

CENTRAL HEADLIGHT

Vol. VI, No. 2

FEBRUARY, 1945

Cold and 80" Buffalo Snowfall Give NYC Operating Men Battle of Lives

Pictures Showing Some of the Conditions Which Had to Be Fought Repeatedly Near Buffalo in Icy Gales and Cold



Gardenville Yard on the freight loop line outside of Buffalo served as the best location to illustrate pictorially the heavy work required to clear up the results of the blizzard of January 2. Although sharply reduced in its important operations, this yard was kept functioning all during the emergency. At top left, the westbound classification yard is seen under a blanket of snow. Snow spreaders and flangers have already been at work on most of the tracks, and the switches in foreground have been burned out.

Top right, men are shovelling on the tracks leading to the yard roundhouse.

Lower left, looking toward the hump from the westbound receiving yard: track men are using shovels and brooms to clean a switch preparatory to bringing a train out over the hump to be classified. The heavy wind is blowing the snow back over the track.

Lower right, a Jordan spreader is clearing a track, right, in the westbound receiving yard leading toward the hump. In the distance can be seen a diesel switcher, one of several at Gardenville which rendered commendable, continuous service during the emergency.

Chicago Man Killed; Three Are Wounded

Casualty reports from the battle fronts are hitting home at members of the Chicago Passenger Department. Gerry Norris, Reservation Clerk, had word recently that her husband, George Norris, had been killed in action, December 13, in Germany. He formerly worked in the Central's Telegraph Office on the third floor, La Salle Street Station.

Lieut. Charles Goodman, Infantry, was seriously wounded in Germany, December 11. Charles was formerly a reservation clerk and has been overseas six months.

He is now recuperating in England and would like to hear from his friends in Chicago.

Supervisor George Aurenz has been notified that his son, Pvt. John Aurenz, has recovered from wounds

(Concluded on page 12)

Lieut. P. G. W. Fischer, New York Bomber, Dies in Raid over Germany

Lieut. Paul G. W. Fischer, a navigator on a Liberator bomber and formerly employed in the Electric Power Department, Electric Division, New York, as a Groundman, was killed when flying over Germany.

Mr. Fischer was employed January 17, 1940, as a Groundman. On June 6, 1942, he enlisted and on February 2, 1944, he was reported missing in action. On January 2, 1945, the War Department notified Mrs. Fischer that he had been killed in action. His home was in North White Plains. His parents, wife and a son survive.

Michigan Welder Killed in Germany

Sympathy is extended to the family of Pvt. Clarence J. Dixon, furloughed Welder, Michigan Division, who was killed in action in West Germany November 17. Pvt. Dixon, who entered military service Jan. 25, 1944, is survived by his father, Arthur Dixon, two brothers and a sister.

Zero Temperatures and Gales As Snow Piles in Deep Drifts

THE worst blizzard in the recorded history of Buffalo, N. Y., laid siege to that city on January 2 with a violence never to be forgotten by its residents or by thousands of New York Central employees who toiled day and night with might and main to undo the harm it caused.

Blinding sheets of snow, driven into six-foot drifts by a 50-mile an hour gale, brought all transportation to a standstill with the single exception of the railroads, of which New York Central is by far the most important to Buffalo.

Nor did the storm end there. Day after day thereafter, during succeeding weeks, from one to five inches of snow fell in temperatures which never rose above freezing and the winds blew with 20 to 40 miles an hour force. By January 27 a total of 80.8 inches of snow had fallen.

It was the constant driving of the dry snow before the powerful winds, drifting back over tracks soon after flangers and spreaders had cleared them and packing into the switches not long after they had been dug out or burned clear, that caused the major share of the trouble. Work once done did not stay done, but had to be done over and over again.

Mobilization of the Central's forces at Buffalo to combat the snow began before the blizzard reached its peak. All Maintenance of Way employees, including Bridge and Building workers, went immediately to work to keep clear passenger Tracks 1 and 2 and the passenger yard of the Buffalo Central Terminal. Through their efforts all passenger service was maintained, although through trains were delayed.

(Concluded on page 12)

Lieut. Hulseberg, Chicago Clerk, is Killed in Bomber

Lieut. Arthur F. Hulseberg, former Clerk in the General Freight Agent's office at Chicago, who was reported missing in action since August 24 in the November issue of the CENTRAL HEADLIGHT, was killed in action during a bomber raid over enemy territory late last summer, according to notification from the War Department.

Lieut. Hulseberg, who was a Bombardier stationed in Italy, was previously reported missing on August 7, but returned to his base after being forced down behind enemy lines.

Windsor Man Missing

Flying Officer J. O. Peltier, formerly employed as Car Checker with the New York Central at Windsor, Ont., has been reported missing and is presumed killed.

Safety is Paramount "Stay Alive in '45"

E. M. Comerford, New York Clerk, Is Killed in Germany



Pvt. Edward M. Comerford, former Clerk, Redemption Bureau, Passenger Traffic Department, New York City, was killed in action in Germany, November 25. He was discharged from an Army hospital, where he spent three months recovering from wounds suffered in earlier action at St. Lo.

(Concluded on page three)

Central Headlight

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Volume 6

FEBRUARY, 1945

No. 2

The Battle of Buffalo

OLD Man winter, his ambition suddenly spurred to new heights by the spectacle of a world gone berserk, rushed from his corner, fighting furiously, as soon as the bell rang for the 1944-45 season. Ever since early December he has waged a ferocious battle in the territory traversed by the New York Central's main line trains.

The western divisions were first to suffer by his early jabs but, early in December, eastern divisions began to feel his punches. The Rochester and Syracuse districts were rocked by severe sleet and snow storms, coupled with intense cold.

These preliminary rounds were only the prelude, however, to a series of body blows delivered continuously for several days, beginning New Year's, chiefly in the Buffalo district, although the battle extended both west and east and was fought repeatedly in the cut at Silver Creek, N. Y., near Dunkirk. Heavy snowfall, bringing the total in the Buffalo district to 80 inches in the first month or so of the Winter, coupled with sleet, bitter cold and continuous high winds that hit to the marrow, gave Buffalo and its surrounding territory what old residents called its worst weather conditions in 50 years.

The railroads, particularly the New York Central, with its main line passing through the worst of the storm belt, suffered grievously. It is doubtful, veterans among the Operating and Maintenance of Way forces say, if operating conditions were ever so bad before on so great a scale, within the memory of present New York Central men. And, in saying this, they do not forget the tie-up caused in January, 1923, at Syracuse, when the snowfall there, in little more than a month, amounted to more than 50 inches.

As fast as the working forces, under-manned by war conditions, cleared the switches and, for example, the cut at Silver Creek, which is traversed by main line trains, the gale-force winds swept the snow back into the cleared spaces. Much of the precipitation froze beside the rails and switches and on top of them, repeatedly derailing cars during attempted switching operations in the miles of track in the yards, such as those at Gardenville.

Worst of all, there was little or no surcease from the terrific conditions that prevailed for four or five days. During the worst of it, when switching was at all possible, it frequently required two locomotives to move a handful of cars and these at the risk of frequent derailment from ice.

As a result, switching operations were impaired greatly. Main line passenger trains were subjected to delays heretofore almost unknown.

Out of the situation, however, was born an epic of gallant service and devotion on the part of the forces who had to meet and conquer the record emergency conditions. Conquer them they did but at the expense of heartbreaking toil, day and night, under almost unbearable conditions of wind and cold.

The war-born shortage of men available to meet the conditions adequately, aggravated and prolonged the situation. This shortage was so severe, in comparison with the task, that the railroad company had to call on the Army to supply volunteer soldier workers from Fort Niagara. These gave appreciated assistance but the bulk of the burden fell on the regular railroad Operating and Maintenance forces, of whom every New York Central employe may well be proud.

We salute these men, our "shock troops," who gave everything they had to keep the trains rolling during this emergency, which reached record proportions. Theirs was an example of devotion to duty and of self-sacrifice amid hardships that will long be remembered in New York Central history.

Each and everyone was a hero on the home front, for at stake was the transportation of vital military goods, coal, oil and foodstuffs for eastern cities and the passage of troop trains as well as of trains bearing men on business important to the national war effort.

Unsung heroes, all!

New Freight and Passenger Records in 1944

ALL previous transportation records were broken in 1944 by the railroads when they handled the greatest volume of freight and passenger traffic in their history, J. J. Pelley, President of the Association of American Railroads, announced. This was done without serious difficulties.

Freight traffic of the railroads in 1944 amounted to approximately 740 billion ton-miles. This was 1.8 per cent above that for 1943, the previous record, and two and one-fifth times the ton-miles moved in 1939.

Railroads handled this enormous traffic load with virtually the same number of locomotives and with hardly more than a nominal increase in freight cars, compared with 1939. There also was only a slight increase in passenger cars.

Freight carloadings in 1944 totaled approximately 43,500,000 cars, or an increase of 2.5 per cent above 1943. The increase in the number of freight cars loaded and longer hauls per ton accounted for the increase.

Passenger traffic in 1944, too, was by far the greatest for any year in history. It amounted to 96,000,000 passenger-miles, an increase of 9.3 per cent above 1943, and four and one-fifth times what it was in 1939.

This resulted in part from Army troop movements, more than 10,700,000

Transportation Corps Insignia of MRS Soldiers



TRANSPORTATION CORPS ARMY SERVICE FORCES

The winged car wheel on a rail represents the Transportation Corps' famed Military Railway Service, which today has troops — most of them erstwhile American railroad men — on six continents. These troops — the Railway Operating Battalions, the Railway Shop Battalions, etc. — are supplying American and Allied troops the world over. The magnificent Russian offensive has been made possible, in great part, by movement through Iran by the Military Railway Service of a vast amount of military and Lend-Lease supplies from the United States.

This winged wheel also is indicative of the Transportation Corps' direction, through its Traffic Control Division, of all rail movement in this country of Army personnel and War Department materiel.

The ship's wheel identifies the Transportation Corps as the operator of the world's largest "merchant fleet" — sometimes called the "Army's Navy."

Getting Ready for Post-War Traffic

(From Printer's Ink, Dec. 8, 1944)

Now about the SLEEPING ACCOMMODATIONS

Naturally the sleeping accommodations are of the greatest importance in overnight travel comfort. What is your preference in regard to the position of the bed in a train?

UPPER POSITION

DOWNER POSITION

IF NO PREFERENCE, CHECK HERE

UPPER POSITION

DOWNER POSITION

IF NO PREFERENCE, CHECK HERE

When sleeping in a bed that is longitudinal in the car, in which direction would you prefer to sleep?

WITH HEAD TOWARD THE FRONT OF THE TRAIN

WITH HEAD TOWARD THE REAR OF THE TRAIN

IF NO PREFERENCE, CHECK HERE

WITH HEAD TOWARD THE WINDOW

WITH HEAD AWAY FROM THE WINDOW

IF NO PREFERENCE, CHECK HERE

The New York Central's advertising campaign "to solidify for the future the good-will earned by its war effort"

Information Booth

BELOW are given the answers to a number of questions asked recently by some of our readers. They are printed here in the expectation that they will interest others besides those who made the inquiries:

1 — The St. Louis Station, built in 1894, is the terminus of 18 railroads, a total greater than at any other station in the world.

2 — Railroad taxes in 1944 were the highest on record — \$1,900,000,000. To pay them, railroad revenues from 73 days of operation were required.

3 — New York Central employes and their families are served by the Y.M.C.A. at 27 points. These Y's have 14,649 members, a gain of 2,417 over 1943.

4 — In 1944, the average load of freight per train on the American railroads was 1144 tons, the highest on record. In 1943, it was 1116 tons.

5 — The Iranian State Railway, mainstay of the supply line to the Soviet, was taken over entirely in April, 1943, by the Military Railway Service of the Persian Gulf command. These American railroad soldiers, many of them New York Central men, upped the road's tonnage from 165,555 tons, in 1942, to 894,767 tons, in 1943. In the first ten months of 1944, 1,344,151 tons of supplies for Russia were carried the 680 miles from Khorramshahr to Teheran.

attracted a lot of attention both for the general idea and for the cut-away technique of illustration — you probably remember the picture or diagram showing life on a troop train.

The series has been reprinted in a booklet, which has general distribution and is sent with a special letter to stockholders. The letter explains that the railroad is making a series of surveys to learn what the public wants in future service and equipment from the railroad. One on coaches is almost finished; one on sleeping car service is under way — and a copy of it goes to each stockholder.

What the questionnaire is like — a good deal like what General Motors did so often and so well — you can see from this miniature reproduction of one page, a good sample of an intelligent preliminary to post-war plans. No dreams here.

First Train Between Paris and Cherbourg

The first passenger train service between Cherbourg and Paris since before D-Day was inaugurated January 8, U.S. Army Transportation Corps headquarters announced.

Two trains make the run daily, one leaving Paris at 0800, and both arrive at their destinations in 11 hours and 50 minutes.

The service is intended to aid French civilians and Allied Army and Navy personnel traveling between the two points.

The new run is the responsibility of the Second Military Railway Service and the French National Railway System.

THE ROUNDHOUSE

By
Sim Perkins

As the war goes on, the number of women in railroad service steadily increases. The latest compilation as of October showed a total of 8,986 women employed on the New York Central, an increase of 267 in three months and of 1448 in a year.

On the Pittsburgh & Lake Erie, women employes totaled 465, an increase of 34 in a year.

They are found in almost every department. Some are chief clerks, ticket agents, watchmen, motor vehicle operators, section workers, gang foremen, laborers, stations agents, telegraphers, truckers, crossing and bridge flagmen and gatemen and switch-tenders.

All are doing a good job and helping to win the war.

Those who bought a \$100 War Bond at the beginning of the Treasury's promotion in 1941, and held it have the satisfaction today of knowing that soon their bond will have earned five dollars. In the next two years the same bond will earn two dollars per year, but during the last two years of its 10-year life, it will pay more than five times the interest it earned during its first two years.

Public Relations

There is a world of people — The Public, you'll explain, Who do a lot of riding and we want them on a train. We'd like to get their business for today and days to come, For the Central needs those patrons and it's where our pay comes from.

The planes may move them faster and the buses save them dough, The Pennys may be quite a road and there're other ways to go; But the Central moves them safely o'er a line that's smooth and slick, So they reach their stations happy and that's what does the trick.

Now there's more than just equipment in the makeup of a train, And what it is, and what it means I'll endeavor to explain. There's little tricks of manners and the way the crew appears, The sympathetic treatment of "missed connection fears."

There's the handling of the goofy dame and the guy that's always right; Or the art of self-possession, when provoked enough to fight. The knack of feeding "ego" of each George or Jack or Jim, So he thinks the Central's "Empire" was put on just for him.

Oh! there's lots of little factors in the Transportation game, Each in itself a trifle, but they bring us ruin or fame. They're the things we call relations with the Public, so to speak, And we'll have to watch them closely to get the business that we seek.

By John A. Byron,
Public Relations Leader,
Assistant General Manager's Office
Syracuse, New York

War Bond Owners, Take Note!

CHANGES

THE attention of subscribers for War Bonds through the payroll deduction plan is called to the necessity of filing notice as to changes desired in War Bonds, through the use of the yellow card, Form A. D. 150, instead of writing a letter about the matter. Such changes (relating to future Bonds only; not those previously issued) may involve the selection of a new co-owner or beneficiary. Yellow A. D. 150 card should be filed through the Departmental Account of the district.

ADDRESSES

It is also important that information be furnished promptly where the subscriber changes his home address. Such changes should also be reported on yellow card, Form A. D. 150. Subscribers should also file, with the local Post Office, a notice showing the new address, including the Postal Zone, if any, to which their mail should be sent.

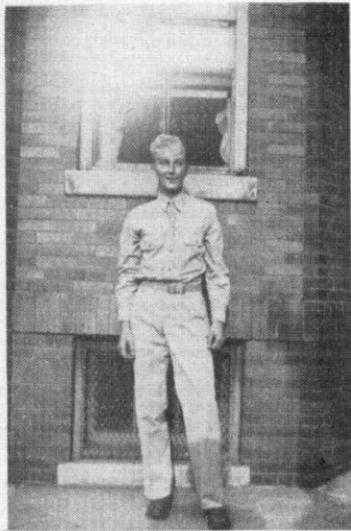
RECORD OF BONDS

Government Form WFD-884, a folder provided for the subscriber to maintain a record of War Bonds (recently enclosed with War Bonds) should likewise be used. On this list should be shown the serial numbers and issue dates of the War bonds and the list should be kept separately from the Bonds. The maintenance of such a list protects the interest of the Bond owner and is very valuable in cases where War Bonds are stolen, lost or burned. Its use is strongly recommended.

Buy More Bonds and Hold Them!

men having been moved in special trains and special cars alone. This does not include the millions of soldiers, sailors, and marines on furlough who traveled, nor does it include small groups moving on order, nor Navy and Marine Corps movements, nor prisoners of war.

**A. E. Bohonan, N. Y.,
Is Killed in France**



Word has been received that Private Alfred Eli Bohonan, a former clerk in "Q" Telegraph Office, New York, previously reported missing in action in France since September 11, was killed in the fighting before Metz. His father Fred Bohonan, Sr., received the news of his son's death recently in a telegram from the Secretary of War.

Private Bohonan was inducted at Camp Upton May 14, 1943 and after training went overseas attached to a medical unit in the Infantry. His parents last heard from him September 6. He attended Haaren High School, in Astoria, New York, up to the time of his employment with the New York Central. He was a messenger and then a clerk in "Q" Telegraph Office from January 4, 1943 until May 8, 1943, when he left for induction. He resided with his parents at 30-23 33rd Street, Astoria, Long Island.

**U.S.O. Lounge, in Springfield, Mass., Station, Serves 8,344
in Month — Now Three Years Old**



ESTABLISHING an enviable fame for its hospitality, the Springfield, Mass., Station's U.S.O. Lounge welcomed 86,020 service men and women to the use of its facilities during 1944. They were greeted by 197 kindly volunteers, who gave 11,206 hours of free service.

When it opened, January 16, 1942, Springfield was the first city and railroad station in New England to have a U.S.O. Lounge for Troops-in-Transit, operated under the supervision of the National Travelers Aid Society. The Lounge was made possible through the cooperation and enthusiasm of A. M. Scott, Superintendent of the Boston & Albany, and the contribution of furniture and other necessities for the room by members of the community. An original \$300 grant by the National U.S.O. was found to cover only the cost of draperies.

During the first month of its operation 664 military people were served.

Then their numbers steadily grew, until in December, 1944, 8,344 military people were served. These were men and women on the move, who were waiting between trains, who needed a rest from a long journey, to have a hot cup of coffee (served through cooperation with the Red Cross every evening from 9 p.m. until midnight) or who needed to shave, or to sew on a button, or have one of the hostesses sew on newly-earned chevrons.

There were also the wives and babies of service men made comfortable during long waits, and warm bottles of milk were provided for the babies. All these services are free and the only charge is for the cold drinks, which are dispensed from a cooler.

All financial support is received from the U.S.O., which in turn receives its money from the War and Community Chest. Many friends, however, help with donations. For instance,

the Springfield Teachers' Club makes and donates 80 dozen home-made cookies each week. The Past Matrons and Patrons of the Eastern Star send cookies; the Navy Mothers' Club provides special cakes; some of the Service Clubs give contributions from time to time.

The Girl Scouts of Springfield provide and care for a huge Christmas tree each year in addition to providing about a thousand small gifts, which are given to each service person when he leaves the room.

The city of Springfield and railroad people who helped make the Lounge possible are proud of their accomplishment.

In charge of operation of the Lounge are Mrs. Sylvester Ryan, Chairman of the Lounge; Mrs. Mary Cowles, Chairman of Volunteers, and Mrs. Marion B. Halket, Supervisor, also Executive of Springfield Travelers Aid.

**Brakeman Marine
Wounded Twice in
Two Minutes on Guam**



Somewhere in the Pacific — Two wounds in as many minutes is the story of what happened to Marine Private First Class George T. Gray, of 82 Washington Avenue, Rensselaer, N. Y., during the battle to retake Guam from the Japanese.

He was hit first by shrapnel from an enemy mortar shell, then caught a Jap rifle bullet before he could get to his feet.

Gray enlisted November 28, 1942. Prior to that, he was a New York Central brakeman.

"It was during the offensive on Fonte Hill," he said. "We were moving up behind the tanks when the Japs let us have it. Mortar and artillery shells began dropping close and one finally sprayed me with shrapnel. While I was lying there trying to figure out what had happened, I was hit again, this time with small arms fire. I was bleeding quite a bit, so I tried to run up the hill. My legs gave out before I had moved far and two Marines picked me up. The next thing I knew I was aboard ship."

Gray, who is fully recovered, recently was awarded the Purple Heart by Lieut. Gen. H. M. Smith, commanding general, Fleet Marine Force, Pacific.

Barnett Promoted

Ralph A. Barnett, former General Agent, has been appointed Division Freight Agent at Peoria, Ill.

He succeeds David H. Hutchinson, a New York Central employe for 46 years, who retired January 1. Mr. Hutchinson had seen service in Boston, Pittsburgh and St. Louis.

New York Clerk Killed

(Concluded from page one)

Pvt. Comerford entered New York Central Service as a messenger in the Passenger Traffic Department in May, 1926, and was promoted to Clerk in the same year. He entered the Army October 21, 1943.

His wife, Mildred, and a daughter, who live at 615 Vanderbilt Street, Brooklyn, survive. He was 36.

His Company Commander wrote: "Ed, a member of a Rifle Company, and others captured 14 pill boxes and cleared several tank traps."

"We know he did not live or die in vain."

"Burial service was conducted by a Catholic Chaplain in a typical American Cemetery in France." Office associates attended a requiem mass in New York, January 27.

Wounded on Leyte

Pfc. George H. Meyer of the Army Signal Corps and formerly a clerk in the New York office of the General Freight Agent, was reported wounded in action on Leyte Island.

**Sergt. A. V. Krasner,
E. Buffalo Car Shop,
Wins Bronze Medal**



Latest news from the 35th Tank Battalion in the European Theatre is that Sergt. Alfred V. Krasner, East Buffalo Car Shop, has been awarded the Bronze Star Medal for putting back into action a tank which would otherwise have been abandoned.

Krasner has been in the Armed Forces since May 13, 1941, and prior to his entry into the Armed Forces was employed as a Rivet Heater and Bucker.

His father, Joseph Krasner, also works at the Car Shop.

**Lieut. Col. George
Now in Philippines**

Lieut.-Col. Gustave George, formerly of Grand Central Ticket Office, and until recently reported to be in New Guinea, has written the HEADLIGHT that he is now Division Inspector General of an Infantry Division under General MacArthur, in the Philippines.

Lieut.-Col. George is a graduate of three sessions of a citizens training camp at Plattsburgh Barracks, N. Y., and was commissioned a Second Lieutenant of Infantry Reserve in November, 1924. He entered active duty as a Major in March, 1938. He reports he reads practically everything in the HEADLIGHT.

Buffalo Man Retires

Patrick J. Bowley, Reclaim Clerk, Car Service Department, Buffalo, retired January 15.

Mr. Bowley was born in Cork, Ireland, July 27, 1873. After attending school in Ireland he worked with the Great Southern & Western Railroad for a period of twenty-nine years, the last ten years being Agent at Queens-town Junction.

Mr. Bowley arrived in the United States April 5, 1915, and on July 20, 1915, entered the service of the New York Central in the Car Service Department.

Mr. and Mrs. Bowley left for Florida, where they intend to make their home.

**N. Y. C. Man Helped to
Cut Rome Car Thefts
by Black Marketers**

ALLIED FORCE HEADQUARTERS, Italy — Private First Class Joseph Naimoli, Brooklyn, N. Y., a former employe of the New York Central Railroad, is serving with the 186th Military Railway Police, an AFHQ outfit that guards railroad yards in Rome and part of the main supply route north to the Fifth Army front. Most of the company are former combat men.

Although these soldier railway guards have had a few gun battles with well-hidden assailants, most of their work is day-to-day prevention of pilfering. Italian Black Market agents sneak into freight yards, bore in sides of freight cars and penetrate through sacks of wheat inside. The wheat flows out to the ground. Without constant guarding, the car would be moved out and a pile of wheat would remain to be scooped up and sold.

The outfit has done duty in French Morocco, between Casablanca and Rabat, and in Italy, out of Naples and out of Rome.

Overseas 16 months, Pfc. Naimoli wears the Mediterranean Theater Ribbon with one Battle Participation Star and has been awarded the Good Conduct Medal.

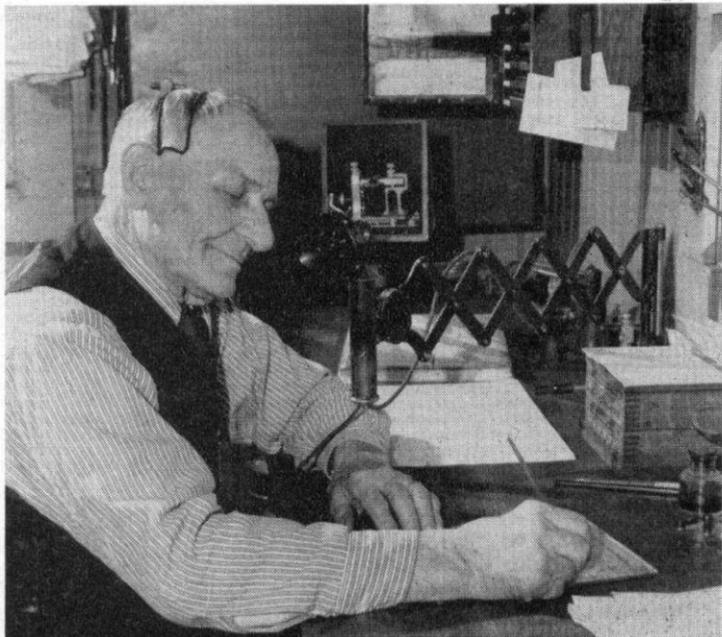
**Cincinnati Woman
Veteran Gets Gifts**

Miss Katherine Mundhenk, of the Pass Bureau, office of Vice President and General Manager, Cincinnati, retired January 15, after a continuous service of forty years.

Saturday prior to her leaving, J. J. Brinkworth, Vice President and General Manager, called together his entire office staff to honor Miss Mundhenk. He paid tribute to her long service and loyalty to the company and expressed the good wishes of all.

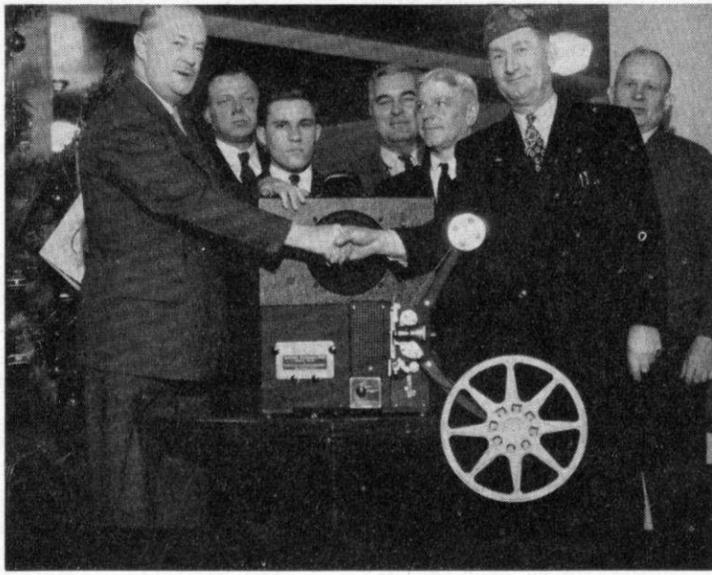
Miss Mundhenk was the recipient of a huge bouquet of flowers, a card with the signatures of officials and employes, a purse, a rookwood vase and candy. Miss Mundhenk lives with her mother and sisters at 321 Helen Street, Mt. Auburn, Cincinnati.

**Fred Hoyland, Tower Operator at Jackson,
Michigan, Ends 55 Years' Work**



Operator Hoyland, who retired recently, and his brother, James Hoyland, also retired, have a total of 107 years' service with the railroad. Both have received Gold Passes.

Buffalo Post, V.F.W., Presents Projector to Veterans' Hospital at Batavia, N. Y.



Recently the members of New York Central Post No. 515, Veterans of Foreign Wars of the United States, gave a 16 mm. projector and portable screen to enable bed patients in the wards to enjoy movie shows. Some of these veterans have been bedfast for years and have been unable to see the shows given in the auditoriums. The doctors say they believe the ward showings will benefit the veterans materially. Left to right: C. F. Sargent, Manager of the hospital; William McFarland, Engineman, Syracuse Division; William Kiley, who was wounded on Saipan and is a member of the Buffalo Post; Mr. Hollenback, V.F.W. officer at the hospital; Mr. Collesta of the Batavia staff; Bill Rydlewsky, Commander and Yardmaster, Buffalo Division, and F. Blitzinger of Post 515.

Corp. Clardy Killed; Comrades in France Send Bonds to Son

Corp. James B. Clardy, Jr., former fireman on the Illinois division, whose home was at Alton, Ill., was killed in action in France, in August. His son, Jerry Edward, now fifteen months of age, recently was the recipient of \$350 in War Bonds as a gift from officers and men of the railroad battalion in which Clardy served.

A letter from Capt. Harold L. Barr told that he and a group of men including Corp. Clardy were returning from a reconnaissance mission when Germans, who had slipped in behind them, opened fire on their automobile. Capt. Barr was wounded and the remainder of his party was killed.

The letter also said the Bonds were a token of regard of the battalion for Corp. Clardy, who had seen Jerry twice before being shipped overseas in January, 1944.

Clardy had entered the service in July, 1943.

Mrs. Alice H. Clardy and Jerry live at 2219 Halliburton St., Alton, Ill.

Chicago Man Is Prisoner of War

Marion Leckner, Reservation Clerk, was notified that her husband, Pvt. Clarence Leckner of the 88th Infantry division, has been a prisoner of war in Germany since September 4. Later Pvt. Leckner sent a message to Marion, through the medium of a German propaganda broadcast, which was picked up by an American short-wave set and relayed to her via telegram. Since then, she has had a letter from him, telling her he is in good health, and regards this as just another experience in his life.

Rita Hunter, Wire Clerk, has been transferred to the Consolidated Ticket Office.

Dorothy Holland was promoted from Ticket Order Clerk to Ticket Seller in the Boulevard Ticket Office, replacing Bob Grant, who was transferred to the Consolidated Ticket Office.

Eastern Freight Notes

Major J. J. Ford returned to New York Central Service as a City Freight Agent after two and one-half years in the service of our country.

J. F. Brady, City Freight Agent, was promoted to Foreign Freight Representative.

F. B. Mackey, Assistant Chief Clerk, was promoted to City Freight Agent.

F. J. Batton, Assistant Chief Clerk, was promoted to City Freight Agent.

Detroit WAC Writes of Trip to East Indies

First Auditor Passenger Accounts WAC to draw overseas duty is Pvt. Carol Cook, who is now in the Quartermaster Corps in the Dutch East Indies section of New Guinea. A letter from her, written aboard a transport on the way over, reads:

"I'm writing this while sitting on the deck of our ship. It is a beautiful morning and the sun is shining down on us. The ocean is just a little rough, but nice, and it's the most gorgeous shade of blue, with white caps playing about as far as the eye can see.

"The deck is divided, the port side for the girls and the starboard for the fellows, and we don't mix except during church services, which are held every day at 12:15 and in the evening at 5 until sundown. Then, too, we have dances once in awhile.



Private Carol Cook

"There are usually two variety shows a day and daily inspection of quarters, the trip to the PX and waiting in an endless line to buy a box of 'Cheezits' and candy bars, as we eat only twice a day—in the morning around 7:30 and in the afternoon at 4:30. The meals are really delicious and plentiful. We stand to eat, at high tables. I experienced that much talked of seasickness for a day or two, but now that I have my sea legs I enjoy every minute of this—though crowded. We're headed somewhere at least, and I'm glad of it. It took awhile, but it's worth it.

"At night after the ship is blacked out, all of us girls lie up here on the deck, where the air is fresh and sweet, and look at the stars and the moon shining on the ocean. It's truly a lovely sight—so peaceful one would never dream of going to a war-torn world, or even have the slightest feeling of fear or danger. It's funny how you feel no fear, but I guess we know

we are trained for any emergency and have the best equipment that can be had, and we accept whatever the Army sets before us—putting our trust in them, and above all—God."

Penna Division Boy Dies at Luxembourg

Pfc. La Rue L. Hostrander, son of Mr. and Mrs. Raymond E. Hostrander, Jersey Mills, was killed in action at Luxembourg, November 28, according to word received from the War Department by his wife, Mrs. Elaine Hostrander, Pine Prairie, La.

Private Hostrander, a fireman for the New York Central, entered the Service September 18, 1943 and trained at Camp Chaffee, Ark. He went overseas August 1, 1944.

His wife, parents, four brothers, Louis R., Harold B., Ray, Jr., Corlours E. and a sister, Mrs. Betty Ergott, at Jersey Shore, survive.

Liked NYC Xmas Card

Luther H. White, Consulting Geologist, of Tulsa, Oklahoma, recently saw a New York Central Christmas card which had been sent to one of his business friends by F. W. Trinka, General Agent, Passenger Department, Oklahoma City. This card, which bears on its cover a reproduction of a painting of the New York Central Building, New York, carries the following greeting:

The Lights Go On Again
One by one, the Christmas lights go on again . . . in teeming cities and quiet villages of America . . . in each newly liberated nation of the world. Lights of Victory! Lights of faith! Faith that out of War's darkness will spring a steady flame of Peace to shine forever down the years ahead.

Mr. White made the following comment:

"I said to Miss Pendleton: If there is even one railroad which possesses such a remarkable sense of values and can find time to give it expression in the midst of the trials and tribulations of a war-torn world, then I am going to raise all railroads in my opinion."

Cunningham Retires; Freight Claim Changes

William F. Cunningham, Assistant General Freight Claim Agent, New York, retired December 31, after more than forty-three years of service.

The following appointments became effective January 1:

T. A. Ward, Assistant General Freight Claim Agent, with headquarters at Central Terminal, Buffalo.

C. J. Conklin, Freight Claim Agent, and W. M. Stewart, Assistant Freight Claim Agent, with headquarters at 466 Lexington Avenue, New York.

J. R. Stevenson, District Freight Claim Agent, with headquarters at 123 West Polk Street, Chicago.

J. T. O'Connor, District Freight Claim Agent, with headquarters at 315 Platt Street, Rochester.

Downed by Flak



T/Sgt. H. B. Quentin, former stenographer in the Assistant Master Mechanic's office at Harmon until he joined the Army Air Forces, October 1, 1942, is now a radio-gunner on a Liberator stationed in England. Since June 12 he has been on 17 missions and has received the Air Medal with two oak leaf clusters. His Bomber Group, the 467th, has been commended by Gen. Doolittle for having completed 100 missions in 140 days after arrival in England. Quentin's plane was disabled by flak and gunfire and forced down in recently liberated Brussels. The crew was flown back to England in a transport.

Operating Men Take New Posts

A number of changes in the Operating Department were announced at the beginning of the year. Among them were:

J. J. Daley, appointed Assistant to General Manager, with headquarters at Cleveland.

J. H. Spooner, appointed Superintendent, Ohio Central Division, with headquarters at Columbus.

J. W. Crowley, appointed Assistant Superintendent, Ohio Central Division, with headquarters at Columbus.

E. C. Johnson, appointed Assistant Superintendent, Western Division, with headquarters at Chicago.

R. J. Barnes, appointed Train Master, Pennsylvania Division, with headquarters at Jersey Shore.

R. J. Dorey, appointed Assistant Train Master, Hudson and Mohawk Divisions, with headquarters at Albany.

New Bituminous Coal Film, "Power Unlimited"

A two reel picture telling the story of bituminous coal and the part it plays in the daily life of every American was released in theatres last month. Entitled "Power Unlimited," it will be shown nationally.

It was made by Pathe in cooperation with the Bituminous Coal Institute.

The film points out that 94 percent of the railroad locomotives in the United States are powered by coal.

Danville, Ill. Notes

William Coffey, track laborer at Danville, retired recently after 21 years of service, all of which was on the Danville Division. A farewell party was given in his honor at which Mr. Coffey was presented with a traveling bag.

Joe Sapienza, retired track laborer on the Danville Line, died November 22 in Chicago, to which he had moved recently. Mr. Sapienza retired from Service June 1, 1937.

Albert Roadruck, former track laborer on the Danville Line who retired from service July 1, 1937, died January 9. Interment was in Morocco, Indiana.

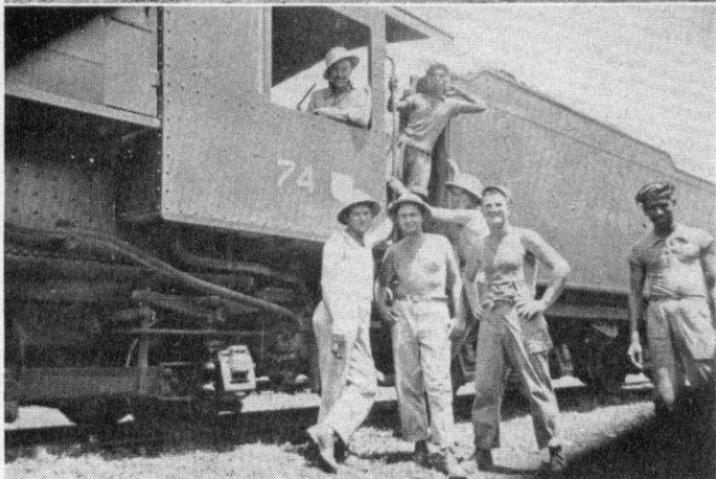
Safety Hint: Tape Your Rubbers

Strips of strong adhesive tape put crosswise on the soles of rubbers or galoshes will help to keep you on your feet. The adhesive gives added traction on rubber soles which are worn smooth.

Boston & Albany Accounting Folk Snapped at Party



Some N. Y. Central Men Pictured in Burma



At top, left to right, standing, Holton, Georgia; Ken Hillers, Kansas City; McKie, Albany; Sergt. W. F. Barnett, Albany; Will Pendergast, Watervliet; Connors, Mendillo, Logan and Welch, all of Albany. In the next row, among others are J. Saybolt and Don Blair of Albany; T. Vooris, New York and Shiehart, Indianapolis. In the picture at bottom, left to right, Holton, Georgia, John Logan, Albany; Will Pendergast, Watervliet; Ken Hillers, Kansas City, and native fireman, Sergt. W. F. Barnett, Engineman, is in the cab.

St. Louis Foreman Feted as He Retires After 45 Years' Work

Charles Aye, Passenger Car Foreman at St. Louis for 37 years, was retired on pension recently after 45 years of service. Mr. Aye has a large circle of friends who will miss his never failing courtesy.

Almost to a man, his employes gathered at the office to honor him and bid him farewell. With them were pensioners Thomas King, Thomas Moriarty, William Gausmann and Michael Weinhardt, and H. R. Copenhaver, retired Assistant Foreman, now living at Indianapolis. Mrs. Catharine Phillips, former clerk to Mr. Aye, but now clerk at East St. Louis, also was present as were numerous foremen from other railroads at Ranken Yard.

A. B. Wolz, Electrician, presided and presented the above guests, who made short talks. He then introduced E. S. Burton, promoted from Assistant Foreman to become Mr. Aye's successor. Mr. Burton spoke briefly as did E. F. Davis who becomes Mr. Burton's assistant, and A. E. Fearheiley, promoted to Assistant Foreman. Some older employes gave short talks.

Mr. Wolz then presented to Mr. Aye, for the employes, a billfold lettered in gold and containing a substantial amount of "folding money." Mr. Aye expressed his thanks and appreciation for their cooperation and asked that they give to Mr. Burton this same help.

Mrs. Aye was presented with a vase of flowers.

Pilot R. E. Davis, Indianapolis, Missed Trip, Fatal to Ship and Crew, in China



Lieut. R. E. Davis, furloughed Telegraph Operator on the Indiana Division, now a pilot for the Army Air Forces in China, wrote his brother-in-law, Sam Abbott, Operator at Vine, Indiana, that he had missed several recent trips with his plane because of a sprained ankle. The last mission was fatal to the ship; she did not return and the entire crew is missing. Lieut. Davis is the first man, left, in the quartet in front.

- Trendel, Peter, Pipefitter, E. Buffalo, 33 years 6 months.
- Turner, Clifford B., Loco. Engineman, Hudson Div., 50 years 2 months.
- Waldinger, Jacob, Carpenter, Erie Div., 23 years 9 months.
- Ward, James A., Waterproof Fore., New York, 35 years 4 months.
- Westbrook, Clayton, Clerk, E. Rochester, 32 years 3 months.
- Woodward, Charles R., Warehouseman, London, Ont., 47 years 4 months.
- Wullschlager, Arthur, Loco. Engineman, Ohio Div., 41 years 2 months.
- Baker, William H., Trainmaster, Pittsfield, 45 years 2 months.
- Bale, Archie, Lead. Signal Maintainer, Windsor, 39 years 7 months.
- Caldwell, Carl B., Pump Engr., Springfield, Pa., 26 years.
- Cook, Joseph, Sec. Laborer, Ohio Central Div., 41 years 7 months.
- Counsell, Henry, Sec. Foreman, Senett, N. Y., 39 years 8 months.
- Cunningham, Wm. F., Asst. Gen. Frt. Claim Agt., New York, 43 years 3 months.
- Devine, Joseph L., Conductor, Bellefontaine, 40 years.
- Dowdle, Charles A., Yd. Brakeman, Greensburg, Ind., 37 years 4 months.
- Garboline, Andrew, Car Repairer, Corning, 35 years 4 months.
- Heck, Charles E., Carman, Avis, 24 years 6 months.
- Houghton, Joseph F., Clerk, Allston, Mass., 24 years 6 months.
- Johnson, Carl A., Carman Helper, Stores Dept., Ashtabula, 39 years 10 months.
- Kessler, Peter L., Painter, Linndale, 25 years 11 months.
- Lynch, Eliza P., Carpenter, Hudson Div., 18 years 6 months.
- Metz, Ray E., Car Foreman, Battle Creek, 39 years 1 month.
- Morrock, John P., Laborer, Syracuse Div., 34 years.
- McFadden, Wm. J., Painter, Linndale, 40 years 1 month.
- Rogers, Andrew F., Frt. Trucker Buffalo, 25 years 9 months.
- Smith, Frank H., Yd. Conductor, Weehawken, 39 years 10 months.
- Tierney, William, Road Brake, Hudson Div., 34 years 9 months.
- Williams, Charles E., Yd. Foreman, Gibson, Ind., 24 years 3 months.
- Taubman, Ben, Delivery Clk., Chicago,

smith, and S. L. Choat, former Laborer, have received honorable discharges from the Army and returned to their former positions.

Ted Arthur's son has now been assigned to the south, at the AAF instruction school at Selma Field, La., instructing in aerial navigation. First Lieut. Arthur is a veteran of the Aleutian theatre and a charter member of the "I Bombed Japan Club."

Oakley W. Blair, with the Company since June 1, 1916, as a Carman in the Freight Shop, recently retired.

Owen S. Morris, Carman, retired with 32 years service.

William G. Paul, S2c, furloughed Sheet Metal Worker, is in training at the Naval Air Technical Training Center at Norman, Oklahoma. Besides mechanics, he is taking up gunnery, signaling and radar. He hopes to be an aerial gunner for a Navy flier.

Pvt. Raymond G. Kinsinger of the Station Maintenance Department, who was home recently on furlough, has been shipped to California with a San Francisco A.P.O. address. He was attached to the Amphibious Engineers and has been training troops in the handling of landing craft.

T. B. Beales, former Victoria, Ont., yard checker, has been promoted to Sergeant in the R.C.A.F.

The Joe Porachs, of the Auditor Passenger Accounts Office, Detroit, have done it again. This time it's another girl, Katherine Ann.

It has just been learned that Pfc. Edwin Wirsing has been one of that famous troop, Merrill's "Marauders," in Burma for several months. He says, "We walked the mails, through valleys and mountains blocking and surprising Japs whenever possible."

Some Recent Retirements

- Recent retirements included:
- Amoroso, Giuseppe A., Laborer, Electric Div., 14 years 2 months.
- Anderson, George H., Stores Foreman, Collinwood, 42 years 4 months.
- Ball, Herman E., Loco. Engineman, Western Div., 45 years.
- Ballard, Charles A., Mine Clerk, Off. Supt., Frt. Trans., Cleveland, 24 years 4 months.
- Bennett, Irvin W., Sec. Foreman, Toledo, 36 years 5 months.
- Boddy, Oscar, Millman Helper, Detroit, 17 years 3 months.
- Bowyer, John B., Car Inspector, Louisville, 21 years 11 months.
- Brown, Homer D., Conductor, Detroit, 27 years 7 months.
- Byrnes, Hugh, Yd. Condr., Lansing, 37 years.
- Buckley, William W., Car Repairer, Dickinson, W. Va., 38 years 7 months.
- Bullock, Alva A., Loco. Engineman, Toledo, 46 years 10 months.
- Burnett, George D., Loco. Engineman, River Div., 28 years 10 months.
- Burton, George, Sig. Maintr., Tilbury, Ont., 40 years 8 months.
- Bussell, Charles A., Conductor, Ind'pls., 41 years 4 months.
- Carpenter, William A., Conductor, Indiana Div., 35 years 10 months.
- Chatham, Frank C., Trainman, P. & L. E. R. R., 27 years 6 months.
- Cleveland, W. H., Trainman, Boston Div., 37 years 4 months.
- Coffey, William H., Laborer, Danville, Ill., 21 years 9 months.
- Cross, Lloyd M., Conductor, Michigan Div., 33 years 11 months.
- Cross, William B., Conductor, Syracuse Div., 39 years 2 months.
- Daily, William, Sec. Foreman, Rensselaer, 42 years 8 months.
- DeLuca, Gaetano, Laborer, New York, 17 years 2 months.
- DelVeschio, George, Truckee, Rochester, 24 years 5 months.
- Downs, Floyd C., Loco Engineman, Ohio Div., 45 years 11 months.
- Franklin, Robt. J., Elec. Foreman, New York, 37 years 9 months.
- Gallo, Julian, Laborer, Electric Div.,

- 25 years 6 months.
- Gilbert, Charles T., Supervisor, Mech. Exams., Albany, 48 years 1 month.
- Gildner, John H., Loco. Engineman, Mohawk Div., 45 years 3 months.
- Golden, Andsell H., Sec. Laborer, Hastings, Mich., 19 years 6 months.
- Graber, Charles P., Conductor, Ohio Central Div., 30 years 4 months.
- Graves, Charles F., Loco. Engineman, Rochester Div., 43 years 2 months.
- Hamilton, David, Blacksmith, Michigan Div., 18 years 11 months.
- Hasbrouck, Nicholas, Master, Marine Dept., Weehawken, 21 years 8 months.
- Hauseman, Philip F., Cross. Watch., Dumont, N. J., 28 years 8 months.
- High, Barton S., Laborer, Elkhart, 25 years 11 months.
- Houghton, Jos. F., Clerk, Allston, Mass., 24 years 5 months.
- Hunton, John B., Cooper-Tinsmith, Weehawken, 15 years 8 months.
- Hutchinson, David H., Div. Frt. Agt., Peoria, Ill., 46 years 3 months.
- Johnson, Edward H. M., Deckhand, West Shore Ferries, 42 years 2 months.
- Kelley, Nelson, Bridge Carpenter, Canada Div., 34 years 6 months.
- Kelly, James J., Loco. Engineman, Buffalo Div., 44 years.
- Krebs, Joseph, Cross. Watchman, Detroit, 15 years 3 months.
- Krebsbach, Joseph, Machinist, Beech Grove, 34 years 7 months.
- Lapan, Edward, Car Inspector, Pittsfield, 20 years 11 months.
- LaRock, Leon P., Loco. Engineman, St. Lawrence Division, 46 years 5 months.
- Lewis, Andrew J., Painter, Mattoon, 26 years 11 months.
- Lewis, John L., Signal Maintainer, Detroit, 41 years 1 month.
- Lorenz, Jacob, Carpenter, New York, 22 years 1 month.
- Lubs, Louis, Enginehouse Foreman, Joliet, 48 years.
- Malcolm, George A., Conductor, Boston Div., 45 years 1 month.
- Malia, Joseph, Pipefitter, Indianapolis, 30 years 11 months.
- Mankin, Edward S., Loco. Engineman, Ohio Central Div., 42 years.
- Marchetti, Samuel, Laborer, Boston Div., 16 years 6 months.
- Marino, Prospero, Sec. Laborer, Gardenville, 31 years 7 months.
- Matzinger, John W., Frt. Condr., Air Line Jet., 37 years 7 months.
- Meyer, Charles N., Loco. Engineman, Western Div., 46 years 2 months.
- Moore, James C., Sec. Foreman, Utica, 49 years 5 months.
- Murphy, Michael J., Cross. Watchman, Bergen, N. Y., 22 years 7 months.
- McCabe, Edward M., Supervisor, B&B, Pittsfield, 46 years 8 months.
- McClintock, Walter, Yd. Conductor, Toledo, 32 years 11 months.
- Nagel, Charles A., Clerk, Detroit, 41 years 10 months.
- Null, Charles M., Train Dispatcher, Illinois Div., 36 years 7 months.
- Opie, Thomas E., Yd. Conductor, Selkirk, 53 years 7 months.
- Payne, Walter A., Conductor, Canada Div., 43 years 1 month.
- Pierce, George H., Electrician-Foreman, Detroit, 27 years 7 months.
- Pollak, Steve T., Inspr. & Repairer, Cleveland, 34 years 10 months.
- Power, Edward J., Machinist, St. Thomas, 50 years 3 months.
- Price, George W., Crossingman, Milford, Mass., 27 years.
- Proper, William H., Sec. Foreman, Malone, 50 years 7 months.
- Reynolds, William J., Engine Watch., Little Falls, 25 years 1 month.
- Ryan, William G., Conductor, Mohawk Div., 50 years.
- Sampson, William, Electrician, Detroit, 20 years.
- Sanford, Frank L., Loco. Engineman, Michigan Div., 41 years 2 months.
- Schnell, John, Pipefitter Helper, Harmon, 25 years 8 months.
- Schroeder, Wm. F., Carpt. Fore., Bay City, 35 years 9 months.
- Scorzo, Joseph, Sig. Maintainer, Chicago, 35 years 6 months.

Home on Furlough



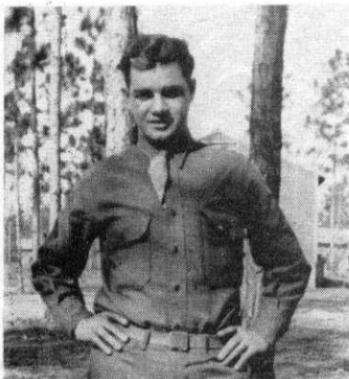
Mr. and Mrs. Charles E. Scott, son-in-law and daughter, respectively, of W. E. Buck, Superintendent of Shops, Jackson, Mich., and known these days as Master Sergeant Scott and Yeoman Second Class Q of the U. S. Waves, were home on furlough early in December.

Sergt. Scott, who entered the Army June 26, 1941, formerly was a machinist helper in the Jackson locomotive shops. He is in the Army Air Corps, assigned to the Fifth Fighter Squadron and was home after having been in the south Pacific at New Guinea and other islands for approximately three years.

Wave Scott formerly was employed in the office of the Superintendent of Shops as a stenographer, and enlisted in the Waves April 5, 1943. She is stationed at Washington, D. C.

- Sebast, Harry A., Piecework Inspector, W. Albany, 41 years 10 months.
- Sell, Edward W., Yard Conductor, Detroit, 47 years 4 months.
- Seltzer, Philip, Loco. Engineman, P. & L. E. R. R., 44 years 11 months.
- Shaw, Perry, Loco. Engineman, Erie Div., 46 years 9 months.
- Sheppard, William, Lampman, Electric Div., 39 years 5 months.
- Skehan, Henry J., Yardmaster, Boston, 43 years 3 months.
- Smith Alvin T., Clerk, Utica, 21 years 10 months.
- Sprague, Charles A., Agent, W. Carrollton, Ohio, 38 years 5 months.
- Stanton, Daniel J., Loco. Engineman, Syracuse Div., 54 years 3 months.
- Steel, John, Jr., Sec. Laborer, Illinois Div., 26 years 2 months.
- Sullivan, Miss K. R., Secy. to Asst. Treasurer, New York, 45 years 4 months.
- Sznek, Michael J., Car Inspector, Buffalo, 44 years 7 months.
- Tash, Herman J., Loco. Engineman, Buffalo Div., 46 years 6 months.
- 32 years 3 months.
- Trapasso, Francesco, Car Repairer, Weehawken, 38 years 10 months.

In Cited Squadron



Corp. Girolamo Russoto, son of Felice Russoto, Carpenter at Putnam Junction, is a member of a heavy bombardment unit which was recently cited in Italy for its part in attacking and destroying the air factory installations in Vienna. The attack was pressed home through heavy anti-aircraft fire and the Liberator bombers had to fight 30 enemy planes, losing three of their own.

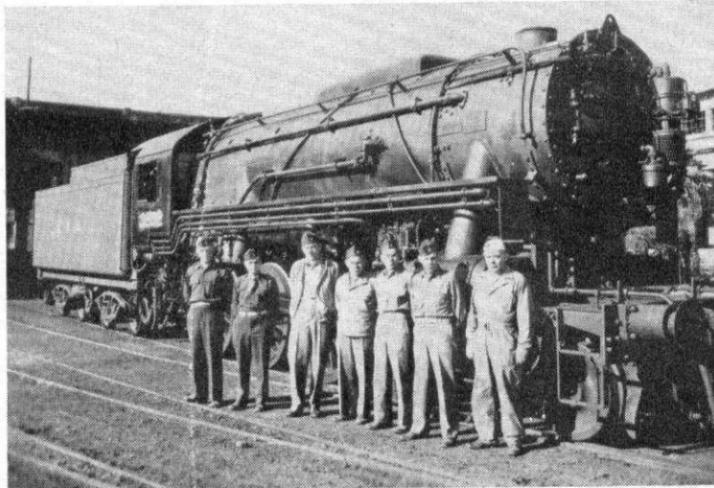
Beech Grove Freight Shop News

D. E. Stevens, Carman Apprentice, has enlisted in the U. S. Navy Air Corps, stationed in Jacksonville, Florida.

Pvt. J. E. Brouwer, former Carman Helper, and S 2/C H. H. Phillips visited the Shops during recent furloughs.

Pvts. C. J. King, former Black-

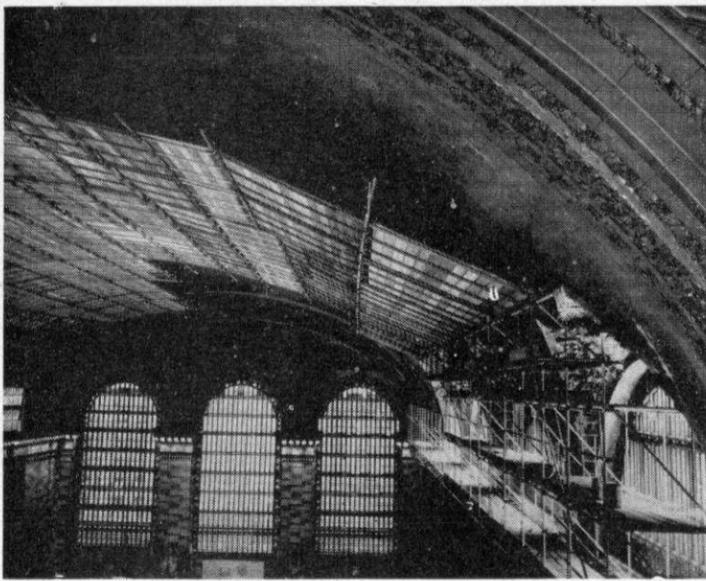
200th Locomotive Repaired by Railway Shop Battalion in Italy



Shown is the 200th locomotive repaired by Railway Shop Battalion, "somewhere in Italy." This shop battalion contains a large number of men from the Central's Beech Grove Shops. Alongside the locomotive are, left to right: Capt. Michael J. Quinn, former Clerk, Stores Department; Lieuts. Everett Bryant, Machinist, Locomotive Dept.; Walter Banks, Boilermaker, Locomotive Dept.; Paul White, Machinist, Car Dept. and Paul T. Roberts, Power Plant Engineer; Capt. Fred Kirkwood, Boilermaker, Locomotive Dept. and Lieut. Russell J. Hamilton, Millwright Foreman, Locomotive Department, all of Beech Grove.

The photo was taken by T/5 Walter T. Kendall, Patrolman, NYC, Indianapolis, who has been with the Railway Shop Battalion ever since it was formed, and, with the other members, is a veteran of the African campaign. He is Battalion photographer.

Structural Work on Concourse Ceiling of Grand Central Terminal Begins



Since this picture showing the suspended scaffold, the largest one ever erected in the country, was taken, the scaffold has been completed. Work on the structural changes in the ceiling of the huge Concourse is under way. When this is finished, a large crew of painters will take over to repaint the ceiling in blue, with eight figures of the zodiac outlined in gold. It is expected work will be completed sometime next Summer, after which the 2,500 stars which adorn the simulated sky will shine as of yore.

Bell, Detroit Boy, Landed in Philippines

William Bell, F 1/c on a LST, and a former Auditor Passenger Accounts employe, reports taking part in the initial landings on the Philippines. He writes: "We were under air attack constantly and we shot down two bombers and one Zero. We now have three Jap flags painted on our ship. The Philippine people were happy to see us and many of them came out to our ship. They were hungry, so we gave them food. They told us how badly the Japs had treated them."

Two pairs of boys who worked together in the Auditor Passenger Accounts office, Detroit, have had the thrill of running into each other in far corners of the earth. Corp. Arthur "Bud" Higgins, transferred from one Aleutian Island to another, and knowing his old friend, Pfc. William Weddigen was located there, immediately set about to look him up. When "Bud" found his old pal, he observed, "Bill was 'plenty surprised to see me.'"

Additional Auditor Passenger Accounts folk to be sent overseas recently are: Pvt. Carol Cook, of the WAC, to the Pacific region; Pfc. Marvin Brandt, of the Medical Corps, to France; and Sergt. H. Carl Schuler to the Philippines; Brandt and Schuler are already known to have seen considerable action at their assignments.

Lucille Cramer, Interline Audit Clerk, of the Auditor Passenger Accounts office, Detroit, was recently married to Pfc. Clinton Jenkins, a member of the well known Red Arrow Division of Southwest Pacific fame.

Radar Man in Italy



Sergt. Technician Byron C. Bair, formerly a signalman on the Erie Division, is now in an Army Signal Company in Italy. In 20 months overseas, he reports he has gained weight.

The Red Cross Blood Bank was visited by many more Auditor Passenger Accounts employes recently, among them these "Gallon Club" members, who have donated the indicated number of pints: Ilene Reitzin (8), Clare MacGregor (9), Ida Brandt (9), Walter Warren (10), Julia Conlon (11), Leigh De Vault (9) and George Linder (11).

A promotion noted among Auditor

Artilleryman



Corp. Philip Porach, former Auditor Passenger Accounts employe, Detroit, is with a Field Artillery Battalion in the European area.

Passenger Accounts folk in military service is that of WAVE Phyllis Fournier to Seaman First Class.

An Auditor Passenger Accounts boy to leave for military service is Vernon O'Connor, who reported for his Army Air Force training at the University of Wisconsin, December 6. His star was the 74th on this office's service flag.

Train Auditor Joseph C. Rehill, of the Auditor Passenger Accounts Office, Detroit, has been recuperating at home from a serious operation.

Congratulations to Frieda R. Cawley, Comptometer Operator, and Hugh C. Campbell, who were married recently at Hammond, Ind.

June Cieplucha, T 3/c of the WAVES, visited the office while on furlough from San Francisco.

The office enjoyed reading letters recently received from Corp. M. C. Beckmann, stationed in New Guinea; Pfc. K. T. Robinson, in France; Corp. C. J. Mund, now in England; Sergt. J. S. Spiegel, serving in France; Pfc. B. L. Swieringa, in Burma; Corp. Paul Stern, Charleston, S. C.; Sergt. L. C. Schultz, in England and S/Sergt. C. J. Miller, New York.

Columbus A. A. Elects Sutherland

The New York Central Athletic Association of Columbus, Ohio, elected these new officers and directors:

President, Ben Sutherland, Passenger Brakeman; First Vice President, C. C. Sampson, Division Freight Agent; Second Vice President, D. F. Schlicher, Conductor; Secretary, C. F. Johannes, Clerk, Office of Superintendent; Treasurer, H. E. Tarleton, Assistant Chief Clerk, Office of Superintendent.

Directors: W. C. Wardwell, Master Mechanic; E. H. Lehman, Division Storekeeper; E. E. Martin, Engineer; Robena Fleming, Clerk, Office of Superintendent; Lawrence King, Boiler Foreman; C. E. Jefferis, Storekeeper, and H. R. Tilton, Passenger Conductor.

W. E. Jones in England

AN EIGHTH AAF COMPOSITE STATION, ENGLAND — Protecting personnel and equipment from sabotage and other dangers is the task to which Corp. William E. Jones, of Westview, Pittsburgh, is assigned at this B-17 Flying Fortress station.

Jones, who has been in England a year, is a Corporal of the Guard in a Military Police company. He is the son of Ernest A. Jones, of 125 Harvard Avenue, Westview, Pittsburgh. He was employed as a clerk by the Pittsburgh & Lake Erie Railroad before entering the Army in February, 1943.

Girls at Gibson Hold Grab-Bag Party

A grab-bag was one of the highlights of the annual party held by the girls from the office of Auditor Freight Accounts, Gibson, Ind., in the LaSalle Hotel, Hammond, Ind.

Entertainment included humorous readings by Joan Haehnel, Christmas carols by Billie Yescitz, accompanied by Mildred Kimbrough, community singing and a bingo game. Serving as co-chairmen were Rosa L. Schaub and Julia A. Otto, assisted by Mrs. Anna Nelson and Mrs. Frieda Kunde.

Miss Betty Arvay and Mildred Gumm were appointed co-chairmen for the 1945 Christmas party.

Gets Purple Heart Medal

Technical Sergt. Howard J. Donahue, 26, was wounded September 16, in Italy, while serving with an Infantry Hospital Unit. Recently his father, W. J. Donahue, Chief Clerk, Freight House, Columbus, Ohio, received the Purple Heart Medal awarded his son.

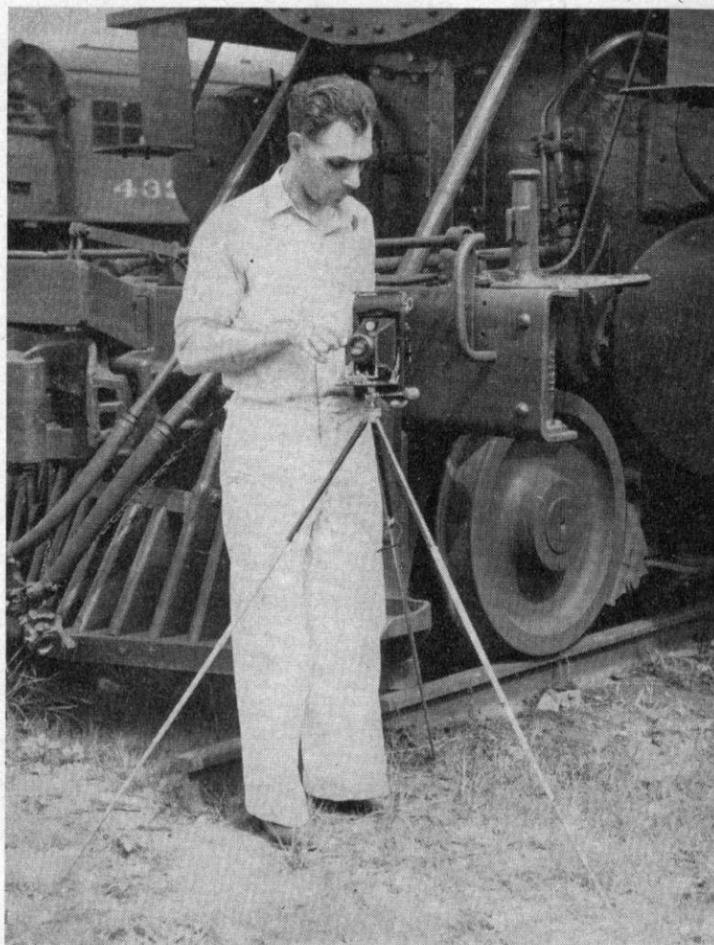
O. B. Klingsmith, former laborer in the passenger shop, Beech Grove, returned home for a furlough after three years in service and two and one-half years in the South Pacific.

Wins D.F. Cross



Lieut. D. H. Callahan, member of a bombing squadron overseas, recently was awarded the Distinguished Flying Cross for extraordinary achievement in flight as a pilot of a B-26 bomber. On February 3, 1944, upon return flight from a mission in Central Italy, more than twenty enemy fighters attacked Lieut. Callahan's flight. In the ensuing battle, five fighters concentrated their fire on Callahan's aircraft and destroyed both engines. Despite the complete lack of power, Callahan, "displaying great courage and superior flying ability as he skillfully controlled the stricken aircraft in a dive, levelled off into level flight a few feet above the water and eased the bomber into the sea, thereby enabling four members of his crew to escape before the plane sank. He is the son of Daniel J. Callahan, Blacksmith's Helper at Putnum Junction, N. Y.

N. Y. C. Elkhart Man Has Made 3,100 Photographs of Railroad Subjects



LaMar M. Kelley at work with his camera. He has a collection of 10,000 railroad pictures.

Most people when taking up hobbies turn to some activity entirely unrelated to their daily work, but not LaMar M. Kelley, Pipefitter in the Bridge and Building Department, Elkhart, Indiana. Mr. Kelley, who has been in railroad work for more than 22 years, and whose hobby is photography, specializes on locomotives as subjects for his pictures.

He began working with the camera in 1936 while employed by the Indiana Harbor Belt, and since then has amassed a library of approximately 10,000 pictures and 3,100 master negatives, taken of 80 main line railroads and about 100 short lines. Included are 248 pictures of New York Central locomotives.

Mr. Kelley has devoted every va-

tion to enlarging his collection of locomotive pictures and estimates that he has traveled about 200,000 miles in the pursuit of his hobby. For most part he has concentrated on the mid-western and eastern sections of the United States.

His pictures have been exhibited on numerous occasions and in 1939 one of his pictures of the Commodore Vanderbilt train was awarded first prize in a contest sponsored by the Elkhart Chamber of Commerce, conducted through the local newspaper. Another award was that of second prize in a Kiwanis Club hobby show, in 1938.

Mr. Kelley started work with the New York Central July 4, 1922 at the old back shop at Elkhart. For a few months in 1936 he was with the Indiana Harbor Belt, but in 1937 returned to Elkhart as a pipefitter with the Bridge and Building Department, under H. E. Davis, supervisor, and E. L. Glassburn, foreman. He entered military service in the present war but received a medical discharge January 13, 1943.

He is one of the original members of the Railroad Club of Chicago, when that group was organized in 1936, and also belongs to the Railroad and Locomotive Historical Society, the Central Electric Railroad Fan Association, the Railroad Camera Club of New York, the Elkhart Camera Club, and the National Railway Historical Society.

In Belgium



Pfc. Leonard T. Napieralski, Car Builder Apprentice, East Buffalo Car Shop, is now a "Code Clerk" in the Radio Signal Corps, after completing 18 months' training at Fort Leonard, Mo. He is now in Belgium. He spent several months in England and France.

Unusual Record At Porter, Ind.

Upon the retirement of F. E. Peterson, yard clerk at Porter, Ind., recently, after 26 years of service, a combined total of 280 years of continuous service was rolled up by the employes at that station.

R. C. Hubbard, Agent, heads the oldtimer list with over 52 years to his credit; and was recently awarded the coveted fifty year gold pass. Employes and their years of service are as follows: R. C. Hubbard, Agent, 52; W. A. Wood, Operator, 41; L. H. House, Operator, 31; R. A. Sherwood, Operator, 42; S. R. Child, Yard Clerk, 31; H. L. Michaels, Yard Clerk, 30; C. A. Peterson, Yard Clerk, 27, and F. E. Peterson, Yard Clerk, 26.

Porter employes, proud of this record, challenge any other station with an oldtimer roster of eight men to beat it.

Ends 46 Years' Work

Charles N. Meyer, 66, Engineman on the Western Division, retired December 1 after 46 years of service. Mr. Meyer, who was born in Elkhart, Ind., January 15, 1878, started as a locomotive fireman, October 6, 1898, and was promoted to engineman, January 5, 1904.

B. & A. Girls to Wed

Two employes of the Boston District Station Accounting Bureau have announced their engagements. Miss Rosemarie Tremblay of Cambridge, Mass., is to be wed to Edward Reid of Newton, Mass., a Seaman 1/c now serving in the South Pacific.

Miss Lillian Rockwood of Somerville, Mass., is engaged to Pfc. Ralph Garvey, stationed in England.

U.S.O. Lounge, Detroit, Three Years Old



The U.S.O. Lounge in the Michigan Central Terminal, Detroit, observed its third anniversary in December. Food for the occasion was furnished by the Railway Business Women's Association. Serving were, pictured above, left to right: Irvin Johnson, of the Auditor Passenger Accounts office, and his wife, Mrs. Edith Johnson, both faithful workers at the lounge; Gertrude Mackey, who acted as hostess for the M.C. Third Street Freight, and Sally Wyman, who was hostess for the Detroit Terminal. Both Miss Mackey and Miss Wyman are members of the Railway Business Women's Association.

U. S. Army Turns Railroads Over to the French

CHERBOURG, FRANCE — A 210-mile network of railway lines sprawling over the Normandy region — of great military value in the early days of the Battle of France — was transferred to French control here on November 30. It was announced here by Communications Zone Headquarters.

Wrested from the Germans and whipped into operating shape by extensive repair work of U. S. soldiers, thousands of troops and tons of equipment rolled over the tracks in a swift follow-up of the advancing battle lines.

Representing the U. S. Army 2nd Military Railway Service, Lieut. Col. Garrett C. White, 703 West Ferry Street, Buffalo, New York, gave possession of the track, rolling stock and installations to M. LeRoy, Chief of Communications, Caen, and Lieut. Moulinier, Chief of Operations, Cherbourg, both of the French National Railways.

Lines coming under French control include those from Lison to Vire, St. Lo to Coutances, Falligny to Argentan, Folligny to Coutances, and LaHaye du Puits to Sottevast.

"We are giving the French possession of portions of the railway system," said Col. White, "just as quickly as the military situation permits. American crews and equipment will be moved up to the forward areas."

Under the arrangement, the French assume complete control over the operation and maintenance of the rail lines. Military traffic has first priority. American locomotives and crews will be provided to aid French personnel in the movement of American freight.

In addition to railway installations and a great amount of captured German equipment, a complete communications system was turned over intact. The Americans left their own field telephones, so that the French could commence operations without delay.

More than a million tons of freight, much of it for front line troops, were hauled over French railroads in November as U.S. Army Engineers and civilian repair crews succeeded in opening rail communications to all parts of the country and into Belgium.

Tonnage figures for the month, released by Brig. Gen. Burpee, reveal an increase of 20 per cent over those for October.

In addition to the freight trains, more than 200 troop and hospital trains were operated from the Cherbourg Peninsula to forward Army areas.

At the end of November there were 3,229 miles of single track and 3,617 miles of double track in operation in the liberated countries of France and Belgium, and the rail network was proving a welcome relief to the overstrained truck transportation system upon which the Army had been forced to depend following the Normandy breakthrough.

More than 1,700 captured locomotives have been returned to the French and nearly 30,000 pieces of captured rolling stock have been placed in service.

Corp. Kelber Now Welder in England

An 8th Air Force Service Command Station, England — Recently awarded the Good Conduct Medal for exemplary behavior and conduct was Corp. Leonard Kelber, son of Mr. and Mrs. Julius Kelber of Cleveland. He is serving as a welder and is aiding in the repair and reconditioning of battle-damaged fighter planes of the Eighth Air Force at this strategic air depot.

A former employe of the New York Central Railway, he entered the service in June, 1942, and received his basic training at Keesler Field, Mississippi. Later he attended the AAF Welders' School at Chanute Field, Illinois, and served as an instructor at air bases in Georgia and Florida before his assignment to overseas duty with the Eighth Air Force Service Command in November, 1943.

Corp. Kelber is married to the former Miss Josephine Dulik, who resides at 10732 Bellaire Road, Cleveland.

Utica Troop Carrier Pilot in Four Invasions



Official Photo, U. S. Troop Carrier Forces

A U. S. TROOP CARRIER FORCES BASE, EUROPE. — Among the courageous and resourceful glider pilots whose untiring work has greatly contributed to the Allied success in western Europe is Flight Officer Robert B. Kniffin, formerly of Utica, New York.

Flight Officer Kniffin is now flying large cargo carrying gliders with a veteran Troop Carrier Forces Squadron which has participated in four major invasions, in Sicily, Italy, Normandy and most recently in Holland as Air Component of the new First Allied Airborne Army in its initial debut. When he is not engaged piloting these army gliders, which are used to carry troops and sometimes large field guns behind enemy lines, Flight Officer Kniffin has assisted ground personnel as a capable censor. He has been awarded the Distinguished Army Unit Badge.

Flight Officer Kniffin is the son of Mr. and Mrs. Lester Kniffin of 4 Faxon Street, Utica, New York. Prior to his army service he attended the Rensselaer Polytechnic Institute in Troy, New York and was employed by the New York Central. Shown with him is Corp. R. G. Woolfolk of Iowa.

Renewed Rationing Stresses Need of New Victory Gardens

By E. J. Leenhouts

WITH the placing of most of our canned fruits and vegetables under the ration plan, the urban dweller finds himself in the same spot once more that he did in the winters of 1942 and 1943.

This time, however, we are told that the supply of canned goods on hand is even lower than it was in those years; in fact, the lowest since the beginning of the war.

Apparently, in spite of a great expansion in acreage and production, not enough fruits and vegetables have been processed to take care of the increased demands. It is probable that a shortage of labor in canning factories and on the farms may have kept some of the production from being reflected into processed foods but the fact seems to be indicated that there is a shortage of canned foods available for the housewife and a whole season ahead before it can be corrected.

For those reasons, city people are again looking to their backyards and vacant lots to protect their own food supply and to help out the Nation as a whole. After a crisis people are prone to forget the steps which were taken which prevented the serious consequences from such a crisis. This may be true of our food situation during the past three years.

Faced with the need of a greatly increased food supply or a serious food shortage, 15 million people invested some of their spare hours in Victory Garden work in 1942. In 1943 there were 20 million in this volunteer army and in 1944 there were an equal number. In 1943, according to Judge Marvin Jones, these gardens produced "about 8,000,000 tons of food — nearly 40% of all vegetables grown for fresh consumption in the United States." The 1944 data have not yet been tabulated but it is thought to be comparable with that of 1943.

No one should view with satisfaction the fact that the food crisis for those three years was successfully met without bestowing a vote of gratitude on the Victory Gardener, who augmented the commercial grower's contribution by 40%. One can only imagine the chaos on the food front in 1943 if those 8,000,000 tons — 40% of the total — had not been on hand. Certainly it was the one greatest single factor in changing the status of canned foods from one of largely being under rationing in 1943 to one of being largely free from it in 1944.

Now we are back to rationing of most of these foods and it is once more up to the city gardener to put his shoulder to the hoe to see that we recover the ground we have lost on the food front. It may not be necessary to increase the production from those gardens but it would be serious if it were reduced materially during 1945.

Executives of the New York Central express their gratitude to employes who had gardens last year for the effective contribution which they have made toward insuring us with sufficient food during the past three years. They hope that these people will continue their efforts during 1945 so that the production of our commercial growers may be supplemented enough to eliminate the necessity of having our canned foods rationed.

Our Agricultural Relations Department has some printed material left from previous years giving information on gardening which will be mailed upon request. It will also function during 1945 as a clearing house for information on other matters pertaining to gardening activities and will be glad to place employes on a mailing list to receive current information.

Central Man Heads Chicago Traffic Club

Two New York Central men were among the four officers of the Chicago Passenger Club elected at the annual meeting of the organization. They were Rudolph Schrey, President, and Chester Hantsch, Secretary and Treasurer. Mr. Schrey succeeds Thomas Kyle of the Chicago, Burlington & Quincy, and Mr. Hantsch succeeds Gene Buck of the Canadian Pacific, who became Second Vice President. Howard Hauskins, Northern Pacific, is First Vice President.

Promoted in Pacific



George T. Pigeon, a former yard brakeman at Cincinnati and now a Marine serving in the South Pacific, was recently promoted to Corporal. He is shown here with his wife, when home on a recent furlough.

Elkhart Man Railroads in Assam

ASSAM, INDIA — Clifton J. Markey of Elkhart, a former New York Central employe, Elkhart, Indiana, was promoted recently to the rank of Private First Class.

"Working on the railroad" for the Army in India the past eight months, Pfc. Markey is serving with one of the units of the Army Military Railway Service engaged in the operation of the meter-gauge Bengal & Assam Railway. Under the Transportation Service of the India Burma Theater Services of Supply, these American soldiers have increased the carrying capacity of a railway line built to serve the peacetime needs of tea planters by more than 100% since they began running it in March, 1944.

The railway is now one of the most important lines of supply for American and Allied troops in India and Burma. It also takes materials of war destined for China to places from which they can be shipped to the Assam termini of the "hump" air supply route to that beleaguered nation.

Breen President of N. Y. Traffic Club

James A. Breen, for the past four years General Freight Agent, at New York, recently was elected President of the Traffic Club of New York.

Among New York Central men appointed to posts on committees are E. D. Snow, Jr., General Eastern Freight Agent, entertainment; H. D. Vail, Assistant General Freight Agent, reception.

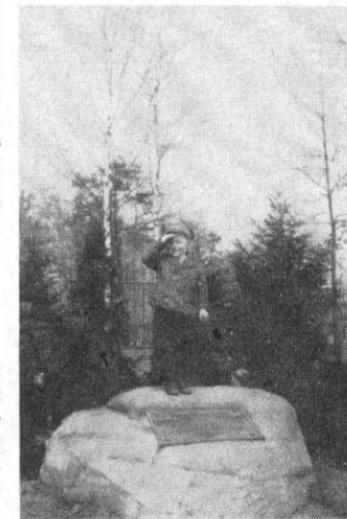
B. & A. Man Machine Gunner in France



Corp. Robert D. Sleeper, former Yard Clerk at Westfield, Mass., is shown above at anti-aircraft machine gun he operates. Sleeper, who is the son of A. L. Sleeper, B. & A. Engineman on a run between Springfield and Albany, went overseas in September and is now in the European area. At bottom is his son Jimmie, five years old, who resides with his grandparents. His mother is in defense work in West Springfield.

C. W. Brainard

Charles W. Brainard, 53, former freight conductor and recently a clerk in the Departmental Accountants office at Utica, died recently at his home in that city. He had been a Central employe for 32 years. His wife and a daughter survive.



Band Takes Piano to France in Pieces

When bandmen of the United States Army's 355th Engineer General Service Regiment left England for France, shortly after D-Day, they were told that they would have to leave their piano behind, a recent dispatch relates.

But Band Leader Sergt. Philip F. Rack, son of I.H.B. Yard Foreman Philip Rack, Blue Island, Ill., and his musicians didn't want to part with it. So, they dismantled the old upright, packed it in several small cases, and loaded it onto their trucks. When the unit landed in Normandy the piano was re-assembled. Sergt. Rack relates:

"None of us had ever done anything like that before, but we managed to get it back together. That was about the world's most unusual piano. We needed felt in tuning it and couldn't find any, so we used soft rubber salvaged from a crashed plane. We tuned it ourselves, using wrenches the mechanics in our motor pool devised for us."

The band has played at soldier-civilian dances wherever the 355th has been stationed throughout France and Belgium, and on November 11 played for U.S. Army memorial services for American soldiers killed in the first World War, held in a city in Belgium.

Sergt. Rack led his own college dance band at the University of Illinois, and toured the middle-west for two years. He is a member of the Chicago and Champaign Federation of Musicians.

"Mike" Donavon Retires; 54 Years in Service

After 54 years in service "Mike" Donavon Passenger Engineman, Illinois Division, retired on pension.

Mike entered the service as a shop laborer in the Brightwood Indiana shop May 25, 1890 and a few months later transferred to a position as machinist apprentice. In June, 1895, he asked to be transferred to a job of locomotive fireman, which request was granted June 25, 1895. He was promoted to engineman September 7, 1901 and served in that capacity until December 1, 1944.

W. T. Stevenson 50 Years in Service

William T. Stevenson, Assistant District Freight Claim Agent at New York, completed 50 years of service December 1. He was presented with a gold pass.

George Burton, Signal Foreman at Tilbury, Ont., and a Michigan Central employe for more than 30 years, retired Nov. 1, with a perfect record of service. In recognition of this record, Mr. Burton was the center of a pleasant ceremony at noon the following day at the station when representatives of his department from all over the Canadian Division expressed their friendship and esteem by presenting him with a billfold containing \$56. and a large box of chocolates for his wife.

Met McNiece on Boat



Corp. Wendell Peterson, former Auditor Passenger Accounts employe, Detroit, tells of meeting a former co-worker, Corp. Ross McNiece, aboard a transport which was carrying them both to the European war area. "One day on the deck of the boat, I was peacefully smoking a cigar and watching the ocean bob up and down, when who should come along, none other than our boy Ross McNiece. I've met quite a few friends in strange places in the States, but to do so on a boat coming over here, beats them all. We had a nice talk about the office folks."

300 Years of Railroad Experience in This Public Relations Group, Indianapolis



Bottom row, left to right: Louise Wallman, Matha Faust, Gladys Young. Top row, left to right: Dick Hartsock, L. M. Wall, John Wheatley, L. A. Lewis, not in the picture, L. W. Patterson, Mildred Hill, C. B. Hull, F. J. Halligan, and Raymond Ridgley.

Detroit Camera Club Sets Up Darkroom

Since its organization in September, 1944, the Detroit New York Central Camera Club has steadily grown, until now it has set up its own darkroom. An ideal room for the purpose was found on "B" Floor of the Detroit Terminal.

Meetings are held on the second and fourth Thursdays of each month at 8 p.m. and 6 p.m. respectively. First meeting of the month is usually a "shooting session," for which several of the most photogenic girls in the building have posed. At the next meeting the resulting photographs, ranging in size from contact prints to 14" by 20" enlargements, are shown and criticized.

The pleased "model" is always presented with about two dozen of the best prints.

At a recent meeting of the Club the portraits taken of Charlotte Keller, an employe of the District Station Accountant's Office, were "torn apart" by critics Leo Gariepy and Morton Friedman. An exhibition of the photographic works of Clifford Dey, well known Ann Arbor lensman, was shown by Gordon Hunt.

New York Central men or women interested in photography receive a hearty welcome at any meeting.

Sergt. Tomlinson Weds

Technical Sergeant R. T. Tomlinson, former Beech Grove Carman Apprentice, now in the Air Corps and stationed at Baer Field, Fort Wayne, Indiana, visited the Shop. Bob was recently married to Mary Ann Mahan in Indianapolis.

Taintor to Columbus

B. W. Taintor, Freight Agent at Springfield, has been transferred to the same post at Columbus. He was succeeded at Springfield by M. B. Jackson of Middletown.

Owens to Utica

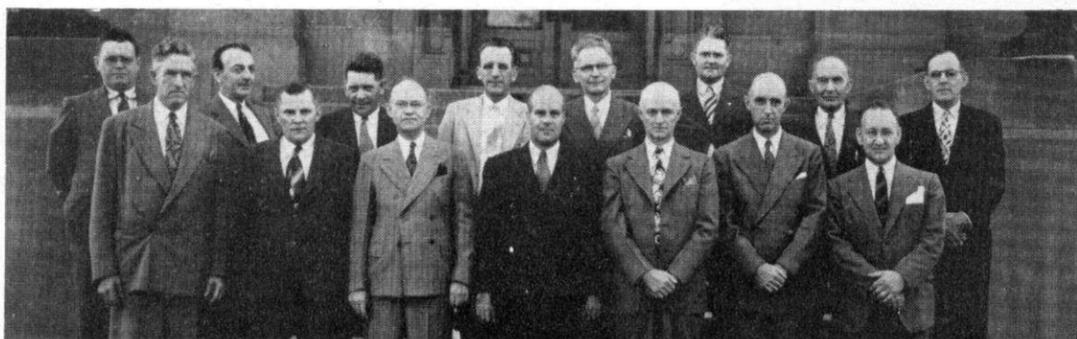
Effective December 16, J. C. Owens was appointed General Agent, Freight Traffic, at Utica, to succeed F. P. Sheridan, resigned.

Army Engineman



Sergt. R. M. Cornell, son of Milo Cornell, Erie Division Engineman between Buffalo and Cleveland, is now an engineman in France. He was formerly a fireman on the Erie Division and is a member of a Railway Operating Battalion.

Public Relations Group Leaders at Columbus, Ohio



Front row, left to right: W. J. Embree, Livestock Agent; A. C. Bender, Assistant Car Foreman; G. W. Brittingham, District Claim Agent; Bernard Kepler, Clerk, Local Agent's Office; J. H. Spooner, Assistant Superintendent; R. W. Cadwallader, Principal, Withrow High School, Cincinnati, Conference Leader, and N. Duckworth, City Passenger Agent. Rear row, left to right: J. R. Cronin, Yard Master; Frank Skinner, Building Foreman; J. E. Nichols, Yard Conductor and Local Chairman B. of R. T.; Edward Hakola, Assistant Signal Supervisor; R. G. Coss, Special Investigator, Superintendent's Office; P. V. Huston, Sergeant, Police; W. G. Bristow, Land and Tax Agent, and C. E. Jefferis, Storekeeper.

B. & A. Legion Post Officers Installed

The Sergt. Walter Garnett Post, No. 261, of the American Legion, Department of Massachusetts, recently installed new officers, at the Hotel Lenox, Boston.

This Post is composed entirely of employes of the Boston & Albany Railroad.

The new officers: Commander, William L. TenEyck; Senior Vice-Commander, William J. Jordan; Junior Vice-Commander, Frank L. MacEachern; Adjutant, David K. Solomon; Finance Officer, Charles W. Hawkins; Chaplain, William V. Dorney; Sergeant at Arms, Anthony Porciello; Judge Advocate, Michael J. Bieme; Historian, James J. McGuire; Community Officer, Edward J. McGuirk; Service Officer, William V. Dorney; Registration Officer, Mark M. Damon; Publicity Officer, David K. Solomon.

Among the guests were J. L. Truden, retired General Manager of the Boston & Albany; J. B. Hammill formerly Assistant to the General Manager, now retired, and Harry Springer, Road Foreman of Engines, and Speaker of the evening.

Refreshments were served and motion pictures of Boys State activities at Amherst College were shown.

E. P. Gardiner Ends 49 Years B. & A. Work

Edwin Page Gardiner, Assistant Freight Traffic Manager, Boston, retired January 31, after almost 50 years' service.

He started service in July, 1895 as a clerk in the Freight Traffic Department at Boston. After holding various positions in the same department he was made General Freight Agent August 24, 1926.

He was appointed Assistant Freight Traffic Manager December 1, 1941.

His home is at 11 Prospect Avenue, Winthrop, Mass.

Woolfall Has Had Varied War Service

When Major F. Hartley Woolfall, 29, Secretary to Carleton Meyer, Assistant to the President, at New York, returns to civilian life, he should have interesting war transportation stories to tell.

As a first lieutenant upon his arrival in North Africa, in November, 1942, he was made Commercial Traffic Officer. He was promoted to a Captaincy in June, 1943. In September he went to Paestum, Italy, where, as Port Rail Officer, he operated the first railroad in Italy to use flanged wheeled GI Trucks instead of regular locomotives, which were scarce at the time.

During his duty in Italy, he visited Rome, attended an Audience with the Pope, and witnessed the eruption of Mt. Vesuvius last March. He saw Leghorn under shell-fire last Summer.

He was made a Major in December.

Major Woolfall has a degree from New York University in Finance and Transportation.

E. St. Louis Soldier



P.F.C. Fred J. Schenk, former freight station employe, East St. Louis, is now in charge of supplies in the Army quartermaster depot, at Clovis, New Mexico.

Safety First and Last

New York Central Bomber Completes 100 Missions, Some Over Siegfried Line



A FIRST TACTICAL AIR FORCE B-26 MARAUDER BASE — FRANCE: "She's good for a hundred more," quoth Staff Sergt. Curtney D. Koopman, Crew Chief (left), of 8018 Vincennes Avenue, Chicago, Illinois, as he was congratulated by First Lieut. Robert A. Hildebrandt, Pilot, of 817 High Street, Logansport, Indiana, after their ship's — the "New York Central II" — 100th mission. This mission, almost a year to the day after the bomber flew its first mission over Cassino, on the Fifth Army front in Italy, was over railroad targets in Germany's Siegfried Line.

"New York Central II," gift of the employes of the New York Central System to the oldest medium bomber group in the Air Force, has bombed Axis-held targets in Italy, France and Germany and has flown through flak at such targets as Anzio, Leghorn Harbor, Toulon and Viterbo Airdrome, near Rome.

With the exception of Major Ralph W. Childers of Walla Walla, Washington, who piloted the B-26 on its first mission, and Technical Sergt. Anthony J. Gibbs, Crugers, New York, a former New York Central System employe who was instrumental in getting the Marauder assigned to the same group which had operated the original New York Central in the Tunisian campaign until it was shot down on its 13th mission, all of those who flew on the first mission have returned to the States. The 100th attack was piloted by Lieut. Hildebrandt. Flak hit the plane eight or nine times.

Stanton Takes New York Post of A. L. Miller

Several changes in the Traffic Department were made recently:

George F. Stanton, General Eastern Passenger Agent, New York, was promoted to Assistant General Passenger Agent, succeeding A. L. Miller, who died November 23.

Mr. Stanton was succeeded as General Eastern Passenger Agent by C. O. B. Brown, heretofore Ticket Agent at Grand Central Terminal.

The latter's post as Ticket Agent was filled by the appointment of Fred R. Frayer, Passenger Traffic Department, Cleveland.

Frayer was succeeded in Cleveland by Edward H. Heil, formerly Manager Pullman Reservation Bureau, Cleveland Union Terminal.

Mr. Heil's former post has been taken by Ray Horley.

All the above appointments were effective January 1.

Chicago Girl Joins the WAVES

The Passenger Department, Chicago, reports:

Off to join the WAVES is Selma "Skippy" Ellman, former reservation and information clerk and now an Apprentice Seaman. Skippy left on January 25 for her "boot" training at an eastern college.

Her co-workers presented her with an engraved identification bracelet and ring set.

James E. Bowen has been appointed Passenger Representative. Jimmie has been with the Central over nine years. He started as a messenger boy, then was reservation and information clerk and more recently a ticket seller in the Consolidated Ticket Office.

The Passenger Department, Chicago, extends sympathy to Gerry Norris, a reservation clerk, whose husband, George, was killed in action in Germany, December 13. George formerly worked in the Central's telegraph office on the third floor, La Salle St. Station.

The Navy wins again! This time it is the hand of Lorraine Johnson. Her "Seaman" slipped a beautiful sparkler on her engagement finger before returning to sea duty in the Pacific.

Supt. Daley Dined

J. J. Daley, Superintendent, Ohio Central Division, at Columbus, Ohio, has been promoted to Assistant to the General Manager with headquarters at Cleveland, Ohio, effective January 1. He was guest of honor at a dinner at the Deshler-Wallick Hotel, tendered him by some 150 associates and industry representatives on December 29. Toastmaster was W. F. Davis, Train Master, and the principal speaker was J. J. Brinkworth, Vice President & General Manager.

J. H. Spooner, Assistant Superintendent at Columbus, has been advanced to Superintendent, succeeding Mr. Daley. J. W. Crowley succeeds as Assistant Superintendent.

Herman E. Ball, Engineman on the Western Division since 1904 and an employe since 1899, made his last run on New Year's Day. He makes his home in Elkhart, where he was born.

Military Reservation Office Opened in G.C.T.

MILITARY RESERVATIONS AND INFORMATION FOR PERSONNEL OF THE MARINE CORPS & COAST GUARD



Shown is the official inspection party at the opening of the military reservations office in Grand Central Terminal, January 11: Left to right, Howard S. Palmer, Trustee, New York, New Haven & Hartford Railroad; Col. W. H. Randolph, U.S. Marine Corps; Col. E. C. R. Lasher, Zone Transportation Officer; G. Metzman, President, New York Central System; Major Gen. Thomas A. Terry, U.S. Army Second Service Command; Rear Admiral L. C. Farwell, District Coast Guard Officer, and Capt. D. C. Patterson, U. S. Navy Personnel Officer.

N.Y.C. Brothers; One Flew Beneath the Eiffel Tower



Ensign John D. Larson (at top) and First Lieut. William B. Larson.

Above are shown William B. Larson and John D. Larson (at top), brothers and furloughed employes, sons of B. G. Larson, Chief Clerk in Division Engineers' office at Jersey Shore, Pa.

First Lieut. William B. Larson, Liaison Pilot in the Field Artillery with the First Army, somewhere in Germany or Belgium, was awarded the Air Medal on December 1, 1944, for "meritorious achievement in aerial flight." He has also been awarded five gold stars.

Before his enlistment in the Army

Air Corps, March 4, 1941, Lieut. Larson worked as a laborer and Time-keeper at Jersey Shore, Pa. He received his training in airplane mechanics, aerial gunnery and radio at Morrison Field, West Palm Beach, Florida, and in the Casey Jones Aeronautical School at Newark, N. J. He was sent to Africa in July, 1942, and shortly after landing in Southern Africa was promoted to Staff Sergeant and later to First Sergeant. His squadron, which was a part of the 12th Ferrying Group, worked its way up through the African Continent and West to British Gold Coast, where they established a ferrying base for war supplies flown from the United States. He helped to fly these war materials to Egypt, India, Russia and China. He was a member of the crew on the transport which brought Madame Chiang Kai-shek from Chungking, China to British West Africa on her way to the United States in 1942. In November, 1942, he took part in the African invasion, serving as a gunner on a medium bomber. He received minor bruises and a broken tooth when his plane had to make a crash landing in the desert in French Morocco. In March 1943, he was returned to the United States to attend Officer's Candidate School at Fort Sill, Okla., and was commissioned Second Lieutenant in July 1943, received his "grasshopper" training at Denton, Texas, and was ordered to Fort Bragg, N. C. in October, 1943. In April, 1944, Lieut. Larson was sent to England and was promoted to First Lieutenant June 1, 1944. In July, 1944, he went to France and served as Liaison Pilot while the First Army fought its way through France, Belgium, Holland and into Germany. While passing through Paris, he flew under the Eiffel Tower in his "Cub," which he calls a "Messerschmidt Maytag." A picture taken of him while flying under the tower appeared in papers in the United States in September.

While in Durban, Union of South Africa, Lieut. Larson married an English girl of that city, Miss Rose Ann Barnett, who joined her husband at Fort Sill, Oklahoma, in October, 1943.

John D. Larson, 20, was commissioned Ensign and received his Aviator's wings at Pensacola, Florida, December 12, 1944. Prior to his enlistment, April 15, 1943, Ensign Larson worked as a Chainman on the Pennsylvania Division, with headquarters at Jersey Shore, Pa. He received his training at the University of Pennsylvania at Philadelphia, State Teachers College at Bloomsburg, Pa., Chapel Hill, North Carolina, Glenview, Illinois and Pensacola, Florida. Ensign Larson is receiving his operational training at Jacksonville, Florida.

Gunners Mate Eddie Ridge arrived home on leave. He was in nine engagements, and while in the Pacific was wounded slightly. He is a brother of Lillian Floyd, Betty Dumoulin and Harry West, all of Chicago.

Leroy V. Porter, Vice President Accounting, is Dead at 68

Leroy V. Porter, Vice President, Accounting, died December 22 after a long illness at his home at 118 Boulder Trail, Bronxville, N. Y., at the age of 68. Mr. Porter had been with the New York Central System 48 years.

Born in Hopkins, Michigan, in 1876, he entered railroad service in 1896, holding at various times the position of Station Agent and Telegraph Operator, Traveling Auditor and General Bookkeeper of the Indiana, Illinois & Iowa Railroad, now part of the New York Central.

In 1906 he was transferred as General Clerk to the Lake Shore & Michigan Southern, now also part of the New York Central, in Cleveland. In 1909 he was appointed Chief Clerk to the Auditor of that same road and a few months later was made Assistant Auditor at Cleveland. In Oct. 1914 he came to New York as Chief Clerk to the Vice President, Accounting, New York Central System.

In 1918, he was made Assistant Comptroller and in 1930 Comptroller. In March, 1937, he was promoted to Assistant Vice-President & Comptroller.

In September, 1941, Mr. Porter was appointed Vice-President and Comptroller, and in September, 1944, Vice President, Accounting.

Mr. Porter is survived by his wife, Emma Marie, and five sons and three daughters. He was a member of the Union League, Traffic and Railroad clubs and of the Knights of Pythias.



Leroy V. Porter

Funeral services, which were attended by G. Metzman, President, and many other officers of the Company, were held at the Reformed Church, Bronxville, December 26. Interment took place at Hopkins, Michigan.

Noethling Ends 46 Years in N.Y.C. Treasury Department



G. H. Noethling, third in front, receives the best wishes of the officials and his associates in the Treasury Department upon his retirement, December 31, after 46 years' service. Mr. Noethling retired as a Clerk in the Cashier's office at the age of 70. In the front row, left to right, are P. A. Spofford, Accountant; Mr. Noethling; G. H. Howe, Treasurer, who is presenting Mr. Noethling with a purse; R. H. Mansfield, R. F. Hoppenstedt, E. Coles and H. A. Dahmer, Assistant Treasurers, and J. Malkmus, Assistant Cashier.

Miss K. R. Sullivan Ends 45 Years' Work

Miss Katherine R. Sullivan retired December 31 as Secretary to Assistant Treasurer, New York City, after 45 years of service.

Miss Sullivan, who is 70 years old, lives at Larchmont, N. Y. She entered service in 1899 in the Engineering Department, shifting in 1920 to the Treasury Department.

Cincinnati Sailor Has Family Reunion in Italy



A former switchman at Cincinnati, Garibaldi Dromi, now a Tailor's Mate, Third Class, had an interesting experience when his boat docked at an Italian port. Dromi and his father left Italy seven years ago because they could not tolerate Fascism. The mother and sisters stayed behind and before they could be sent for, the war prevented them from leaving. Young Dromi joined the U.S. Navy in 1942. After the fall of Italy his boat docked 200 miles from his home town. Since he could not leave the ship his mother and sisters came to visit him, traveling by box car. The reunion lasted eight days, Garibaldi getting a pass each day. He also acted as interpreter for his commanding officer. On a recent visit to Cincinnati he was married to Miss Antoinette Magro, shown with him above. He says his postwar plan is for a family reunion with his mother and sisters in this country.

On LCS in Pacific

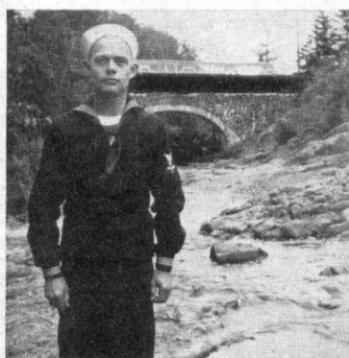


Edward P. Dugan, R. M. 3/c, formerly employed by the Central as a clerk in the General Freight Office, New York City, has gone overseas for active duty in the Pacific.

Upon entering the Navy on December 5, 1943, he was sent to Sampson, N. Y., for basic training and later was transferred to Little Creek, Va., for schooling with the amphibious forces, from which he was assigned to serve on an LCS. Recently while on a short leave, Eddie visited his home at Verplanks, N. Y., and also made a surprise visit to the General Freight Office to see some of his friends. He was ordered to report to California, from where he shipped out.

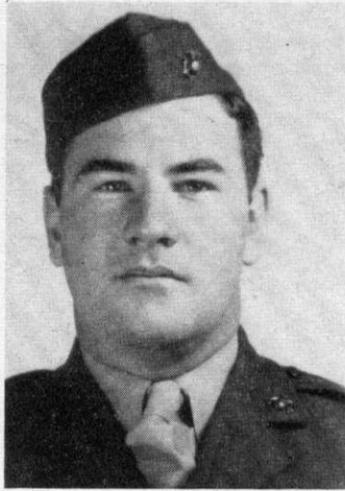
His sister, Bernardine Dugan, is also in the employ of the Central, in the Typing Bureau of the Accounting Department, New York City.

Indiana Sailor



Glen Shinabarger, Seaman, second class, is stationed at Minneapolis. He was formerly demurrage clerk at Anderson, Ind., and is the son of the former Agent, Charles Shinabarger, recently retired after fifty years' service.

Buffalo Fireman Wins Unit Citation in Saipan Battle



Pfc. Walter E. Cary, 22, a former fireman on the Buffalo and Syracuse Division and son of William J. Cary, a New York Central fireman, has been awarded the Presidential Unit Citation for gallantry in action while serving with the 4th Marine Corps in the battle for Saipan and Tinian. He also was in the battles for Roi and Namur in the Marshall Islands.

Pfc. Cary joined the Marines January 13, 1943, and trained at Parris Island, Camp Lejeune, and Camp Pendleton. Prior to duty in the Pacific he was on convoy duty in the Atlantic.

Iran Rail Line Transformed by U. S. Workers

Pfc. J. C. Miller, Jr., a trainman on the P. & L. E. Railroad, at Youngstown, Ohio, who is now with the 711th Railway Operating Battalion in Iran, writes as follows, under date of December 11, 1944:



"It's been two years to the day since we docked at Khorramshahr. We got off the boat on the 12th and spent the night trying to keep warm and sleep in the mud. It had taken three hours to get through the chow line for our first meal of goat meat.

"We weathered the first night of shivering, listening to this new world of wailing, howling jackals and a million other strange and unexplained noises. Rumor had it that the nearby village was plagued and natives were dying by the thousands. I never did find out if this was true because I was sent on advanced detail — an all night train ride in a box car to Ahwaz, about 70 miles away. On arriving we found that Ahwaz was just a railroad station and a roundhouse. We set up tents all day and pulled guard duty at night until after Christmas. I was on guard Christmas Eve.

"Then we began taking the railroad over from the British and what a railroad! I was on road duty and there was no air, no headlights, and a dirt road bed. It was very bumpy and you couldn't see your hand in front of you. It didn't make any difference about seeing, though, because as I said before, we had no air and couldn't have stopped if we had seen something.

"Now we have diesels, headlights, air and better road beds — the line runs through the mountains and is quite impressive. We manage to communicate with the native workers by signs and what language we've picked up."

E. C. Richards Retires

E. C. Richards, Assistant Superintendent of Equipment, with headquarters at Detroit, retired December 31, after 46 years, nine months of service. He was succeeded by R. R. Sneddon.

Effective January 1, G. H. Rushford was appointed Car Foreman at Battle Creek, Mich., vice R. E. Metz, retired.

P. & L. E. Engineman's Son Is Pilot on Liberator Bomber in Europe



Shown is Lieut. Albert C. Hardies, Jr., at upper left, and the members of his crew on a bomber now operating in the European area. He is the son of A. C. Hardies, an engineman of the Pittsburgh & Lake Erie.

Detroit Girls Sing at Marine Hospital

Rosemarie Brown and Peggy Hedrick, two girls from the Auditor Passenger Accounts Office, Detroit, sang with a group of 30 American Women's Voluntary Service carolers at the Grosse Pointe Marine Hospital recently. The girls, members of Drill Corps Co. A, under the command of Capt. O. Montayne, also brought gifts and candy to the wounded soldiers. So cheered were the patients, and so good did the girls feel afterward, that they cried over their cokes as they related their experiences.

Not widely publicized is the morale building work being done by a group of Detroit girls known as "Valiants, Inc." Each girl is assigned to one particular wounded soldier, either at the Veterans' Hospital in Dearborn or the Marine Hospital in Grosse Pointe, whom they visit each Tuesday, Friday and Sunday. They also arrange parties and shows for the boys and sold Christmas cards to raise money for gifts and also work at a Bingo game on Saturdays, Wednesday and Fridays.

Lily Calabrese, Shirley Ball, Angeline Anena, Dolores Mielke, Rita Vitale, Wilma Murray and Mary Gindick are the employees who devote so much of their free time to this laudable endeavor. They are members of Co. A.

WAVE Phyllis Fournier, from the Auditor Passengers Accounts Office, Detroit, who is now in Washington "striking" for Storekeeper, reports making the "Gallon Club" in the Red Cross Blood Bank. She gave her eighth pint on "Pearl Harbor Day."

Congratulations to the new Sergeants, Robert Blakeslee and George Brown. The Auditor Passenger Accounts boys are stationed in Panama and England respectively.

Recalled to duty by the Merchant Marine after ten years absence, Jack Sorin, Local Audit Clerk in the office of the Auditor Passenger Accounts, Detroit, is the first man to enter this service. He spent seven years as Third Assistant Engineers on ships plying to all parts of the world, and had intended to settle down to a job on land. However the vital need for merchant seamen has decreed otherwise. He reported to his ship in New York, January 12, carrying with him the office's parting gift and the best wishes of all.

At the first meeting in January of the New York Central Camera Club of Detroit, held in Room 114 of the Detroit Terminal, additional organizational details were completed. Wilbert Weilert, of the Auditor Passenger Accounts Office was appointed secretary to fill out an unexpired term. Charles Fagin, of the Departmental Accountants Office, and Warren Oakes, assistant engineer, Valuation, were designated a committee to plan monthly assignments and awards for the coming year.

A portion of each meeting will be devoted to criticism of regular prints, movies and color slides. All phases of amateur photography will be covered.

Gibson Man Loses Legs in Belgium

Harold Rutz, son of General Yard Clerk, August Rutz, was seriously wounded in the recent German offensive in Belgium, necessitating the amputation of both legs. He is hospitalized in Temple, Texas.

Lieut. Bill Gallagher and S/Sgt. C. J. Miller visited the office recently while home on furlough.

Sympathy is extended to the family of the late Phillip D. Steinmetz, former Assistant Station Accountant, in the loss of his son, Jack, in a plane crash in the West Indies, December 30.

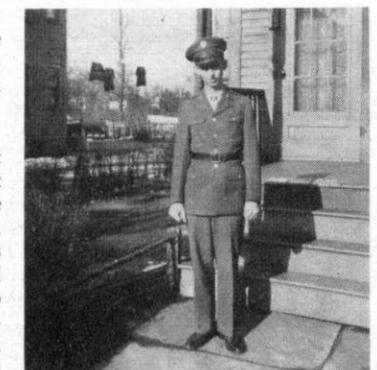
William Sheridan, retired employe of the Central Inspection & Weighing Bureau, who for many years was assigned to our office, died January 9, at the age of 89 years.

Recent visitors to the Auditor's Office, C.R.&I.-I.H.B., Chicago, were Corp. Albert Zirwes, stationed at Fort Myers, Va.; Nick May, Y2/c, on U.S.S., J.R.Y. Blakely; Corp. Leonard M. Bolin, Jr., of Fort Devers, Mass., and Dick Rofstad, R.M. 3/c, LST 495.

Son Wounded in France

J. H. Schmidt, a Clerk in the General Freight Office, New York City, reports that his son, Pfc. Raymond L. Schmidt, was seriously wounded on December 15, in action with an armored unit somewhere in France.

B. & A. Lieutenant



Friends of "Fran" Stipek on the Boston & Albany were all glad to hear he had completed his officers' candidate course at New Orleans and been commissioned a Lieutenant, November 1. Fran's service, in the Baggage Department and Superintendent's Office at Springfield, Mass., totals ten years; and he completed two years of military service last September. He is assigned to service on the Pacific Coast, as loading officer at Port of Embarkation, and tells us that for an old railroad man, he's getting to feel right at home around ships; supervising loading and unloading of Army cargo, policing the pier area, etc.

He left at New Orleans John Dowling, another former Springfield Baggage Department man, and Staff Sergeant at the time, Dowling having been with an Air Force unit in the Pacific Theatre and returned for officers' candidate course. In California he had news of Ralph Tobin, son of Agent Tobin at Barre Plains, who has been stationed in Oregon.

Get Your Copy of Questionnaire With Mid-Month Pay Checks

Carloads of Butter Left by Germans in Flight in France

Carloads of precious butter, fresh meats and German mail awaited American troops who took the French railroad depot at Lison, according to an eye-witness account by Major Albert L. Chabot, Transportation Corps officer just back from France.

"The Nazis were so surprised," he said, "that they unhitched the priceless cargo, bound for Germany, and fled with the engines. At one place they even left their dinner stew simmering on a stove."

Major Chabot, who was with the Southern Pacific Railroad for 20 years before entering the Army in 1942, arrived in Normandy shortly after D-Day and was one of the first Americans to ride the French rails after the invasion.

"We didn't have an engine," he said, "but we had a jeep. And that's all we needed. Equipped with flange car wheels, our little jeep rode the rails between Isigny-Sur-Mer and Lison, much to the amazement of the French who lined the tracks to stare at the queer 'chemin de fer.' We ran into artillery fire at Neuilly, and occasionally we had to clear the rails of barbed wire and piles of dirt from bomb craters, but we came through without a scratch."

Although the Germans fled too quickly to do much damage to the railroad, snipers were the chief difficulty of Railway Operating Battalions that had to supply front line troops.

"There was one Jerry in particular who caused us a lot of headaches," Major Chabot said. "He hid with a machine gun in the hills between Carentan and Isigny, where the engineers were rebuilding a bridge. Every time they neared completion and our trains were ready to go through, he opened fire. Somebody eventually got him, but we lost some precious time trying to get over that bridge."

By locking up dams to drainage ditches, the Germans managed to flood the area around Isigny.

"They hid in this man-made swamp and fired on our railroad battalions," Major Chabot added. "This made transportation extremely hazardous, and we had a difficult time routing the Germans."

Eight Veterans Retire

- Retirements last month included: Avery, Frederick M., Freight Agent, Syracuse Division, 48 years, 7 months.
- Entzian, William A., General Yardmaster, South Bend, Ind., 41 years, 7 months.
- Florant, Charles H., Wire Chief, Selkirk, N. Y., 41 years, 11 months.
- Burgess, Richard, Stationary Engineer, W. Springfield, Mass., 28 years.
- Kautzman, Peter J., Agent, Fort

With First Army



Sgt. "Whitey" Anderson writes from the First Army Front that he is keeping his tail down and his elbows loose. He mentions spending a night under a hail of butterflies with one digging a nest about two feet from his foxhole, even tearing his shoe laces—we still have to learn what those butterflies were.

Detroit A.P.A. Girls Sing in M. C. Terminal



Their costumes keyed to the holiday colors—white blouses, dark skirts and bright red hair ribbons, 24 girls from the Auditor Passenger Accounts office, Detroit, entertained with Christmas carols in the Michigan Central Terminal the three days preceding the holiday. The girls sang on their lunch hour and after work. The carolers, shown above, are, first row, left to right: Delores Seely, Betty Kemp, Maxine Krause, Luella Bracen, Virginia DeCello, Pat Tehean, Delores Cross, Rosalyn Cavanaugh, Verne Aldred, Kay Leichfelt, Eleanor Leach and Martha Van Oordt. Second row, left to right: Mrs. Jessie Hill, Audrey McLeod, June Kennedy, Lorene Cline, Mary Margaret Sims, Rosemary Marrin, Peggy Hedrick, and Rosemary Brown. Also participating, but now shown, were Idora Cline, Lois Rundel, Marilyn Wilson and Mary Frocila.

- Harrison, Ind., 50 years, 9 months.
- Kimball, Berry W., Engineman, St. Lawrence Division, 43 years, 11 months.
- Madsen, Alfred A., Machinist, Jackson, Mich., 36 years, 4 months.
- Pinkerton, Hugh W., Electrical & Mechanical Engineer, Cleveland, 38 years, 7 months.

Gen. Burpee Praises French Railway Men

Tribute to French railway workers for their cooperation with Allied transportation services was paid by Brig. Gen. Clarence L. Burpee, Commanding General of the Second Military Railway Service, United States Army.

He said the workers, many of whom had joined the French Underground during the occupation of France and sabotaged German railway operations, were now wholeheartedly assisting the Allies in moving supplies up to the front and evacuating wounded in hospital trains provided by the British and French under the Reciprocal Aid program.

"The French railmen have been very cooperative in every respect," he said. "Long hours do not matter. They have stayed on the job from 30 to 40 hours without relief, some of them almost barefoot, some with barely enough clothes on their backs to keep them warm, but not a whimper has been heard."

"I have not had a half-dozen complaints from the French workers since I have been on the continent."

General Burpee said French and American shop men, working side by side and using both French and American equipment, had repaired and placed into service 390 damaged locomotives.

He said wounded American soldiers owe gratitude to French railways for

making it possible to evacuate them in comfortable hospital trains. French-operated locomotives pull the hospital trains over many routes in France.

115 "Graduate" at Cincinnati

Vice President and General Manager J. J. Brinkworth presented certificates November 30, in the Gibson Hotel at Cincinnati, to 115 employees who had completed the Public Relations program. Certificates also were presented to the eleven leaders whose course of training had been completed previously.

About one hundred and fifty were in attendance, including a number of department heads and the wives of those receiving certificates. Several talks were made, including one by Ira L. Austin, assistant secretary of the Pension Bureau, New York. Mr. Austin went to Cincinnati last summer and started the program at that point.

Mr. Brinkworth expressed appreciation of the efforts and interests of employees in the program now in progress.

There were solos by Melville Ray, one of the graduates, and the picture, "Life Line of the Nation" was shown by E. N. Kottenbrook.



Meet the New York Central test engineers who help create tomorrow's finer engines

They put Locomotives in a Test-Tube

Mile after tense mile, New York Central test engineers cling to the speeding locomotive, or watch each flicker of the instruments back in the Dynamometer Car.

They feel the pulse of the mighty cylinders. They sample the smoke-box gases. They weigh every pound of coal for the firebox and every ton of pull on the drawbar. And steadily, the data they gather is recorded on the Dynamometer Car's moving chart. For this car is their "laboratory on wheels" . . . where they figuratively put 250 tons of locomotive in a test-tube to study its performance.

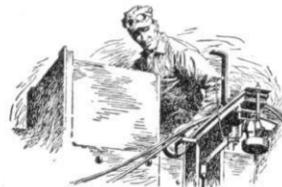
Today, their work helps New York Central operate more efficiently as a vital link in the wartime supply line. And tomorrow . . . their records will point the way to still finer locomotives for the future.

He Puts "Dine" in Dyn-a-mometer

Testing a locomotive often takes weeks. So the staff lives aboard the Dynamometer Car. A New York Central dining car chef goes along to serve hearty meals.

Locomotive Dietician

This observer weighs out each 100 lbs. of coal fed into the fire-box. Even on New York Central's naturally efficient Water Level Route, ways to save fuel are constantly sought.



"Scientists in Overalls"

Dressed in overalls and protected by temporary windbreakers, these New York Central engineers check engine performance and flash their findings back to the Dynamometer Car.



Tons on a Pen Point!

These oil cylinders can reduce a locomotive's 500,000-lb. pull down to a tiny force that moves a pen in New York Central's Dynamometer Car.

Chart Keeps Pace with Train

Gears link the wheels of the Dynamometer Car to these paper rolls. For each yard the car travels, the paper moves a fraction of an inch beneath the recording pens.



Tester in Chief

Either the Dynamometer Engineer, or his senior assistant, directs every detail in the complex task of performance-testing a locomotive for New York Central.



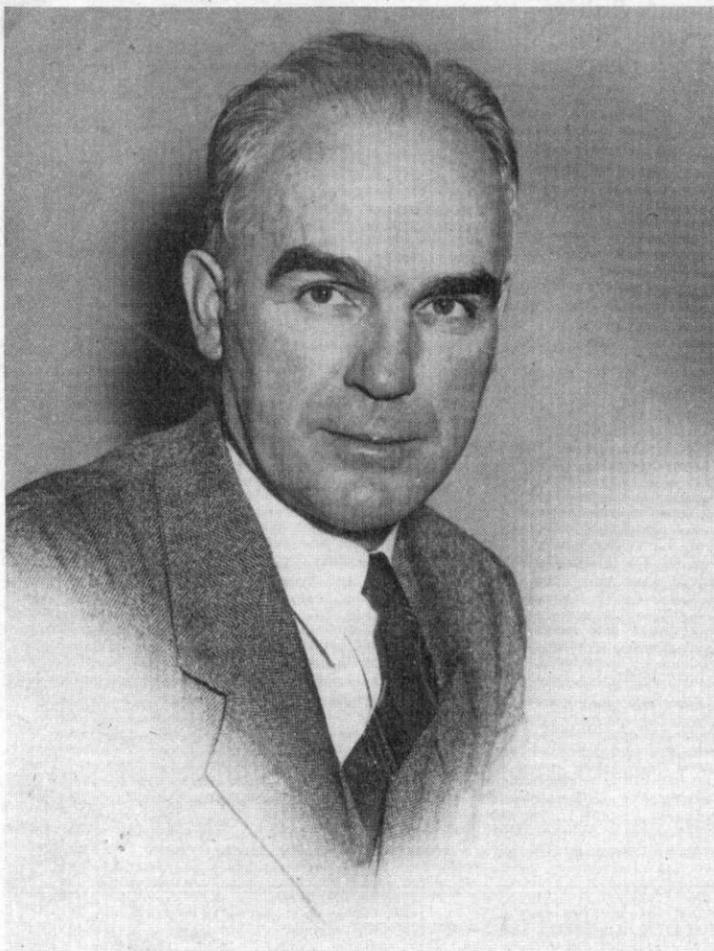
He Writes with 16 Pens!

The Chart Operator watches over the 16 automatic pens that record speed, distance, pull, steam pressure and a dozen other items of performance data. He also notes on the moving chart facts phoned in by other observers.

LET YOUR DOLLARS FIGHT INFANTILE PARALYSIS

NEW YORK CENTRAL
THE WATER LEVEL ROUTE

Tommy Timlin, New York Central Man, Rated as Year's Best Football Referee



Thomas A. Timlin, Material Inspector at Buffalo, who was referee of 1944 Army-Navy game.

MILLIONS of football fans who believe in hard-but-clean fought games are grateful to Referee Tommy Timlin, who called the rules for the thrilling Army-Navy game last December 2 at Baltimore. Referee Timlin, it so happens, is Thomas A. Timlin, Material Inspector, M.P. & R.S. Department, at Buffalo, N. Y.

Refereeing football games is a side profession with Timlin, who entered New York Central service in 1922 as a Material Inspector. Before then he had played football in high school and in college, following this with professional football for a short time. Since entering service he referees games on days off, counted against his vacation.

Refereeing the Army-Navy game, the classic of all games, is acknowledged to be the most prized job in the business and the manner in which he conducted this game has won him recognition as the top referee in college football. Among other plaudits for his afternoon's work, the *New York Herald-Tribune* said:

"Thomas A. Timlin, referee, and his associates turned in the year's best job of officiating. They stepped heavily on each illegality and were quick to discourage the brethren who had grudges to settle."

Timlin ranks the Army team of the past season as "the greatest team I've ever worked behind," and he

Chicago Man Killed

(Concluded from page one)

received in France. He was assigned to a replacement pool awaiting further orders. John, a member of an infantry division, has been twice wounded since D-Day. He has received the Purple Heart.

Donlevy, another son, is a member of the Navy SeaBees in the South Pacific.

Home from the battle front is Paratrooper Roland Mignone, husband of Celeste. Pullman reservation clerk Roland, a member of the famous 82nd Airborne troops, landed in Normandy on D-Day and later in Arnhem, Holland, where he was wounded and sent to England. He is now receiving treatment in a San Antonio army hospital.

W. G. Evans a Major

Capt. Wallace G. Evans, son of T. W. Evans, retired Vice President, Chicago, was promoted to Major in December, while serving with the U.S. Army in France, according to information received by his father recently.

Buffalo Blizzard

(Concluded from page one)

Buffalo, a key production area of war materiel, hampered the snow removal job. In the city itself, where schools and war plants had shut down, there were too few men to clear the avenues and side streets, leaving none to be hired by the Central. Even one week later streets and sidewalks had not been cleared and thousands of automobiles stood at the curbs buried under snow.

Freight service now began to exceed passenger service as the most critical problem and so earnest attention was now being given to digging out the many important freight yards—Gardenville, Seneca, Lackawanna, Black Rock. The primary concern was to keep in motion all government and war freight so that no delays would befall goods routed to ports for convoys or to factory assembly lines.

Spreaders and flangers were busy in every yard. Several extra cars of casing head gasoline arrived to be used in burning the snow and ice out from the switches. The rotary plow and two spreaders aided the gangs of men with shovels in Gardenville.

Humping operations in the west bound yards at Gardenville were carried on under the most rigorous conditions. After men had cleared a track in the receiving yard and the switches leading from it, diesel switchers would break the train up, two cars at a time. To move the entire train from standstill was impossible because the journals had frozen. Once the cars were rolling, three diesel switcher and a diesel mallet pushed and pulled the train over the hump to further loosen it. Then the train was humped into the classification yard. Even so, many cars

Albany Men Retire; 105 Years at Work

TWO Albany men, Peter P. Wrafter, Conductor, Mohawk Division, and Edward J. McCann, Painter Leader, West Albany Shops, retired January 31, after working a combined total of 105 years.

Mr. Wrafter entered service as a boilermaker in 1893, shifting to brakeman in 1898, and becoming a conductor in 1906. He lives at 73 Kent Street, Albany.

Mr. McCann, who lives at 609 Park Avenue, Albany, began as a laborer in the Car Department at West Albany in 1890 and later became a painter and varnisher.

did not clear the final switch down the hump and the yard trimmer engine had to pick these stiffened cars up.

The following day, January 5, 110 sailors from the Sampson Naval Training Station at Geneva, N. Y., brought their willing strength to the big job still ahead. The sailors stayed on the job until January 10, when they were replaced by two other groups of 103 for the next few days. Altogether they performed a fine job, as deeply appreciated as it was vital.

Day and night the tremendous project of cleaning the track ever went on. The kitchens in the camps at the various yards were open 24 hours a day feeding the men, who slept and worked in shifts. Men who were released were replaced by others, one group of 90 track workers arriving January 9 from the Pennsylvania Division.

Now that the main channels for the flow of passenger and freight traffic had been cleared, there still

Lieut. C. L. Ergott, Avis Flyer, Missing Since November 22



A War Department telegram, on December 8, informed Clyde L. Ergott, a Carman at the Avis Car Shop, that his son, 2nd Lieut. Carl E. Ergott, of the AAF, had been missing in action over Germany since November 22.

Lieut. Ergott was attached to a Lightning Fighter Group of the 15th Air Force, in Italy. The group was one of the first to engage the Luftwaffe in battle and was recently awarded the Distinguished Unit Citation Ribbon.

Lieut. Ergott was employed at the Avis Car Shop as a Carman Apprentice and entered the Armed Forces March 7, 1943.

remained the big task of cleaning many miles of sidings and the hundreds of switches giving entrance to those tracks.

Winter chose this moment to serve notice on the other divisions of the Lines East that they could suffer the fate of Buffalo. On January 16 a storm by-passed Buffalo, shedding only three inches of snow there, and raged down the Mohawk and Hudson valleys. Syracuse was blanketed with 14 inches of snow and Albany, including Selkirk Yard, with 16 inches. Snow plows and flangers were able to keep the fall under control, however, on the main line, and the humps at both DeWitt Yard in East Syracuse and Selkirk Yard were kept in operation. Freight service on the West Shore alone was temporarily hard hit.

At Erie, Pa., the season's snowfall was 88 inches up to January 23.

One of the finest traditions in railroading—the devotion of railroad men to their duty in the face of any emergency—was further brightened by men who fought the battle of Buffalo's blizzard.

With only time out to eat and catch some sleep, track laborers struggled with their shovels long hours day after day, night after night, in bitter winds, against the heavy, shifting masses of snow. Regular train crews made successive runs "to keep 'em rolling." Tower operators slept in the towers in order to be on hand when their shift came round again. Like soldiers of high morale on a fighting line today, they all stuck it out until this home-front victory was won.

To the organizing work of all operating officials from Superintendent Miles Dwyer through trainmasters, yardmasters and their assistants, and of Maintenance of Way men goes credit for fighting the battle to a successful finish. In their harried positions, passenger traffic personnel and freight traffic men drew upon reserves of energy and courtesy in facing the public and patrons, explaining delays and arranging changes in transportation. The forces under R. D. Bratton, Division Passenger Agent at Buffalo, worked day and night in two shifts.

Radiating from Buffalo, the problems caused by the blizzard in delays of both passenger and freight trains increased many fold the work of operating and transportation men elsewhere, necessitating rerouting trains, making up of special trains and of new schedules and the speeding up of priority freight over other classes. From one end of the system to the other thousands of telephone calls were answered explaining delays and offering changes in accommodations.

Such is railroading. It is an all-weather, every day, day and night business of transportation.

H. A. Jeffries, former coach repairer in the Passenger Shop at Beech Grove, has been inducted into the Army and is at New Orleans.

Winter in Rochester—Sailors Help NYC Fight Snow



ROCHESTER was the first city on Lines East to feel the heavy blows of King Winter. Two storms during December paralyzed all transportation with the exception of the railroads. Before December was out approximately 56 of its annual "quota" of 72 inches of snow had already fallen. By January 26, it was 63 inches.

Above, a passenger train is shown leaving Rochester Station westbound, separated from a freight train by a five-foot bank of snow which had been pushed from the tracks by a plow.

At right, sailors from the Sampson Naval Training Station, on Seneca Lake, participated in winning a home-front victory by helping the Central clear away the snow of the second storm in Rochester. From flatcars loaded at the station and in the yard, they are dumping snow through the ties on the trestle over the Genesee River. The sailors enjoyed their time off from training and, at the same time, put welcome extra money into their pockets.

Along with its job of cleaning up, the Central also helped the city with its snow-clearing equipment.

