



Ann Marie Baker, daughter of William E. Baker, Ticket Agent at 125th Street Station, Harlem, New York, will be three years on February 17.

Corning Men Retire

Recent retirements on the Pennsylvania Division at Corning, N. Y., were: Wendell Root, Car Repairman; John Casey, Car Inspector; Conductor E. L. Hollenbeck; Enginemen E. S. Phillips and F. M. Luckner.

Herbert O. Jenkins, Pensioned En-

P. & L. E. Man's Soldier Son is Killed in Italy

When Henry Robert, Pittsburgh and Lake Erie Storehouse A employe, arrived home recently, his wife showed him a wire from the War Department which expressed regret for the death of their son, Private Nestor, who was killed in action in Italy, November 5. This was confirmed by letter a few days later.

What might be regarded as a forerunner of this sad event involved an incident which occurred in North Africa when the American troops were storming through Kasserine Pass. While they were being moved up to the lines in a truck convoy, German bombers and fighter planes subjected them to severe bombing and strafing. One bomb exploded close to Nestor and blew his meat can off his back, and another made several perforations in his gas cap. He miraculously escaped serious injury.

Private Nestor was in the Army only three months when he was shipped to North Africa in September, 1942. He was transferred to Italy and his death there occurred just one day before his twenty-third birthday.

Mr. Robert has two other sons in the Army: Sergt. Henry, Jr. and Private George.

Purchasing Department's Elmer Schaefer, whose daughter, Charlotte, is in the WAVES, says she is undergoing basic training at Stillwater, Okla.

Mrs. Adah Zubaugh is a welcome addition to the P. & L. E. Purchasing Agent's office force. She was the former Miss Mason and was employed in the same department prior to her marriage several years ago.

Latest word received from Sergt. Charles Watt, formerly of the Purchasing Agent's Office, and now connected with the Headquarters detachment, was that he arrived safely in England.

R. S. Sherry, Jr., Carpenter Helper, Youngstown, Ohio, now in the Navy, is doing his basic training at Newport, R. I.

Mark Smith, retired, former Storekeeper on the Monongahela Railway at South Brownsville, Pa., died of a malignant throat infection.

It is clear that the Army hasn't slowed down Corp. Jimmy Laughlin, Anti-Air Craft, Camp Davis, N. C. Recently he was home on a furlough, and evidently dissatisfied with the dull civilian life about him began looking around for a remedy, and found it in the acquisition of a charming wife, name of Rose.

The former Miss Ella Fulmer, General Storekeeper's Office, took a trip to El Paso, Texas, to see Sergt. Elmer Leone; and Jean Schwaller, Purchasing Department, went to Tampa, Florida, where Corp. Chester Waddington is stationed. They now smilingly acknowledge introductions as Mrs. Leone and Mrs. Waddington.

Henry J. Ainsworth, Jr., son of H. J. Ainsworth, Boiler Inspector at Corning, recently returned from the South Pacific Area, where he had been since October, 1943. He is now attending Officers' Training School in North Carolina. Another son, Robert Ainsworth, is stationed in Louisiana in the Air Corps.

Writer from Pacific

Corporal W. Bottigheimer, a furloughed employe of the Freight Transportation Department, New York, sends the following letter from the South Pacific:

"Just a few lines to express my gratitude and appreciation for your kind Christmas and New Year's Greetings.

"My association with the New York Central System was a very pleasant one and I've gained a great deal of fine friends from the Freight Department.

"The Freight Departments are a big asset toward the winning of this great war, and I am sure proud to tell my fellow Marines that I'm a former employe of the MFT Department of the N. Y. C. System.

"We all know out here that you people back there are doing a wonderful job and as long as we know you are backing us up, we'll have this mess cleaned up in no time."

Buffalo Parents Receive Silver Star on Behalf of Their Son, Prisoner in Germany



The "Silver Star" medal, one of the highest awards that can be earned by an enlisted soldier, was presented, December 19, to Mr. and Mrs. F. E. Szczepaniak, of East Buffalo, in the absence of their son, Technical Sergeant Eugene F. Szczepaniak, who is now a prisoner of war in Germany. The presentation was made by high ranking Army officials in the Broadway Auditorium. Prior to Eugene F. Szczepaniak's enlistment in January, 1941, he was employed in the Stores Department at East Buffalo. His father is a Foreman in the same Department, with 28 years' service. Following months of training in this country and in England, Sergeant Eugene saw action in the North African invasion, the Tunisian campaign and in the invasion of Sicily. He was cited for "Gallantry in Action" in the Tunisian campaign, for which the Silver Star award is now being made, and was captured by the Germans in subsequent Sicilian operations. It is understood this award is one of the first to have been earned by a Buffalo man in this war.

Harry Ross, electroplater, McKees Rocks, has been inducted, as was Danny Graff, Storehouse A laborer.

Joseph Sobek, General Storekeeper's office clerk, recently inducted, was presented with a fine writing kit by his co-workers.

Sergeant Charles McNulty, brother and nephew of Gertrude McNulty and Ruth Farrell of the General Storekeeper's office, was home on a furlough.

New employes in the General Storekeeper's office include Betty Harsch, Frances Doughty, Mary White, Norma Segatari, Ann Marie Dauer, Eileen O'Laughlin, Ella Fulmer; also Chuck Hemphill, who compensates for the company's loss of the services of his uncle, Al Seibert, now in the army.

Jack Glebe, U.S.N. stepson of Kenneth Naves, brass "entrepreneur," has not communicated with the family for several months. The last word received was from the South Pacific battle area.

Pfc Edwin Palmer, furloughed laborer from New Castle, wrote his former boss, S. E. Barnhart, Storekeeper, that his participation in the invasion of Sicily, reminded him of Dante's "Inferno."

New Conveyor System For N. Y. C. Express

The handling of merchandise through the West Side terminal of the Railway Express Agency at New York has been greatly expedited, and other advantages and economies are being realized, as the result of the installation of a continuous conveyor, known as a Monoveyor, for handling packages between railway cars and the tailboard space for street vehicles.

While in principle the conveyor at this terminal is substantially similar to those of modern design that have been installed at other express-handling points, it embodies a number of technical improvements and incorporates one important innovation. This latter is a system of ramps and a bridge by means of which the conveyor is made to span a track between two island platforms. Also, the system includes a substantial number of light-weight roller conveyors, some of which are arranged for gravity movement while others are for pusher operation.

Except for a limited number of shipments that are handled through Grand Central terminal, all express business moving over the New York Central into and out of New York

City passes through the West Side terminal. This facility is housed in a structure 200 feet by 700 feet. Extending in an east-west direction, the building fronts at its easterly end on Tenth Avenue and occupies the entire width of the block between Thirty-second and Thirty-third Streets.

Fireman Parks Baby in Roundhouse

Some sort of an award is due George J. Frederick, Roundhouse Foreman, Galion, Ohio, for service beyond the usual call of duty in "keeping them rolling." On a night recently when, on the second trick, Frederick needed a fireman for a run, there was just one name on the board, "Melvin Calhoun." He called him and was told that Mrs. Calhoun was out for the evening and there was no one with whom to leave their baby.

Undaunted, Frederick told him to bring the baby to the round house. Calhoun arrived with the baby, a bassinet and a bottle of milk, and went out on his run. Frederick reports that he spent the evening hauling the youngster around the roundhouse while it sang "Pistol Packing Mama" off key. Probably the baby is a descendant of the great orator of early history, John C. Calhoun, and was just practicing.

The story has a happy ending. Mrs. Calhoun returned home, found a note from her husband and promptly went to the relief of the grateful Mr. Frederick.

Now It's Captain Rohde

Miss Anne C. Rohde, of the office of Chief of Police, Line East, at Grand Central Terminal, who has been associated with the American Women's Hospitals Reserve Corps since Pearl Harbor, recently was promoted to the rank of Captain, Public Relations Division.

The American Women's Hospitals Reserve Corps, an organization of volunteers, was inaugurated by Doctor Luvia Willard, of Jamaica, of American Women's Hospitals, which was formed in 1917 as a war service committee of the American Medical Women's Association. It appeals to patriotic women who find in its training and service opportunities a place for sincere effort.

Captain Rohde has been engaged in radio broadcasting work for the Corps, as well as in other details of Public Relations work, and is also active in the Ambulance Division.

Young women who would like to devote spare time to volunteer work are invited to call upon Miss Rohde for information.