

# CENTRAL HEADLIGHT

Vol. VI, No. 3

MARCH, 1945

## "Tell the People of Their Stake in Railroads" President Metzman Tells Western Railway Club in Chicago



President Metzman speaking before the Western Railway Club in Chicago, February 5.

INFORMED public opinion upon which can be built sound transportation policies is the key to better transportation for the American people, Gustav Metzman, President of the New York Central, told an audience of railway and railway supply men, February 5, at the Western Railway Club, Chicago.

Mr. Metzman observed that not only have the railroads done a good job during the war; they have also given the public the facts about their performance, with the result that people generally give the railroads credit for a

good war job and for doing their best, despite war-time exigencies. He urged that American railroad men also give the people the facts to inform them about their stake in the better transportation peace will bring.

"There is no sound reason," he said, "why there should not be a great railroad improvement program after the war." "This program," he added, "would spread employment and prosperity and help to solve America's Number One post-war problem — jobs. But there is a big question: Will Government policies permit this improvement program to materialize, by encouraging the flow of private capital funds into railroads, or will they discourage that flow and dry it up?"

Sergt. Terry, who is in the Field Artillery, on August 24, 1944, volunteered to set up an observation post beyond enemy lines so that the Americans could observe enemy submarine pens and gun replacements. The position was so hazardous, the citation says, that "once occupied it could not be evacuated safely."

"Disregarding the danger," the commendation continued, "he remained there three weeks without relief. During this period he was under constant fire from the enemy which resulted in two officers being wounded and two enlisted men mortally wounded."

In service two years, Sergt. Terry trained at Camp Gruber, Oklahoma and Camp Howze, Texas. He has been overseas a year.

## Lieut. Buescher of Detroit Now Missing

Lieut. James Buescher, Flying Fortress Bombarator, and former member of the Auditor Passenger Accounts office, together with his entire crew, is reported to be missing in action since a raid over Germany, January 14.

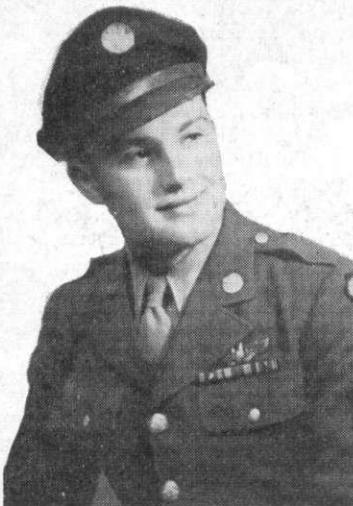
## Killed in Belgium

Pfc. George I. Zachariah, former trackman at Kenton, Ohio, was killed in action in Belgium, January 29. His wife and four children survive.

(Concluded on page 11)

## Bomber "N. Y. Central II" Explodes over Germany; 8 in Crew Missing

West Albany Flier Missing in Germany



Louis Portanova, Laborer, West Albany Locomotive Shops, was recently advised by the War Department that his son, S/Sergt. Vito Portanova, was reported missing over Germany in December, 1944.

Vito Portanova formerly was employed at West Albany Shops as a Boilermaker Apprentice until his enlistment in November, 1942. He received his preliminary training at Miami Beach and New Orleans and was assigned to service overseas in March, 1944. He had completed 65 missions and had been awarded the Air Medal. S/Sergt. Portanova has two brothers, Arthur, who is in the Coast Guard, and Anthony, and three sisters, Mary, Yolanda and Virginia.

New Yorker Killed



Private Jerry Heymann, who was employed in the office of E. E. Pierce, General Passenger Agent, New York City, was killed in action on the Belgium front January 3, 1945, it was announced recently by the War Department. He was employed June 3, 1942, and enlisted in the Army February 16, 1943.

Private Heymann was the second fatality from the Passenger Traffic Department in New York City, the first having been E. M. Comerford, reported killed in January's Central Headlight.

JERRY — AGE 20

To you who gave life that we may live,  
We offer up a prayer;  
You scattered sunshine on those you  
met,

And helped to banish care.  
We thank you for having passed this  
way

We surely did enjoy  
Your quiet ways and kindly smile —  
God Bless You, Jerry boy!

J. W. Alexander

Private L. R. Norton, former Freight Brakeman at Jackson, was killed in action in Luxembourg, January 18. Private Norton entered military service in July, 1944.

Second Marauder Given to Army Air Forces by Railroad's Employees Hit by Anti-Aircraft Fire, January 1, on 103rd Mission—Four to Six Parachutes Seen After Hit

NEWS of the loss of the "New York Central II," B-26 Marauder bomber presented September 12, 1943, by the employees of the New York Central System to the Army Air Forces, through cash gifts, was received in a cablegram from the Mediterranean Allied Air Force to Headquarters of the Army Air Forces in Washington, February 27.

The bomber was hit by German anti-aircraft fire on its 103d combat mission, January 1. The plane exploded and four to six parachutes were seen to leave it but the crew members flying on that day are still reported missing in action. It had been in overseas service since November 26, 1943, making its first combat mission over Cassino, Italy.

Its predecessor, the bomber "New York Central I," also a gift of the New York Central's employes, was shot down in North Africa, February 24, 1943, after 13 combat flights during which it destroyed six Axis planes.

The outstanding achievements of the "New York Central II" and its crew are described in the following cablegram sent to the Editor of The Headlight by Brig. Gen. Reuben C. Hood, Jr., Deputy Chief of Air Staff:

"'New York Central II,' a B-26 Marauder, gift of the employes of the New York Central System to the Army Air Forces, was shot down January 1, by German anti-aircraft guns, 10 seconds after the medium bomber dropped its bombs, in a good concentration, on enemy barracks and supply buildings during mission with the AAF's oldest medium bombardment group over enemy targets. It was the fortieth time the 'New York Central II' had led an entire formation.

"The plane was hit in the left engine by flak at the target, lost altitude and exploded, crashing almost ten miles northwest of the target. Four to six parachutes were seen to leave the medium bomber, but its eight crew members flying on that fateful day are missing in action.

"The crew included: First Lieut. Joseph T. Schoeps, Pilot, 221 North Springfield Avenue, Chicago; Major Hugh S. Teitsworth, Jr., Co-pilot, 210 W. 11th Street, Pomona, California; First Lieut. Camillo W. Tensi, Bombardier, 1710 Summit Avenue, Union City, New Jersey; Second Lieut. Edward J. Purdy, Navigator, 2500 Sheridan South, Minneapolis; First Lieut. Thomas F. Ralton, Navigator, 718 Jefferson Avenue, Scranton, Pa.; S/Sergt. Jimmie A. Reesha, radio gunner, 1823 S. Westmoreland Ave., Los Angeles; S/Sergt. Arlyn L. Lones, engineer gunner, Rte. 3, Greenville, Tennessee and Pvt. Gerald R. Draper, armorer gunner, RFD NR1, Moline, Ill.

## Ohio Central Agent's Son Dies in Battle

PFC. Walter Rex Dunfee was killed in action in Germany, November 17. He was the fourth and youngest son of F. E. Dunfee, Agent at Rutland, Ohio and Mrs. Dunfee.

Three brothers, all of whom are or have been in the service, survive. One, Pfc. Fred Dunfee has been in the South Pacific area of operations for 33 months. Another, R. C. Dunfee was a prisoner of war in Italy for eighteen months but finally escaped and is now at Fort Sill, Okla. where he is receiving special training.

The third, W. H. Dunfee, after six months of Military Service, was discharged, and has returned to his former job as Operator at Cornings, Ohio.

## New York Maintenance of Way Men Retire

Albert Ahnenan, Carpenter, John Barber, Stationary Engineer, Spuyten Duyvil Bridge, James Ward, Bridge Foreman, and Michael Caprio, Mason, were given a farewell dinner February 21, by associates of the Maintenance of Way Department at Bordewick Restaurant, The Bronx, N. Y., when they retired with a total of 111 years of service. Present were E. R. Tattershall, General Supervisor, Work Equipment; Mr. Ahnenan; J. N. Grim, Engineer of Track, Lines East; Mr. Barber; F. G. Smith, Electric Division Engineer; Mr. Ward; J. F. Redman, Supervisor, Structures; Mr. Caprio; C. Tinnelly, General Foreman, Bridges; and J. H. Kelly, Engineer, Maintenance of Way, Lines East.

destroyed. Debris flew into the air higher than the attacking B-26, and two main railroad lines were completely blocked as a result of the attack.

"The 'Central' as it was sometimes called, used only three sets of twin engines during its campaigning and always was ready to fly, S/Sergt. Surtney D. Koopmin, 8018 Vincennes Ave., Chicago, the crew chief, recalls that his plane remained behind only three times when it was scheduled to fly, once with a broken axle, once when a tire blew out on the takeoff and once when the electrical system was not functioning properly.

"Until its last mission only one of its crew members ever was wounded by flak while flying in the bomber.

"T/Sergt. Anthony Gibbs, from Crugers, N. Y., a former New York Central employe who was instrumental in getting the Marauder assigned to the Group, states: 'Those who made donations to the purchase of New York Central II can be sure that every minute of her combat life made a real contribution to the war effort.'

"On behalf of the Army Air Forces, please express to your employes my personal appreciation for their patriotic spirit in contributing this airplane through cash donations to the Army Air Forces. You are to be justifiably proud of the achievements of 'New York Central II.'

# Central Headlight

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

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Volume 6

MARCH, 1945

No. 3

## New Goliath of the Rails

EVER since the early 90's, the products of the New York Central's motive power designers and draftsmen have been famous throughout the world.

The Buchanan locomotives, paced by the universally known 999, which made its world record speed run in 1893, were noted for their speed, power and beauty. These characteristics have been continued in the more modern designs which have come off New York Central drafting boards. With each new series there was a constant stepping up of availability, economy and efficiency.

The Central's noted Hudson type, planned primarily for passenger service, has already been adopted as a standard locomotive design in non-mountainous service all over the world. Since the first Hudson was produced, in 1927, the newer models of this type have shown constant advancement as running schedules were shortened and increasing power became needed. Along with the increase in horsepower and speed, better design reduced coal and water consumption and lessened the weight per horsepower.

In 1939, the Mohawk Class was adapted for passenger service as well as for freight and gave improved efficiency in both services.

But, motive power design can never stand still. The modern world demands ever more modern locomotives—and gets them. This month will see the delivery of a new coal-fired reciprocating steam giant known, up to this time, as the S-1. It will be the biggest locomotive on the New York Central and the biggest and most powerful non-mountain type engine in the country. In height, width and length—98 feet—this 4-8-4 is a veritable Goliath, being built as large as clearances on the Central will permit.

This versatile, experimental Titan, it is expected, will be of at least 6000 horsepower in the higher speed ranges and perhaps more, a considerable advance over the 5400 horsepower developed by the Mohawk Class L-4s, which are now hauling the Central's heaviest trains in war service.

The S-1 will combine the capabilities of the Hudson and Mohawk types and can be used in either freight or passenger service, thus adding somewhat to the flexibility of the Central's motive power pool of 3660 locomotives. It will exceed all other Central locomotives in productive power per unit of weight and its reserve power will enable it to accelerate faster.

Among the advances in design it will embody are a new design fire tube boiler with no steam dome, a huge fire box, giving high combustion efficiency with varying grades of bituminous coal, large tube and flue passages which tend to cut the loss of steam between the boiler and the exhaust and a modified trailer truck, permitting an increase in ashpan volume, this latter being an important factor in ease of servicing. Although its performance can be gauged only roughly until long and arduous tests are completed, great things are expected from this huge new locomotive. On the drawing boards are still newer designs.

## Johnston Gets Watch

W. Andrew Johnston, Michigan Central, St. Thomas, Ont., employee for just 3 months less than 42 years service, retired recently. Although Mr. Johnston retired as Relief Chief Train Dispatcher, in the early years of his service he also acted as telegraph

operator, agent, train dispatcher, and night chief dispatcher.

A banquet attended by 100 of his associates was given for Mr. Johnston January 27, at which he was presented with a Hamilton watch. A bouquet was sent Mrs. Johnston. The former dispatcher plans to spend much of his time at his summer home in Windham.

## Letter of the Month

Bronxville, N. Y.  
February 1, 1945

New York Central Railroad Co.

Gentlemen:

I WOULD like to say a word of sincere appreciation for the unsung heroes, the engineers on your lines.

It was necessary for me to make a trip on the Pacemaker to Chicago, December 16, in blizzard weather. All along, the line I noted all the employees engaged in making the trip safe and as comfortable as possible for the travelers, and I would have liked to thank them for their labors.

My son in the Service made the same trip on the Advance Commodore Vanderbilt, January 30. When I made inquiry about its safe arrival in Chicago, I again was thankful to the engineers who made the trip in safety, despite the adverse weather conditions.

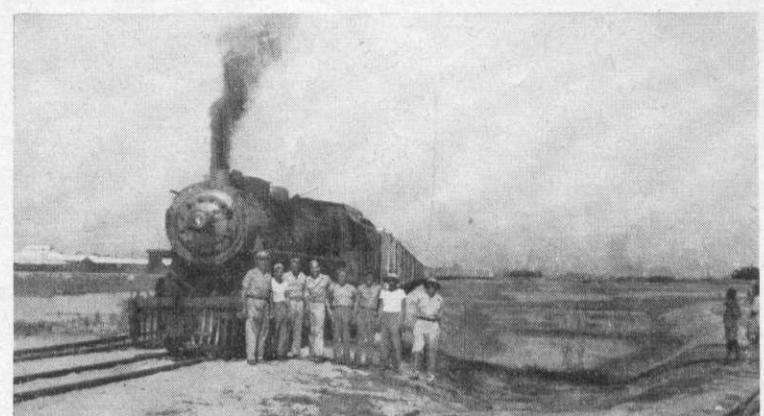
These men have so many people's lives in their keeping they should be thanked once in awhile. They surely do a grand job.

This is also true of the men who make the daily trips on your commuting trains. I have enjoyed your service as a commuter, since 1935.

Very truly yours,  
Lilian McBride Feil

THE  
ROUNDHOUSE  
By  
Sim Perkins

## New York Central Railroaders in India



This photograph of Lieut. Col. Karl F. Emmanuel and other New York Central men was taken late in October in the new Yard at Parbatipur, Bengal Province, India.

Left to right are: Lieut. Col. Emmanuel, E. J. Miller, River Division; S. F. Slade, Mohawk Division; R. J. Grimes, Mohawk Division; R. W. Birkler, Grand Central Terminal; C. A. Kinney, Mohawk Division; C. E. Kunze, Mohawk Division; Lieut. Fraze, Chicago & North Western, 705th Grand Division. Miller is an engineman, Grimes a fireman, Kunze a conductor and Birkler and Kinney brakemen.

## G.I. Joe Comes to Work for the New York Central

HE casually strolled into the office and it is an obligation to the individual rather than to the Company. We inquired his business, he just as casually replied—"Hiring anyone today?" Well, the labor situation being what it is today, I lost little or no time getting down to cases with him. He was in civies of course. I took him to be in his early thirties. He wore no indication that he might be a veteran of World War No. 2.

I told you earlier, that I took my G.I. Joe to be in his early thirties. You would have, too. You also would have been thrown for the same loss I was when you ascertained that he was barely 23.

Joe has faced a thousand deaths and terrors. He has lived intimately with horror. He is coming out of a fearful nightmare and is just a little bewildered at finding himself here at all. He doesn't want a lot of drooling sympathy.

Don't question him about his experiences. He is trying to clear his system before he starts to talk. He will talk eventually and, when he does, you will probably understand. All he wants, mainly, is the chance to work and cleanse his being of what he knows about war. Give him his chance wherever and whenever possible. Go out of your way and follow up to see that he is coming along alright. He is your obligation—not the Company's.

Within certain limits the New York Central is making it possible for you to aid him in his come-back with more and more frequently from now a job. After that it is up to you on. There is an obligation to be met, and me.

When you pay \$75 for a \$100 bond, this is what happens:

After 2 Years It's Worth \$76.50

After 4 Years It's Worth \$80.

After 6 Years It's Worth \$84.

After 8 Years It's Worth \$92.

—In 10 Years It's Worth \$100.

Sorta grows on you, doesn't it!

## Information Booth

**B**ELOW 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—Europe got these railroad improvements from America: 1873, the sleeping car; 1879, "dining room carriage"; 1889, the vestibule train.
- 2—in 1866, the average box car was 28 feet long; in 1891 it was 34 feet; today we have box cars 50 feet, six inches in length. Passenger coaches, 40 feet long in 1866, now average 85 feet.
- 3—William Frederick Harnden, "the original expressman" died 100 years ago and lies in Mount Auburn Cemetery, Cambridge, Mass. He started the express business in 1839, traveling four times weekly between New York and Boston, carrying parcels in a haversack. He died at 31, after establishing offices abroad and accepting 100,000 emigrants for transportation to the United States.
- 4—Bituminous coal, domestic fuel of more than half of all American homes, is the most important single commodity carried by the American railroads, which use about one-fourth of the annual production to power the great majority of their locomotives. In 1943, the New York Central handled 1,198,049 carloads.
- 5—Railroads last year hauled 364,000 carloads of food-stuffs for the U. S. Army and Navy.

## Offerman Fourth-Term President of N.Y.C. Metropolitan Vets

The twenty-third annual meeting of Metropolitan Chapter of the New York Central Veterans Association was held at the Railroad Y.M.C.A. at New York, January 25. In former years, the annual meeting was held in conjunction with the annual banquet at the Hotel Commodore. Due to wartime conditions, the banquet was abandoned.

After a substantial dinner, election of officers took place and was followed by an entertainment. The result of the election was:

President: H. A. Offerman, Operating Department; Vice-President: H. A. Kisch, St. Johns Park; Secretary-Treasurer: E. W. Kinsley, Accounting Department; Executive Committee: A. E. Reeves, North White Plains, and C. C. Fletcher, Equipment Engineering Department.

The re-election of Mr. Offerman as President marks the start of his fourth term. The recommendation of the Nominating Committee, headed by W. H. LeValley, that Mr. Offerman be retained in office due to his past valuable services to the chapter, was unanimously approved.

### New Yorker in China

SOUTHWEST CHINA — Supervising a mess-hall in China is an important job. Corp. Frank Franchino, 30, of College Point, N. Y., can vouch for that.

Cpl. Franchino is with Services of Supply in southwest China as a mess supervisor over half a dozen Chinese cooks. His other crew, about 12 coolies, have one job—to keep his mess-hall spic and span 24 hours a day.

Prior to induction, Franchino was employed as a yardman for the New York Central.

### W. F. Cunningham Ends Long Service

William F. Cunningham, Assistant General Freight Claim Agent at New York, retired recently.

His first service with the New York Central System was in 1901, when he was employed by the Pittsburgh and Lake Erie, at Pittsburgh. In June, 1905, he was appointed Freight Claim Agent of that road, and in 1909 became Freight Claim Agent of the Central Railway Clearing House at Buffalo.

In 1914 he was transferred to the New York Central Freight Claim Department and became District Freight Claim Agent at New York in 1945, Assistant Freight Claim Agent, January 1, 1927, and Assistant General Freight Claim Agent, November 1, 1931.

He is spending the winter at Daytona Beach, Florida, and expects to return to his home at Yonkers in the Spring.

### Loses Leg in Battle

Paul Appleman, a former trackman at Dunkirk, Ohio, was wounded in Belgium, December 7. He lost his left leg and had wounds on a hand and arms.

### Brakeman, Now Cook



Corp. Clarence W. Barker, Jr., son of Mr. and Mrs. C. W. Barker, Sr., of 66 Sylvan Avenue, Bergenfield, New Jersey, is the chief cook in Italy at a rest camp for the Air Service Command. Before his induction in February, 1942, he was a brakeman in Weehawken, New Jersey, where his father is an engineman. Corp. Barker has been overseas for two years, serving in North Africa, Tunis and Bizerte.

### New York Office Force Congratulates New Auditors



Office members gathered to congratulate C. W. Kingsley and E. E. Peterson, (left and right, center) who were appointed Auditor of Capital Expenditures and Assistant Auditor of Capital Expenditures, effective February 1, with headquarters at New York. Mr. Kingsley and Mr. Peterson were formerly Capital Expenditures Accountant and Assistant Capital Expenditures Accountant, respectively.

## New Posts for Officers in Treasury and Accounting

Gustav Metzman, President, New York Central System, announced that, effective February 1, the jurisdiction of Willard F. Place, Vice President, Finance, was extended to include the System's Treasury and Accounting Departments.

Mr. Place has been Vice President since June 1, 1935 and Vice President, Finance, since September 13, 1939. He has been in the service of the New York Central since January 15, 1925, when he became an assistant to Vice President, Finance and Corporate Relations.

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### R. R. Richards is Now General Auditor

E. A. Clancy, Comptroller, New York, announced the appointment, effective February 1, of R. R. Richards as General Auditor, having jurisdiction over Freight, Passenger, Disbursements, Capital Expenditures and Station Accounting, with headquarters at New York.

J. J. Fay, Jr., was named Assistant to Comptroller at New York.

Mr. Richards announced the following appointments, all effective February 1:

C. W. Kingsley as Auditor of Capital Expenditures, headquarters at New York.

E. E. Peterson as Assistant Auditor of Capital Expenditures, headquarters at New York.

J. B. Taylor as Auditor of Disbursements, headquarters at Detroit, Mich.

V. L. Nelson, as Assistant Auditor of Disbursements, headquarters at Detroit.

W. H. LeValley as an Assistant Auditor of Freight Accounts, headquarters at Detroit.

W. F. Brownell as Auditor Station Accounts and Overcharge Claims, headquarters at New York.

R. D. Murray as Assistant to General Auditor, headquarters at New York.

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### Yonkers Names Park for Edward W. Kinsley

The City of Yonkers, N. Y., by unanimous action of the City Council, has named one of its most active public parks "Kinsley Park," in honor of Edward Wetmore Kinsley, who served as Chairman of the City's Recreation Commission, a separate City department, for almost twenty-five years.

Mr. Kinsley, who continues as a member of the Commission, is employed in the Comptroller's office at New York and is Secretary-Treasurer of the New York Central Veterans' Association.

"Kinsley Park" is located in north Yonkers and covers about two square blocks. It contains a large children's playground, a park-bench area, five tennis courts, a baseball field, etc.

### Escapes in Sea Crash

Yeoman First Class Robert W. Carroll of the Coast Guard, a former clerk in the Office of Executive Vice President, R. D. Starbuck, New York, was among those who escaped injury when his ship, the Nemesis, was in a collision at sea January 11, off Block Island. Many were injured but all were rescued. Robert has been in the service more than a year.

His brother, Leo Carroll succeeded him on his New York Central job but later also joined the Coast Guard.

The boys are sons of John F. Carroll, a conductor on the Hudson-Electric Division.

Pvt. McMahon had the good fortune to meet his brother, John, in Rome. Another McMahon boy is a prisoner in Germany.

These boys are the sons of the former Wheel Shop Foreman at West Albany Shops, Frank J. McMahon, who is now employed by the American Locomotive Company.

## McGrath in New Boston Traffic Post

R. G. Henderson, Freight Traffic Manager, Boston, announced the appointments, effective February 1, of F. E. McGrath as Assistant Freight Traffic Manager, Boston, succeeding E. P. Gardiner, retired, and W. L. Wheat as General Freight Agent, Boston, succeeding F. E. McGrath.

Also effective February 1: O. H. Grimm, to be Assistant General Freight Agent and C. E. Zeender, to be General Agent; both with headquarters at New Haven, Conn.

A. E. Crocker as Assistant General Freight Agent and Industrial Agent, and G. D. Avery as Assistant General Freight Agent, both with headquarters at Boston.

### S/Sgt. G. R. Tanner Back from Pacific

MARINE CORPS AIR DEPOT, MIRAMAR, CALIF. — Marine Staff Sgt. Glenn R. Tanner, 27, son of Mr. and Mrs. Roy G. Tanner, Butts Hollow Road, Dover Plains, N. Y., has returned here from the South and Central Pacific, where he was a radio operator with Headquarters Squadron in the Fourth Marine Air Wing.

He was stationed at E fate, Russell Islands and Guam.

Staff Sgt. Tanner underwent several bombing raids while in the Russell Islands, but was never injured. He also participated in the invasion of Guam. He was employed by the New York Central Railroad before enlisting in November, 1942. He was promoted to his present rank in September, 1944.

### Bernardi Returns



Col. E. R. Bernardi, Corps of Engineers, returned to the Central recently after serving his country. Col. Bernardi entered his country's service in World War I, when he was a private in the infantry. After the war he attended Rensselaer Polytechnic Institute and was graduated in 1922 with a Civil Engineer degree. The same year he obtained a position with District Engineer Charles Spaulding and was later transferred to the Office of Engineer of Structures.

From 1928 on, Col. Bernardi put in years of study in the Officers Reserve Corps, reaching the rank of Captain, with which commission he resumed active duty in March, 1941, as Chief of Intelligence and Maps, Engineer Section, First Army Headquarters. In February, 1942, he was commissioned a Major and one year later Lieutenant Colonel. In September, 1943, he became Assistant Engineer of the Eastern Defense Command and in March, 1944, Engineer, Eastern Defense Command, with headquarters at Governors Island.

One month later he was ordered overseas to be chief of the map distribution section in the office of the Chief Engineer for the European Theater of Operation. Here his duty was to assure the various units of the American Armies in the invasion of France an unceasing flow of the tons of detailed maps of the terrain they had to conquer.

While Col. Bernardi still retains his commission, he was released from active duty at his own request about a month ago to resume his work as Assistant Engineer in the Office of Engineer of Structures.

### Brownell, New Auditor, Honored at Dinner in New Jersey



W. F. Brownell, third from right above, was honored at a testimonial dinner by more than 100 Accounting Department employees, February 5, at the Skyline Inn, North Bergen, N. J., upon the occasion of his appointment to succeed W. H. LeValley as Auditor of Station Accounts and Overcharge Claims, New York City. Mr. Brownell had been District Station Accountant at Weehawken, N. J. Above, left to right, are C. F. Oakley, President of Grand Central Local 1043; J. H. Cohen, chairman of Dinner Committee; W. F. Ferara, newly appointed District Station Accountant at Weehawken; Mr. LeValley, newly appointed Assistant Auditor of Freight Accounts, Detroit; Mr. Brownell; D. H. Harrison, who presented gift of traveling bag; and R. B. Newman, appointed Assistant District Station Accountant at Weehawken.

### W. H. LeValley Dined in New York Before Leaving for New Post in Detroit



W. H. LeValley, third from left, was honored at a luncheon, February 10, in the Hotel Belmont-Plaza by his associates and by employees of his office before his departure from New York City as Auditor Station Accounts and Overcharge Claims to take up his new duties in Detroit as Assistant Auditor of Freight Accounts. Among those at the luncheon were (above, left to right) F. H. Schumacher, Accountant; J. J. Fitting, Chief Clerk; Mr. LeValley; Frank E. Robbins, Chief Traveling Auditor; R. R. Richards, General Auditor; James Root, Head Station Accountant; and W. F. Brownell, successor to Mr. LeValley at New York City.

## Six Beech Grove Brothers in Service

Russell Walton Willis, former Painter's Helper, Beech Grove, enlisted in the Navy in October, 1941, and is now a Gunner's Mate, 2nd Class, serving in the transport command in the South Pacific.

Russell has five brothers in Service, all serving outside the United States:

Staff Sgt. Allen, now in a hospital unit in Belgium, two and one-half years; Sgt. Norman, now in an Anti-Aircraft Unit in France, two years; Pharmacist's Mate, 2nd Class, Donald, with three years' service; Seaman 1st Class William, with one year's service and Seaman 1st Class Harmon, with one year's service, all three in the South Pacific.

Sgt. Willis' parents are living at Ozark, Illinois. He received a furlough and spent one day at the Shops.

## Beech Grove Fire Marshal Ends Work

John A. McGregor, Fire Marshal, Beech Grove Passenger Shop, resigned December 31, 1944 for Government Annuity. Mr. McGregor was 69 years of age having been in the service at Beech Grove since January 5, 1914. Many of his friends joined in presenting him and his wife with luggage.

—o—

Congratulations to Lieut. E. H. Austgen, son of H. G. Austgen, Chief Clerk, on his promotion to First Lieutenant, while on active duty with General Patton's Army in France.

—o—

William Lynch, former clerk in the Wheel Shop, Beech Grove, now instructor in radio at Sioux Falls, N. D., paid a visit while on furlough.

—o—

Tom Harritt, Machinist Mate 3/c of the Seabees, former Tin Shop Apprentice, returned home from Europe after 22 months of active service. He arrived home on his 20th birthday for a thirty day furlough. He has seen service in England and France. He is the son of R. R. Harritt, Assistant General Foreman.

—o—

Capt. W. J. McAree, former Material Foreman at Beech Grove, and a member of the 762 Railway Battalion, is now at the Fletcher General Hospital at Cambridge, Ohio. "Billy" has had 20 months' service in Iran. He left Beech Grove 26 months ago.

—o—

Frank Herron, Machinist, Wheel Shop, retired after 30 years' service with the Company.

—o—

The employees in the SS & MM Office at Collinwood have inaugurated a plan whereby a bond is raffled off each payday, the winner being one of the office group. The winners of the last two drawings were Gilbert Kilroy and Art Whitley.

## Wounded Thrice



Corp. Connie A. O'Hern, Jr., a former section laborer, of Lena, Indiana, Illinois Division, BIG FOUR District, was wounded on three occasions and is now in an Army hospital in Italy. He was inducted in August, 1942, and arrived overseas in February, 1943.

He was with the armies that participated in the invasion of Africa, Sicily and Italy.

## Cleveland Railroad Electricians Study Electronics



Photograph of some of the men attending classes in "Electronics as used in Industry," sponsored by International Brotherhood of Electrical Workers, Local Union B-887 of Cleveland, Ohio. The majority of the men in photograph work on the New York Central at Cleveland; the remainder are from the Cleveland Union Terminal Company and other railroads in Cleveland. The front row includes the Committee on Education for this Local Union, H. G. Folger, Trevor Lane, E. C. Frank, the Instructors A. Seidl, of Cleveland Union Terminal Company and C. J. Wertz, Supervisor of Power and Distribution, Cleveland Union Terminal Company, also H. W. Pinkerton, Chief Electrical and Mechanical Engineer, Cleveland Union Terminal Company.

## C. U. T. Man Writes from England

To the Editor:

Just finished reading the October edition of your swell paper that I found in a yard shanty, out in the moors of England. It sure made me feel good to read all the glowing deeds performed by the NYC men in all theaters of operation.

There are a lot of us over here that don't bomb the h-l out of Berlin or Tokyo; we don't chase Germans or Japs from ridge to ridge, but when it comes to moving men, equipment, and supplies to the front lines, the transportation corps is never too late, or does it bring too little. We get it there, and we bring it on time.

They don't pin medals on us, and they don't call us heroes, that's true, but we have a personal satisfaction in knowing that in every victory won, we played our part well.

I operate a (R T O) Railway Transportation Office. Our job is to regulate the flow of all traffic in and out of the United Kingdom, (rail, road, and waterway) for the U. S. Forces. When we first came here we were addressed by Gen. Frank S. Ross. He told us what he wanted, and what he expected, and in closing said, "Men there is only one thing to do, and that is function!"

We learned the English system of railroading and traffic control the hard way, but we learned.

I am proud to be a member of the Transportation Corps, and know that every man in our outfit is doing the best job he knows.

I am a former Assistant Station Master, Cleveland Union Terminal.

T/Sgt. E. A. Halladay  
6th, TRF, REG, GRP, TC  
APO 519, c/o Postmaster  
New York, N. Y.

## Genesee Southern To Move Entire Railroad

After five years of profitable operation the Genesee Southern Railroad is about to cease operations. Located in the New York Central Station in Rochester, New York, this well known pike of the Rochester Model Railroad Club is about to give way to commercial tenants.

As a farewell gesture a demonstration will be put on by the Club members on the evenings of March 10 and 11. A sequence of operations lasting about 35 minutes will be repeated several times during the evening, accompanied by a running explanation over a public address system. Exact in all details, these operations will be carried out according to standard railroad practice. The public is invited to attend. Admission will be 25¢ for adults and 12¢ for children under 14 years of age.

The Genesee Southern is a two-rail, "O" gauge model railroad with over six and one-half scale miles of track. Complete with engine terminal, yards and several stations it is run by an elaborate system of control boards and a network of 12 telephones. Equipment owned and built by members totals 125 cars and 12 locomotives of all types. All operations will be from terminal to terminal.

Connie A. O'Hern, Jr., a former section laborer, of Lena, Indiana, Illinois Division, BIG FOUR District, was wounded on three occasions and is now in an Army hospital in Italy. He was inducted in August, 1942, and arrived overseas in February, 1943.

He was with the armies that participated in the invasion of Africa, Sicily and Italy.

## Army Transportation Association Organized

The formation of the Army Transportation Association was recently announced. Membership will include the military and civilian personnel on duty with the Army's Transportation Corps, as well as individuals and groups actively interested in civilian transportation.

The object of the Association is to perpetuate the friendships, ideals and principles engendered in the service during the war; to preserve and promote technological improvements in transportation, and to maintain a current source of information and ideas relating to the transportation task during the present emergency and in any future emergency which calls for unified action.

The aim of the Association is to develop a permanent organization which will include not only the personnel of the Army's Transportation Corps, but also others now engaged in the general transportation industry. The feeling exists on the part of the present membership that inasmuch as the Army and the civilian transportation personnel, embracing all its branches, are now working so closely together, these interests should not terminate with victory.

Charter and regular memberships are available to officers; Corps membership to enlisted personnel, and associate membership to civilians. Annual dues have been set at \$5. Group memberships are available to transportation companies, associations, societies and the like at a fee of \$100. This fee permits the group to nominate up to 20 of its members for membership. Additional members may be nominated at \$5 per year per member.

Maj. Gen. Charles P. Gross, Chief of Transportation, is honorary president.

The Association has established national headquarters at 930 F Street, N. W., Washington, D. C. Local chapters will be established.

## Beech Grove Man, Wounded, is Back

Sergt. Phillip E. Prather, Beech Grove Freight Shop, entered the Infantry in May, 1942, as a Private and was promoted to Sergeant.

While serving in the Italian invasion he received a serious eye wound. He was returned to the States and was honorably discharged November 23, 1944, and is now at home, making plans to attend college.

## Stewart of Erie Ends 50 Years' Work

Francis Cullen Stewart, of Erie, Pa., recently retired after 50 years of service.

He entered the service on the old LE&W at Saybrook, Ill., as Ticket and Freight Agent, October 9, 1894. Subsequently he was employed in similar capacity at various other stations. For 19 years he was Assistant Freight Agent at Cleveland, Ohio, and for six years Freight Agent at Erie, Pa.

C. D. Hardy, former PW Supervisor, died after a brief illness. Mr. Hardy was 67 years old and had been with the company 31 years.

## Gives Blood 15 Times in Rochester



John Kaufman, New York Central employee, is shown donating his fifteenth pint of blood to the Red Cross. With him is Mrs. Lois H. Donaldson of the Blood Donor Service. Kaufman was a popular bantam weight in Rochester during the twenties and fought under the name "Cutie" Kaufman.

## St. Louisans Inducted

The following young men from the St. Louis Car Department recently entered the Armed Forces: Raymond Pitt, Marines; Sydney Marye, J. W. Nichols, Robert Nichols, William Busch, Grady Robinson, Army; Leroy Brannon, Navy.

Latest word from Sergt. Tommy Weir, former clerk in the Locomotive Shop, is that he still has the war in China under control. George Devenau, another former clerk, is stationed at a field close to Tommy and the two former New York Central boys.

## Pfc. O'Noufer Gets Purple Heart Medal

THE 827TH CONVALESCENT CENTER, ENGLAND — Now completely recovered from shrapnel wounds received while fighting with his infantry unit near Brest, France, Pfc. Michael O'Noufer, 29, of Lowellville, Ohio, is taking military and physical training at this United States Army convalescent center in England preparatory to returning to duty. He has been awarded the Purple Heart.

O'Noufer was a fireman with the New York Central.

**Albany Has First Public Relations Woman Leader**

The first Public Relations class to meet under the leadership of a woman, Mrs. Marion Schwinderman, Clerk, Freight Department, is shown in session at Albany, N.Y. Members of the class are, left to right: John A. Donahue, Passenger Brakeman; William Kirk, Foreman, Locomotive Shops, West Albany; Mrs. W. Mann, Field Supervisor, N.Y. State Education Department; William Ewing, Electrical Foreman; George Hamilton, Signal Department; George Fay, Train Dispatcher; Mrs. Schwinderman; H. L. Millet, Passenger Brakeman; George Boshier, Passenger Conductor; R. C. Markle, Passenger Conductor; E. L. Rankey, Engineman; Miss Mary Toolan, Stenographer, Telegraph Department; William McCoy, Chief Boiler Inspector, West Albany; Albert Langenstein, Piece Work Inspector and Thomas O'Brien, B. & A. Passenger Conductor.

**Albany Boy Back from Normandy Trip**

Radioman 2/c George E. Fortulakis, formerly employed at West Albany Locomotive Shops as an office boy, was home on a leave after a year seafaring on the North Atlantic.

George said his toughest mission was landing one of the first waves of American soldiers on the beaches of Normandy.

The Radioman and his companions, crew members of a sub-chaser, were assigned to transport duty on D-Day. According to Fortulakis, "Things happened plenty fast." After plowing across the channel, foggy and choppy, and seeing Naval craft blown up by shellfire, the most encouraging sight to the men aboard the chaser was the number of German prisoners lined up on the beach.

After the invasion, George served on convoy duty and returned to the States early in January. He reported to New York City, February 5 for reassignment.

**Cuchie a Corporal in Burma Theatre**

ASSAM, INDIA — Corp. Albert A. Cuchie, of Ossining, has been serving overseas in the India Burma Theater for 18 months.

Cuchie is a member of a Quartermaster Truck Company of the Services of Supply in the India Burma Theater. His unit, stationed near one of the air termini of the "hump" route to China shared the award of the Distinguished Unit Badge with the Air Transport Command. The award was made for the all but impossible achievements of the combined air and service forces in getting supplies into blockaded China. The personnel of his outfit are also entitled to wear a bronze star on their Asiatic-Pacific Campaign Ribbon for duty in a combat area.

Prior to his induction at Camp Upton, 22 months ago, Corporal Cuchie was employed by the New York Central Police Department in New York. He received his training at Camp Sutton, N.C.

**Oswego Man Now Technical Sergeant**

WITH A FIRST TACTICAL AIR FORCE B-26 MARAUDER BOMBER GROUP, FRANCE. — John Palloni, 28, from 171 West Utica Street, Oswego, New York was recently promoted to technical sergeant.

A radio mechanic, Sergt. Palloni is serving with an AAF Marauder group which has fought through the African, Sicilian, Italian and southern France campaign. Currently the fast, twin-engine bombers are attacking targets in Germany ahead of the American Seventh Army.

The group has been cited by the War Department as a "Distinguished Unit" and awarded the Croix de Guerre with palms by General De Gaulle and the provisional French government. Sergeant Palloni has been overseas since September, 1942.

Before entering the AAF, he was employed by the New York Central Railroad. Sergeant Palloni attended Oswego High School and is a graduate of AAF Radio School in Savannah, Georgia. A brother, Frederick, is serving with the Navy.

**Albany Diplomas Given at Dinner**

Two hundred employees of the Albany, Troy, Schenectady district were present at a dinner in the Ten Eyck Hotel, January 22, at which Karl A. Borntrager, Division Superintendent, presented diplomas to another class which had completed the Public Relations course.

Frank McHarg of West Albany Car Shops was chairman and John Hickey, Clerk in the Stores Department, was toastmaster.

The speakers included Wilson C. Codling, Chairman of the "Know Albany" Committee; Gerald Salisbury, Editor, Albany Knickerbocker News; Ben H. Dayton, Assistant Superintendent and A. L. Mann, Supervisor of Industrial Education, State Administration Department; Irv Phillips' New York Central Police Orchestra played and John N. Brady, Brakeman, sang. Ellen Fay, daughter of Dispatcher Fay, gave a monologue.

The committee included: W. Brady, Miss Jane Hayes, Joseph Forrest, Miss Ann Riley, W. M. Gilligan, H. Stonebreaker, Miss B. Troutman, J. Wykes, Miss M. Griebsch, H. S. Belden, F. McHarg, F. Kingston, Dana Lockhart, H. E. Elswood and J. F. O'Neill.

**With MacArthur**

Pfc. Walter G. Deering, furloughed Machinist Apprentice, Harmon Engine House, is now somewhere in the Philippines with an Aviation Engineering Battalion after being stationed in New Guinea, where the above picture was taken. Pfc. Deering's home is at Ossining, N.Y.

**J. E. Doty, Troy, Gets Gifts as He Retires**

James E. Doty, of Rensselaer, for over 35 years a car repairman at Troy, N.Y., retired January 31. All but a few months of Jim's service was spent at Troy. He was presented with a bill fold and purse by fellow workers. The presentation was made by H. M. Van Alstyne, General Car Foreman.

Earlier, in paying his last visit to the Troy Freight Office, where he was always welcomed, Jim was surprised to find a "special delivery horse and you give out!"

wagon" containing a pipe and tobacco, presented by Agent W. L. Purcell on behalf of the office staff.

Doty's retirement, together with his pride in his 1924 Elcar automobile, which he still drives, caused Howard Spratt of the freight office to pen the following rhyme:

Now Jim says the old bus is better than new and he feels just as good as a young fellow, too. Having reached sixty-five, and still in good health, he's going to enjoy the pensioner's wealth. So this is our wish to you, Jim, old scout, may you both reach 100 before with a "special delivery horse and you give out!"

**Albany Officials Take Advanced Public Relations Course**

Forty-nine members of the Transportation, Passenger, Freight, Maintenance of Way, Motive Power and Car Departments are shown above in the first session of the Advanced Public Relations group at Albany, N.Y., which was held January 9 at the R.R.Y.M.C.A. Attending were Arthur L. Mann, Chief of Industrial Service, Bureau of N.Y. State Department of Education, and Wilhelmina Mann, Field Supervisor, Bureau of State Department of Education. New York Central people present included Superintendent K. A. Borntrager, E. J. Jones, Trainmaster and Group Leader, Trainmaster J. V. Hughes, S. C. Horton, Albany Station Master, T. J. Neeson, Troy Station Master, I. W. Martin, Superintendent of Shops at West Albany, J. A. Hayes, General Foreman at Selkirk, Guy Scheffer, Chief Clerk at Schenectady, and B. J. Bulger, Freight Agent at Fonda.

**E. H. Davis, Engine Dispatcher, G.C.T., Retiring, Gets Purses**

When E. H. Davis, Engine Dispatcher, Grand Central Terminal, retired, January 31, he was tendered a farewell reception, attended by friends and associates, in the rest room of Tower A, G.C.T. After working on the old B.M.T. elevated system in New York City, Mr. Davis entered railroad service as an Electric Inspector in 1906. Born in 1872, he lives at 338 Lincoln Place, Brooklyn. Shown above at the reception are seated, left to right: S. D. Hoffman, Road Foreman of Engines; J. J. Moran, Terminal Foreman, West 72nd Street; Mrs. Davis; Mr. Davis; Mrs. Ralph Brickford, wife of Chief Engine Dispatcher, G.C.T.; F. E. Edwards, Assistant Supervisor of Electric Equipment at Harmon, and N. Brady, Hudson Division Engineman. Mr. Davis received three purses from his friends, including one from the G.C.T. Remembrance Club.

**H. A. Sebast Gets Purse at W. Albany**

Harry A. Sebast, a Supervisor at the West Albany Locomotive Shops since 1911 recently retired on pension after forty-one years of service with the New York Central.

Mr. Sebast was a Supervisor since 1911. He was praised by I. W. Martin, Superintendent of Shops, for his loyalty and service in the Piece Work Department.

Mr. Martin on behalf of the Supervisor's Club at West Albany and other employees presented Mr. Sebast with a purse of \$250.

**Miller Heads West Albany Shop Club**

The West Albany Locomotive Shops' Supervisors Club, recently reorganized, at its annual election, January 26, elected the following:

I. W. Martin, Honorary President; Grant Miller, President; Albert Higgins, First Vice President; Lawrence LaFleche, Second Vice President; B. C. Duffy, Secretary, and Glen Cole, Treasurer.

President-Elect Miller promised the Club an interesting and active year.

**Paul Gabel, Selkirk, Returns from Army**

The Selkirk Car Department reports: Paul Gabel received medical discharge from the Army and has returned to work with the N.Y.C.

The Ravenna Public Relations group and their wives attended a spaghetti dinner at Frangella's Hotel, Ravenna, recently. Timekeeper Erickson was toastmaster.

Carman Ferriero, former Laborer, is now with the Infantry.

General Foreman John A. Hayes has been reappointed President of the New York Central Athletic Association of the Capitol District.

Edward Amsler, Laborer, left the railroad to enter the Armed Forces.

Tony Bonefide, former Selkirk Oiler, who was injured in France while with our Armed Forces, has returned to this Country.

Patrick Stack, Car Repairer, recently became the father of a boy.

Pvt. Caspar Stang, Jr., former Clerk, located in France, advises he has seen Paris, the Mademoiselles and had some French wine.

**Drake Gets Medal**

WITH THE AAF ENGINEER COMMAND, ITALY. — Sergt. Edmund J. Drake was recently awarded the Good Conduct Medal for exemplary behavior and superior performance of duty. He was employed by the N.Y. Central Railroad before entering the service in August, 1943. After receiving training in crash crew work, he became chief of a fire crash crew in his unit. He has had nine months overseas duty in Italy.

## N.Y.C. Man Works With French At Brittany Depot



Second from the left is Pfc. Victor Barnette of Dunkirk, N. Y., a furloughed New York Central worker. With him is one other American and several French railroad repair shop workers.

## New York Central Plays a Role in Reenactment of Casey Jones on Military Line in France

(Excerpt from pamphlet issued by Information and Education Division, Special and Information Services ETOUSA)

SINCE D-Day, the Second Military Railway Service has done a whopping job of hauling supplies to the Western Front by virtue of its extraordinary organization and administration set-up. Gen. Burpee's outfit inherited a railway system at a standstill. What our bombers hadn't smashed, the Germans had wrecked before they fled. The first job was to repair track, yards, telephone lines.

Most of the repairs of railway lines were handled by the Corps of Engineers. After D-Day, their general service regiments repaired over 1500 miles of track, erected 100 railway bridges, rebuilt signal houses, marshalling yards, railway stations. One bridge thrown up by the engineers originally had been destroyed by American bombers, rebuilt by the Germans, smashed again by the R.A.F., and when finally captured was rebuilt once again by the engineers.

Tracks and railway-yard demolitions represented only the first problem facing military railroaders. In addition, engines and rolling stock needed to be placed in operating condition. The Germans wrecked plenty of their equipment, but much could be saved. Everything from toilet paper to tin cans was used to patch up the cars. Sometimes, when boxcars had been damaged too severely, the sides were entirely cut out, and the cars converted into flatcars.

Captured rolling stock included French, Belgian, German, Austrian, and Czech cars. Streamlined passenger cars from the Cherbourg-Paris run were a particular prize. Some of the engines that fell to us had been man-

In Cherbourg, twelve captured locomotives had been sent to France by the American Army during World War I. Their World War I duties over, they had been handed to the French for civilian use. They served the Germans during the occupation, but finally we got them back in World War II. Captured equipment fell short of carrying the tonnage demanded of the railways. The bulk — both engines and cars — had to come from the States.

Planning for this "ferrying" program started back in 1942. Over 900 locomotives were manufactured in the States for continental operation, shipped to England, readied for use and stored until D-Day. Over 20,000 cars were prefabricated in the U. S., transported piecemeal across the Atlantic, then assembled in England by the battalions destined to use them in France. After D-Day, the cars and engines were ferried across the channel in seatrains, ocean-going freighters especially constructed to carry railway stock; in 500-foot barges; and in converted LST's.

After lines were repaired and sufficient rolling stock put in shape, other problems had to be solved by the Army railroaders, who were obliged to follow closely behind combat troops. Trains ran on the heels of the engineer gangs repairing the tracks. These first trains were decisive, since their job was to deliver priority cargo to the troops on the move. They had to be dispatched down the line long before complete railway facilities could be installed. No time to wait for communication lines, fuel and water points!

Trains were loaded, the five-man crew given a case of K-rations, and off they went, with orders to keep going until stopped. Supply dumps might be three or four days away!

On the way, crews had to stop for stalled trains. It was not always possible to stop, which is what brought the ghost of Casey Jones to Maintenon. Now Casey Jones was an Illinois Central engineer who was killed in a head-on collision, back in 1893. Before he died he told his fireman to jump. Here's how the ghost appeared:

There was quite a line-up between Rambouillet and Maintenon on the night of September 5, despite the fact that our trains were supposed to run 30 minutes apart. At 0325 a blacked-out trainload of high octane gas roared around a down-grade curve and crashed into the train ahead. The cars rocked and rolled on the rail under the impact of the explosion.

Of the three men on the colliding Diesel, the fireman leaped out of the window; the brakeman plunged through the doorway; the engineer followed last, hitting the ground as the second car of his train piled over him.

Gasoline cans burst a hundred feet in air. The little village, 1000 yards away, caught fire. The heat of the flames welded the Diesel to the rail.

A conductor, Sgt. Ralph Latronica, of New York, got to within four cars

## Equipment Saved by MRS During "Bulge" Battles

WITH U.S. ARMY TRANSPORTATION CORPS IN EUROPE. — The record of approximately 50,000 tons a day hauled in early December by the Second Military Railway Service, of the Transportation Corps, resulted from months of back-breaking labor, under living conditions hardly expected of any ordinary human.

G.I. railroaders went for days without sleep or food, working in the biting cold, running the trains, clearing and repairing twisted rails and fire-scarred equipment in rail yards which will require years to rebuild.

These were the conditions under which the Americans had to operate lines west of Paris. But east of the French capital the scene and conditions were entirely different.

The German retreat was swift after they pulled away from Paris. The railway lines, locomotives and rolling stock were not subjected to the same destructive treatment that the western lines had to take. In Normandy and Brittany, the Allied Air Forces, as well as the German demolition squads, gave the railways a thorough "going over." As a result, trucks of the Motor Transport Division, of the Transportation Corps had to bear the brunt of supplying the armies until repairs could be made.

The sudden enemy activity which rolled back the First Army front in the waning days of December, brought a temporary halt to the mounting tonnage record of the railroads. In the first week loadings by the railway battalions had to be reduced until the position of the American armies could be improved. Since then, the figures have steadily gone up again.

During the increased enemy activity, damage was done to installations and equipment in the forward areas. But immediate action on the part of American railroaders prevented any serious tie-up in facilities. Most

of the burning Diesels, and at the risk of being sliced in half, uncoupled 15 cars.

Sgt. Frank H. Moore, of Granada, Miss. — an Illinois Central man from Casey's own railroad — was the conductor on the train that was rammed. He was on the head end of the collision, but he thought of the deadhead crew asleep in the caboose. The crumby was three cars ahead of the fire. Racing toward the back end, Sgt. Moore fell into a shell hole, 20 feet deep — and bounced right up again.

At the same time, Pvt. "Bugs" Edward Russel of Mansfield, O. — a New York Central brakeman — worked his way to the rear, hugging the sides of the cars to avoid exploding cans, whizzing by like 88's. When he got to within three cars of the fire, he began to uncouple the cars.

Crews had been told to use fueling and water points left by the Germans. These points were found all right, but usually badly damaged. For fuel, the men chopped up broken crossties, scoured the countryside for timber, and crammed their fires with furniture from bombed-out houses. They got water from local fire departments, creeks and shell craters. They organized bucket brigades of farmers to tap a local lake. They grubbed coal from every damaged engine.

They dispatched trains by bicycle, jeep, radio, walky-talky and position blocks, which are defined areas between stations where no train may enter until the preceding train has cleared. Railroading in blackout, they flagged with cigarettes, burning newspapers and matches. Crews of railway operating battalions ran blind at night, not knowing whether there were rails under them, or whether the tunnels were mined with TNT, or whether the bridges were bombed out.

No Demurrage on 74,000 Armco Cars

No railroad demurrage charges in more than 27 months, is the unusual record of the East Works plant, Middletown, Ohio, of The American Rolling Mill Company, according to L. F. Reinartz, Manager.

He estimated that in the 27 months, Armco employees loaded or unloaded 74,000 cars.

## M.R.S. at Work in France — Loading Rations in Car



important, rolling stock and locomotive power was removed to safety given names. One is "Helen and Frances," named for the wives of Lieut. Aldrich and Capt. William Chase, formerly a trainmaster on the Illinois Division. He says plenty of the boys would like to be homeward bound on the "good old N.Y.C."

### Cincinnati Changes

J. J. Brinkworth, Vice President & General Manager, on February 1, announced the following appointments:

F. Rardin, Superintendent Personnel.

R. E. Dillingham, Supervisor Personnel.

T. E. Lester, Supervisor Wage Schedules.

All will have their headquarters at Cincinnati.

### Hansen in Foreign Freight Post, Chicago

W. C. Douglas, Assistant General Freight Traffic Manager, Chicago, announced the appointment, effective February 1, of William P. Hansen as Foreign Freight Agent for the New York Central Systems with headquarters in Chicago. Previously Mr. Hansen was Export Freight Agent.

### Chicago Man Weds

Anthony E. Seidler, Joint Facility Clerk, Auditor's Office, C. R. & I. I. H. B., Chicago, and Miss Olive Lorraine Vivian of Hammond, Ind., were married at Miss Vivian's home February 10. After a reception, the couple went to New York City. They are at home at 1811 Ridge Road, Munster, Ind.

A. Albert Hill, 79, the Central's oldest baggage man, died February 11 at his home in Rochester. He had been in service 55 years and worked until two days before his death.

S/Sgt. Michael J. Steep, son of Section Foreman M. J. Steep, Saginaw, Mich., was awarded the Distinguished Flying Cross for extraordinary achievement displayed on bombing attacks over Germany and German-occupied Europe. S/Sgt. Steep, who is a Ball Turret Gunner on a Flying Fortress, was home on furlough recently.

Charles N. Knapp, MM 2/c, former Dragline Operator, Michigan District, and now a member of the Navy Seabees, in New Guinea, operating a dragline, reports that the CENTRAL HEADLIGHT keeps him in touch with happenings on the New York Central.

### Fights in Germany



Sergeant Angelo J. Zammello, of Saugerties, N. Y., a former New York Central employee and son of N. Zammello, Section Foreman, at last reports is fighting in Germany. He took part in the invasion of Normandy in June. He is a graduate of the Engineering School at Fort Benning, Ga.

### Selkirkers Abroad



T/5 Robert J. Powers, Road Conductor, 748th Railway Operating Battalion, and T/5 Harold V. Watrous, Towerman, 721st Railway Operating Battalion, are serving in India. They are furloughed yard brakemen of the New York Central Railroad in the Selkirk yards.

**Grand Central Terminal Credit Union Elects  
G. C. Connor President**



Directors and members of the Grand Central Terminal Employees Federal Credit Union, meeting January 16, declared a dividend of 2.5 per cent. Officers elected to serve during 1945 are above, front row, left to right: L. Bonderefsky, Director and Treasurer, Mrs. A. Carlson, Assistant Treasurer, G. C. Connor, President and Director, Mrs. A. F. Hall, Secretary and Director, T. F. Harte, Vice President and Director. Rear row: L. Reinemann, Director, W. L. Littell, Chairman of Supervisory Committee, E. L. Rye, Director, F. C. Fredericks, Director, R. P. Hayes, Chairman of Credit Committee, and F. J. Page, committee member. Missing from picture are Directors John Petkewich and A. Walpeen.

**G. H. Noethling Dies  
Month After Retiring**

George H. Noethling, who retired from the service of the Treasury Department December 31, died at St. Petersburg, Florida, on Wednesday, January 31.

Mr. Noethling is survived by his wife, Jennie E. Noethling, two sons, a daughter, and a granddaughter.

The funeral was held at the Episco-

pal Church of St. Mary The Virgin, Ridgefield Park, N. J., February 5, and interment was in Hackensack Cemetery.

Mr. Noethling was born on June 22, 1874, and entered the service of this Company on July 11, 1898. He was in charge of the distribution of Liberty Bonds subscribed for by New York Central employees during World War I.

**Caleb Clothier**

Caleb Clothier, for many years Land & Tax Agent at Rochester, died recently in that city, at the age of 62.

A native of Buffalo, he had been Traffic Manager of the Buffalo Chamber of Commerce and of the General Railway Signal Company before he came to the New York Central. He was chairman of the Board of Managers of the Railroad Y and a member of the Central Lines Square Club, the Transportation Club and of Yondio Lodge F. & A. M.

His wife and two sons, one of whom is George D. Clothier, also a Land & Tax Agent for the Central at Rochester, survive.

**H. G. Beardsley**

Harry G. Beardsley, Reclaim Clerk in the office of the Superintendent, Freight Transportation, Gibson, and member of the Commodore Vanderbilt Post 789, Chicago, died February 1 at the age of 53. Mr. Beardsley, who was born at Kent, O., Sept. 19, 1891, had been with the railroad nearly 24 years, having entered service on Oct. 31, 1921. In the first World War he served as a member of Company "B," 121st Infantry.

Flight Officer James F. Lippert, 20, was a member of the first class of 1945 to be graduated from Hondo Army Air Field, Texas. He received his wings January 6, and was assigned as an instructor. He was formerly in the LCL Tracing office, New York City.

**C. M. Raymond, West Albany, Gets Purse**



Left to right: W. M. Nagle, General Foreman of Locomotive Shops; I. W. Martin, Superintendent of Shops; Charles M. Raymond and K. D. Read, Assistant Superintendent of Shops. Mr. Raymond is now in Florida endeavoring to improve his health.

CHARLES M. RAYMOND, veteran Boston & Albany and New York Central Supervisor was presented with a purse recently upon his retirement from service at the West Albany Locomotive Shops.

Mr. Raymond was formerly General Foreman of the West Springfield Shops on the B. & A. and was transferred to the West Albany Locomotive Shops.

In 1942 and has served as a Foreman at this point.

He entered the service of the B. & A. Railroad in 1907 and was promoted to Foreman in 1927, serving in a supervisory capacity since that date.

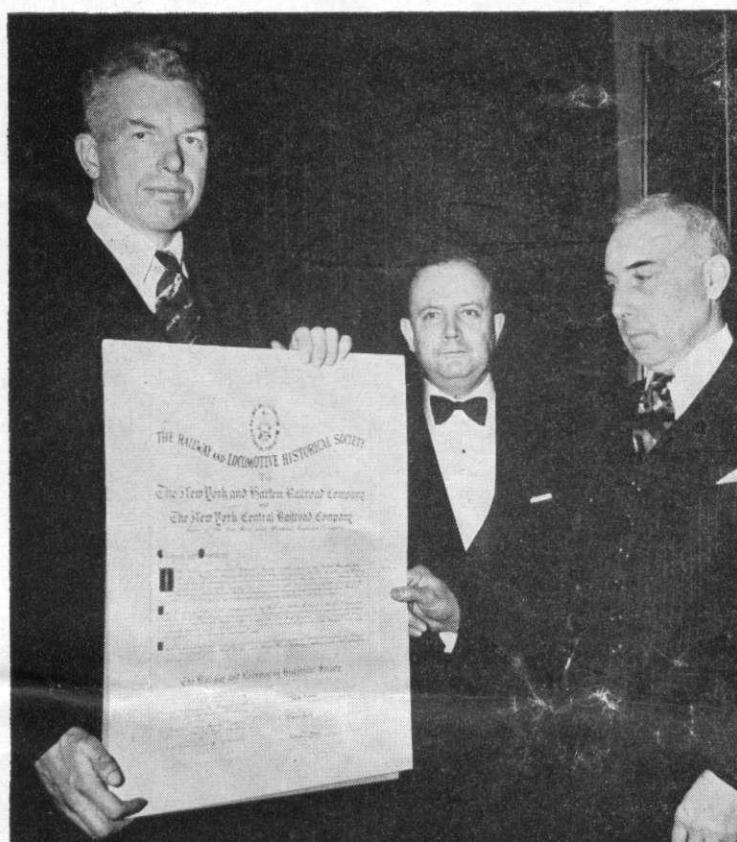
I. W. Martin, Superintendent of the Locomotive Shops, presented Mr. Raymond a purse on behalf of the Supervisor's Club at West Albany.

**The Manhattan A.A. Glee Club, T. B. Weeks, Conductor, Sings**



**New York Central is Given a Scroll  
Commemorating the Harlem's Centennials**

Presentation by New York Chapter, Railway and Locomotive Historical Society — Manhattan A.A. Glee Club Sings



Carleton W. Meyer, Assistant to President, receiving scroll from C. W. Fisher, President, National Railway Locomotive and Historical Society. Between them stands W. T. Gaynor, Chairman, New York Chapter.

A SCROLL commemorating the centennials of the New York & Harlem Railroad was presented to the New York Central and the New York & Harlem Railroads by the Railway and Locomotive Historical Society, New York Chapter, at a meeting in the auditorium of the New York Historical Society, Central Park West, New York City, February 16.

Four hundred members and guests were present as C. E. Fisher, National President of the Railway and Locomotive Historical Society, gave the scroll to Carleton W. Meyer, Assistant to the President, who represented President Metzman in the latter's absence from the city. The scroll later will be replaced by two plaques marking the completion of the Harlem Railroad from New York to White Plains and other points in Westchester County, 100 years ago.

The presentation was the highlight of an evening of enjoyable music given by the Glee Club of the Manhattan Athletic Association; members of the Baltimore & Ohio Glee Club, the Long Island Railroad and the Grand Central branch of the Railroad Y.M.C.A.

Vocal solos were given by George Listman, Miss Florence I. Stuart and J. Ellison Gill, all of the Manhattan A.A. Glee Club and by Frank M. Warner of the "Y." Miss Alice Brandberg gave a piano-accordion solo and Frederick H. Williams, accompanist, Manhattan A.A., played piano compositions.

A song, "Twentieth Century," written by Mr. Williams, was sung publicly for the first time by the Glee Club and Margarete Lange. It was greeted with applause.

LeRoy Scharon, soloist of the Baltimore & Ohio Glee Club, sang several selections with Charlotte Reed as accompanist. Joseph Careccia and George F. Hartt, of the Long Island, sang songs with accordion and Jeff Skinner

total service of 41 years, seven months.

Friends tendered him a dinner January 31 at the Bronx River Inn, Woodlawn, N. Y. He was presented with a purse and a life membership card in Local No. 160, Brotherhood of Railroad Signalmen of America, which he served for many years as Local Chairman.

He entered service as electrician's helper on the Harlem Line, May 29, 1903, and continued without interruption in various capacities, with a

**Buffalo Flyer Gets Flying Cross in France**

Staff Sgt. Arnold G. Woelfel, Flying Fortress Tail Gunner, who was formerly an Erie Division Fireman, recently received the Distinguished Flying Cross. He also holds the Air Medal with three Oak Leaf Clusters and is the son of Mr. and Mrs. Arnold Woelfel, Buffalo, N. Y.

On one of his missions, a flight to bomb an aircraft plant at Kiel, Germany, his plane was holed 133 times by flak and the tail turret was put out of commission by a shell fragment.

Sergeant Woelfel is a member of the Third Bombardment Division, which was cited by the President.

**Now a Girl Marine**



Mrs. Helen Olmstead Barrett, Stenographer in the Superintendent's Office, Pennsylvania Division, at Jersey Shore, Pa., enlisted in the Marine Corps and left February 6 for Camp Lejeune, North Carolina.

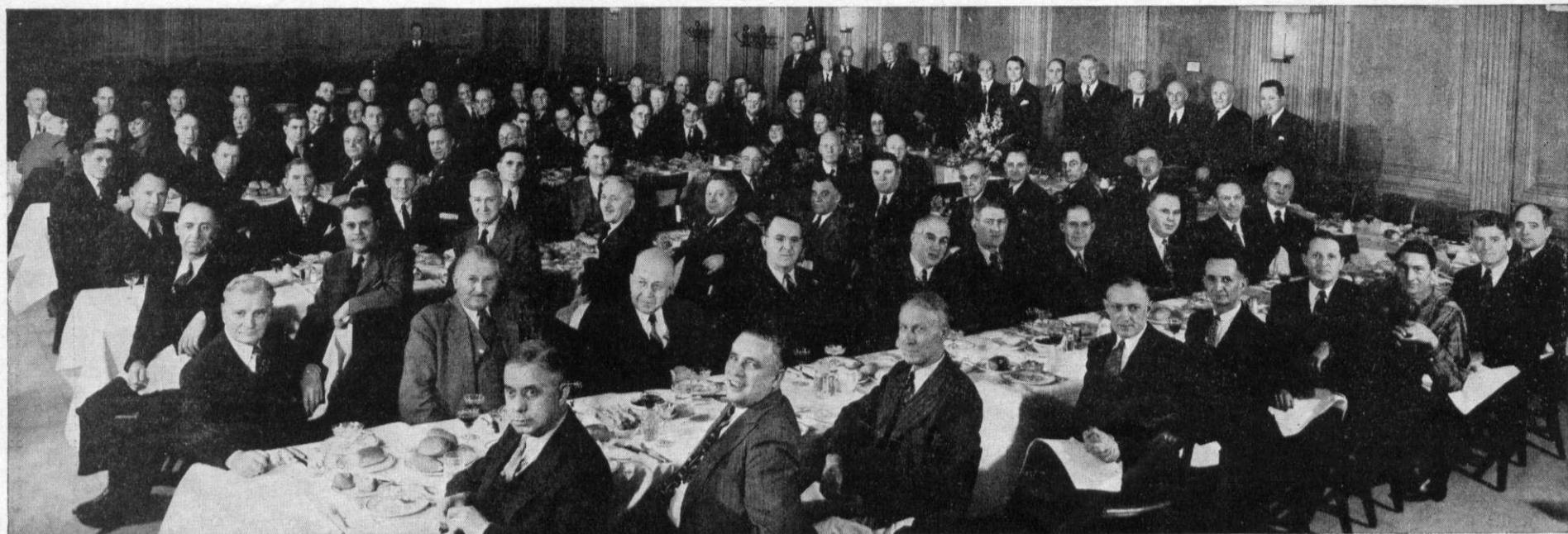
Helen was a favorite among her associates on the Pennsylvania Division. She was married at Jersey Shore, April 30, 1944, to T/Sgt. Robert Barrett, at present stationed at Puerto Rico.

On January 25 she was entertained by the Office Force with a dinner at which she was presented with a gift.

**Dinner for Assistant Signal Maintainer Beck**



Left to right: L. J. Schweitzer, Signal Supervisor; E. B. Smith, Assistant Signal Engineer; George Body, (Toastmaster), Signal Mountaineer; J. Beck, Retired Assistant Signal Maintainer, and George Kraft, Local Chairman, Local 160, Brotherhood of Railroad Signalmen of America.

**Friends and Associates Honor H. W. Pinkerton, Cleveland Electrical Engineer, as He Ends 38 Years' Work**


Left to right: Speakers' Table: G. W. Kerner, W. J. Bergen, A. M. Currier, E. A. Dougherty, A. R. Ayers, F. F. Riefel, H. W. Pinkerton, C. O. Beck, W. S. Ingles, E. J. Gibbons, George D. McGinn, L. B. Elliott, B. J. Schwendt and George Brooks.

First Table: C. N. Faris, Herb Hoag, F. W. Stoll, G. N. Fenn, R. H. Murray, L. Neal, J. W. Baumgardner, Walter J. Grant and H. A. Lawrence. A. S. O'Donoghue, Lynn Covey, H. F. Schryver, J. V. Hancock, B. A. Lundy, J. A. Difffenbach, T. E. Arthur, George Cowhard, William Gilbert and Major J. M. Snead.

Second Table: C. S. Albright, Lee Birch, T. E. Glotfelty, George C. Lindsay, Guss Herr, J. H. Minton, Carl Hammond, C. L. Freeman, M. J. Somsak, Lee Harmeyer and Jacob Hartmann. D. K. Bruce, W. C. Wilson, A. L. Luther, E. W. Daugherty, John Aydelott, John Pfeifer, W. A. McGee and R. H. Kohl.

## P. & L.E. Man's Son Gets Bronze Star for Keeping Bombers Flying

S/Sgt. Joseph Mahoney, son of John Mahoney, McKees Rocks Power House Engineer, was awarded the Bronze Star Medal because his ingenuity was greatly responsible for keeping Army Air Forces planes flying at the height of the campaign to wreck German aircraft production and thus helped shorten the war, according to a news item, which read:

"Scores of planes were in danger of being grounded because of a shortage of aircraft voltage regulators. Tiny, dime-sized carbon discs which, stacked 25 high into a 'carbon pile,' make up the core of the regulator, became grooved and pitted with use. The eroded surfaces no longer fitted together smoothly, and an entire new pile of discs had to be installed into the regulators to insure an even flow of electrical current."

"Since one grooved disc ruined the alignment of the whole stack, Army technical orders cautiously called for replacing an entire set of 25 discs every time one wore out. Soon, overseas supplies of the discs were exhausted. New ones never came. Regulators for repair kept pouring into the shops, and the demand for them became even greater."

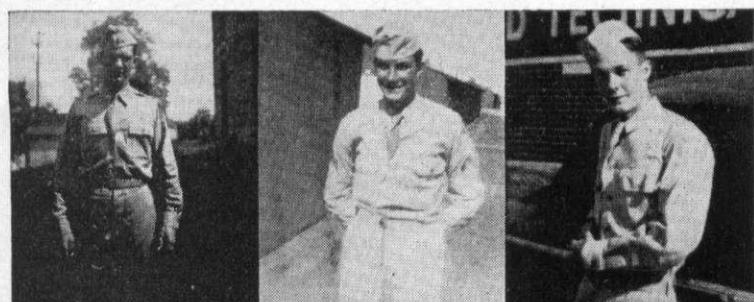
"Then Sgt. Mahoney, given the green light by Brig. Gen. Isaac W. Ott, commanding general of the Air Service Command's base air depot in England, got the idea of resurfacing each disc on the pile with a bit of crocus cloth and salvaged silk from condemned parachutes."

"Not only did the Sergeant's regulators work, they actually relayed current."

### New Cardington Agent

Gary Dodds is now Station Agent at Cardington, Ohio, where he succeeded George Cob. Mr. Dodds had been operator at Cardington since 1932, except for short periods at Ashley and Caledonia, Ohio.

### Peoria & Eastern Stores Foreman, Urbana, Has Four Sons in the Armed Forces



Shown above are three sons of Anthony R. Smith, a New York Central employee for 25 years. Left to right: Corp. Russell E. Smith, with the Medical Corps at Fort Sheridan, Ill., Sergt. Roy A. Smith, a B-24 bomber engineer with the 15th Air Force in Italy and Corp. George L. Smith, crew chief of a B-24 bomber at March Field, California. The fourth son, Byron B. Smith, entered military service January 15.

## Veteran Given Chair and Purse

ASSOCIATES and friends attended a dinner January 31 in the Fred Harvey Restaurant, Cleveland Union Terminal, honoring Hugh William Pinkerton on his retirement as Electrical & Mechanical Engineer of the Cleveland Union Terminals Company. On January 1 Mr. Pinkerton completed more than 38 years of service with the New York Central and the Cleveland Union Terminals Co.

More than a hundred guests enjoyed a turkey dinner. C. O. Beck, Engineer Plant Maintenance, the committee chairman, was toastmaster, and opened the after-dinner program by introducing the guests seated at the speaker's table, who included F. F. Riefel, Vice President & Terminal Manager; A. R. Ayers, General Manager, N.K.P., E. A. Dougherty, Assistant General Manager, E. J. Gibbons, Superintendent of C.U.T. and Cleveland Divn., B. J. Schwendt, Assistant Signal Engineer, A. M. Currier, Special Assistant Engineer, L. B. Elliott, Division Engineer, W. J. Bergen, former Engineering Assistant to Pres. of N.K.P., G. T. O'Neil, District Superintendent Pullman Company, George Kerner, Manager Fred Harvey Restaurant activities, George Brooks, Harvey commercial activities, George D. McGinn, and W. S. Ingles, chief clerk, E&M Department.

Mr. Beck then read the story of Mr. Pinkerton's life, at the end of which Mr. Pinkerton was introduced. Immediately following his introduction W. S. Leggett of the General Electric Company proposed a toast which was acknowledged by Mr. Pinkerton.

After several guests had delivered short talks, the chairman referred to letters of regret which had been received.

W. S. Ingles, who had been associated with Mr. Pinkerton for 15 years as his chief clerk presented Mr. Pinkerton with a walnut swivel type arm chair, upholstered with red leather, for use in his home study, and an envelope containing a retirement greeting card bearing the signatures of those present and names of those participating as well as the "where-with-all" to complete the equipping of his study. Mr. Pinkerton acknowledged the presentation and gave an outline of his work in the Grand Central Terminal, New York Electric Zone and the Cleveland Terminal Electrification.

The festivities were concluded by all present standing and singing "Auld Lang Syne."

Mr. Pinkerton was born a little more than 67 years ago, in Paisley, Scotland, a city near the Clyde River, a short distance from Glasgow. He attended grammar school in Paisley then in Glasgow, graduating in June 1891.

After working for some years, he attended the Royal Technical College of Scotland, Glasgow, and graduated on September 19, 1899, receiving a diploma in Electrical Engineering.

After receiving his sheepskin this Scotsman went to work in England. From 1901 to 1905 he was employed by the City of Birmingham Tramways Co. of England as Electrical Engineer, where he was instrumental in putting the first trolley line in service in that city.

Third Table: W. N. Guynes, L. S. Randolph, D. Martignone, V. E. Peterson, R. E. Martin, W. S. Leggett, Miss Mildred Rutherford, Mrs. T. A. Willis and Mrs. F. C. Foster, A. W. Winston, W. H. Robinson, James Carroll, R. E. Dobbins, F. R. Belanger, J. E. Breen, Paul Manross, Robert Payne, Milo Tompkins, George V. Cripps and D. L. Darnell.

Fourth Table: Miss Fannie Davis, Elizabeth M. Krug, H. G. Folger, Helen Pastorek, H. LaBoyeaux, W. E. Moore, C. F. Higgins, N. W. Opsic, A. Seidl, G. A. Doran, C. O. Henry and John L. LeRoy Mailman, John Shields, E. A. Willoughby, L. H. Palmer, C. J. Wertz, Capt. W. H. Bunch, F. L. Frericks, Chief D. W. Taylor, Ray Wolke, Inspector B. F. Reese, Harry Nichols, M. L. Gormley and William Heineman.

In background: Edward Hoffman, Assistant Manager Harvey Restaurant.

His first job in America was with Schwert, Elsa H. Larson, Ruth I. Mason, Frances S. Peretz and Emily Sturges, in the office of H. D. Abernethy, Assistant Signal Engineer, at Cleveland, gave a luncheon in The Bronze Room, Hotel Cleveland, February 7, in honor of L. S. "Jerry" West, Chief Clerk. The occasion was Jerry's 68th birthday.

The presence of this unusual party, consisting of six of the New York Central's most attractive personnel and a lone man, created some excitement in the sedate Bronze Room. A rumor was current that the girls were entertaining a Hollywood celebrity.

## Lieut. R. D. Mayer, P. & L.E. Pilot, Dies in German Air Fight



Lieut. R. D. Mayer

Lieut. Raymond D. Mayer, Fighter Pilot on a P-51, Mustang, was killed in action near Kassel, Germany, October 18, while on his 18th mission. He had been credited with destroying three German planes in the air over Germany.

Lieutenant Mayer, 22, was a son of George E. Mayer, P. & L.E. Photographer and with his parents made his home in Swissvale, Pa. Before entering the Army Air Forces on September 15, 1942 and being called to active duty March 21, 1942, he was a Tracer in the drafting room, Engineering Department, P. & L.E. at Pittsburgh.

He received his commission as second lieutenant and his pilot wings at Napier Field, Dothan, Alabama, December 5, 1943 and went overseas in June, 1944. He was assigned to a fighter squadron of the Eighth Air Forces.

Besides his parents, four sisters and a brother, George E. Mayer, a bombardier-navigator and a former P. & L.E. Traffic Department employe, survive. Lieut. R. D. Mayer had received the Air Medal with one cluster.

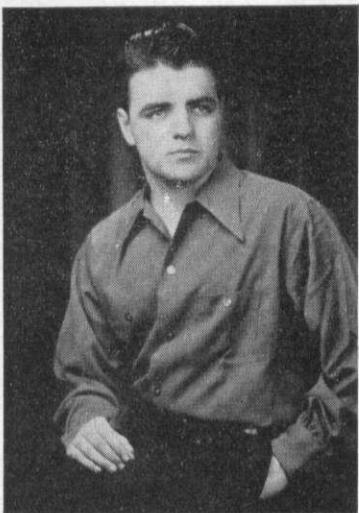
### Ohio Central Boy Cited in Pacific



Virgil S. Wilson, Aviation Machinist's Mate Hydraulic, Second Class, recently was cited "For exemplary performance of duty during operations against the enemy in the Central and Western Pacific. Wilson went without rest for a long period of time in order to maintain the high availability rate of aircraft aboard this ship and they contributed materially to the continuous defeats inflicted upon the enemy."

Virgil is the son of Evelyn Wilson, Agent, Millfield, Ohio. He has participated in nine major engagements since his enlistment in the Navy in July, 1941. He is pictured above with his Mother.

**Englewood Clerk Missing in Belgium**



Private Gregory Regnier, 19, formerly Yard Clerk at Englewood, has been reported missing in action in Belgium since December 17, 1944.

Private Regnier's father, Louis J. Regnier, is City Freight Agent, Chicago, and his sister, Alice, 19, is a stenographer at the Polk Street Station, Chicago.

**Chicago Bureau Head Ends Service**

The Passenger Department, Chicago, reports:

S. J. Jackson, General Manager, Chicago Reservations, completed 36 years service with the New York Central, February 9. In appreciation for a job well done, members of the Reservation Department presented him with a \$25 War Bond, and a leather billfold.

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Corp. James Murphy, former Reservation clerk, has been awarded the Bronze Star for bravery. Corp. Murphy is serving with the Air Forces in Corsica and has received a unit citation and four battle stars for participating in major campaigns.

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Lieut. Charles Goodman, who was seriously wounded in Germany, December 9, has been returned to Vaughn General Hospital in Chicago. Charles received wounds in both hands and although, he won't be able to answer his correspondence for some time, he'd like to receive letters.

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Yes, that was Bill Byrne passing out cigars recently. Reason . . . His wife presented him with a 9½ pound son, February 9. The baby is named James William and is the couple's first child.

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Bill Heimann, former Passenger Representative, has received an APO number, and is now somewhere in the Pacific area.

—o—

Pfc. Daniel Fitzpatrick, brother of Alice, Reservation Department, was seriously wounded in France, December 4. Daniel, a member of the 79th Infantry Division, has been in action with the Seventh Army since D-Day.

**In Philippines**



Sergt. Richard W. Hefner, Clerk in the Personnel Department, New York City, is now with an Airborne Division fighting under General of the Army MacArthur in the Philippines. He is the son of W. Q. Hefner, Secretary to General Superintendent, Motive Power & Rolling Stock.

**Lieut. F. Schaf, Jr., Cincinnati, Freed from Bilibid Prison**

When General MacArthur's forces entered Manila and freed civilian and military personnel from the old Bilibid prison, First Lieut. Frank Schaf, Jr., was one of those released.

This news was flashed to his parents, Mr. and Mrs. Frank Schaf. Schaf, Senior, is manager of the Telephone & Telegraph Department, Indianapolis, but the family residence is still at 2532 Bell Place, Cincinnati.

Lieut. Schaf was captured when Corregidor fell to the Japs, three years ago. He is the holder of the Silver Star, given to him by Gen. MacArthur for gallantry in action.

The news of his release came through Milton Chase of Station WLW, Cincinnati, who is in Manila. He reported that Schaf was in good health with the exception of the effects of malnutrition. He was overjoyed to see someone from Cincinnati and also to have white bread, the first he had seen since being taken prisoner.

Schaf's parents and many friends over the Big Four district are eagerly awaiting his home-coming.

**Laskoske is New M. C. Division Head**

F. McElroy, Assistant General Manager, Detroit, announced the appointment, effective January 1, of A. W. Laskoske as Superintendent, Michigan Division, with headquarters at Jackson, succeeding E. G. Wright, who has been assigned to other duties because of ill health.

Changes announced by Mr. Laskoske, effective the same date, include the appointment of O. F. McIsaac as Assistant Superintendent, Michigan Division, with headquarters at Bay City, Mich., succeeding E. H. O'Keefe, transferred to Jackson as Assistant Superintendent.

W. B. Salter has been appointed Trainmaster, Michigan Division, with headquarters at Kalamazoo.

**Gibson Man Killed**

The office of Auditor, Freight Accounts, I. H. B., Gibson, Ind., reports:

Sympathy is extended to Mildred Creek, biller, in the loss of her husband, Kenneth, who was killed in action December 30 in the European theatre.

Newspaper clippings have been received by Irma Shirley, clerk, telling of the activities of her husband, Pfc. Harley M. Shirley, U.S.M.C., a loader on a 40-millimeter gun on the USS Maryland. Pfc. Shirley aided in downing several Japanese planes in the sea battle for Palau and in engage-

**New York Central Rescuer and Rescued Meet in Hospital — One Believed the Other Killed**



Lieut. William C. Douglas, Jr., right, embraces Corp. Isadore Lang, following a surprise meeting at Army hospital. Douglas' father is Assistant General Freight Traffic Manager, Chicago.

ments in the Philippines.

The office folks are extending congratulations to Eunice Kelly, clerk, in the promotion of her husband, James J., to Major, U.S. Engineers. Major Kelly is stationed in the South Pacific.

In the past month the office enjoyed visits from S/Sgt. Ralph Neiner, stationed at Camp Atterbury, Ind., and S/Sgt. "Ches" Miller, Mitchell Field, N. Y.

**Pfc. Ralph H. Roth, Detrictor, is Missing**

Pfc. Ralph H. Roth, 20, Stores Department employee, Detroit, since January 4, 1943, has been reported missing in action on the Belgium Front. Private Roth has been in the Army since November 1, 1943.

He was wounded July 29, 1944, when making an attack on St. James, France, received the Purple Heart in August, 1944, and returned to duty September 5, 1944.

He was reported missing as of January 7.

**Golden Wedding for Ohio Couple; Six Grandsons Overseas**

A high mass was celebrated Sunday, February 4, at Burkettsville, Ohio, in St. Bernard's Church in honor of the golden wedding of Mr. and Mrs. Anthony Kothman.

Mr. Kothman retired eight years ago after service as Section Foreman on the Cincinnati Northern for forty-five years. The Kothmans have six children, twenty-one grandchildren and one great grandchild.

Six grandsons are with the Armed Services overseas.

**Jersey Shore Public Relations and Diesel Class**



This picture shows the combination Public Relations Class and Diesel Class, now being held at Jersey Shore each Tuesday evening. Left to right: J. R. Custred, Yard Engineman; J. D. Walters, Traveling Fireman and Engineman; E. C. Hartzell, Machinist's Helper; P. F. Hastings, Machinist's Helper; C. G. Blew, Machinist; C. M. Frye, Electrician; J. E. Lentz, Machinist; R. L. Britton, Fireman; H. T. Linn, Traveling Fireman and Engineman; Maurice Shafer, Instructor, Williamsport Technical Institute; B. O. Breon, Painter and Instructor, Public Relations Class. Sitting: R. L. Herr, Machinist's Helper; L. J. DiCaprio, Laborer; F. I. White, Machinist's Helper; J. Stine and H. Thompson, Mechanics.

These men have had five classes of two hours each in Diesel training and after completing that study will continue as a Public Relations Class. Seventy-eight employees at Newberry Junction, Jersey Shore, Avis and Clearfield have completed Public Relations Classes. Training is continuing.

**Chicago Pair**



Harry R. Swanson, son of Axel Swanson, employed at the Root Street Shop, Chicago, is shown above with his wife. He is now a Signalman, Petty Officer 3/c, in the Coast Guard and is stationed in the South Pacific.

**Off-Line Passenger Men are Shifted**

Effective February 1, the following changes were announced by J. W. Switzer, Passenger Traffic Manager, Chicago:

Russell T. Martin was appointed General Agent, Passenger Department, at New Orleans, with office at 910 Canal Building, succeeding Richard Mercer, promoted to District Passenger Agent at St. Louis.

Harold M. DeGowin was named Passenger Representative at San Antonio, with office at 902 Travis Building, succeeding Russell T. Martin. Mr. DeGowin will report to J. A. Slater at Dallas.

Clarence H. LaFond was appointed Passenger Representative at Portland, Oregon, with office at 411-412 Pacific Building, succeeding Harold M. DeGowin. Mr. LaFond will report to C. J. Barry, Seattle.

Walter S. Hammond returns from special duties to St. Paul, as Passenger Representative, reporting to A. M. Nye, with office at 402 Pioneer Building.

**E. C. Johnson Chicago Asst. Supt.**

Effective January 1, E. C. Johnson, formerly Trainmaster, Erie Division, was appointed Assistant Superintendent of the Western Division with headquarters at Chicago.

Mr. Johnson succeeds J. W. Crowley, who has been transferred to Columbus, Ohio as Assistant Superintendent, Ohio Central Division.

**Wounded**



Staff Sergt. E. D. Dycus Jr., a member of the Rangers, was seriously wounded in Germany, December 7, and is in a hospital in England. He enlisted in July, 1942. He was a Carman Apprentice in the Passenger Department, Beech Grove. Both his father and mother are employed in the Passenger Department at Beech Grove.

**Central Headlight**

Warner A. Shutt, Treasurer, New York Central System Employes Western District Credit Union, Chicago, reports that the Credit Union at the end of the year had approximately 1,600 members, and declared an annual dividend of 4% on shares outstanding. Loans to members totalled \$92,029.

**Chicago Credit Union Pays 4% Dividend**

GERALD LaPLANTE, Jr., 20, paratrooper son of Gerald LaPlante, Western Division Car Distributor in the Office of Superintendent, Chicago, has been wounded in action, according to information received by his father recently.

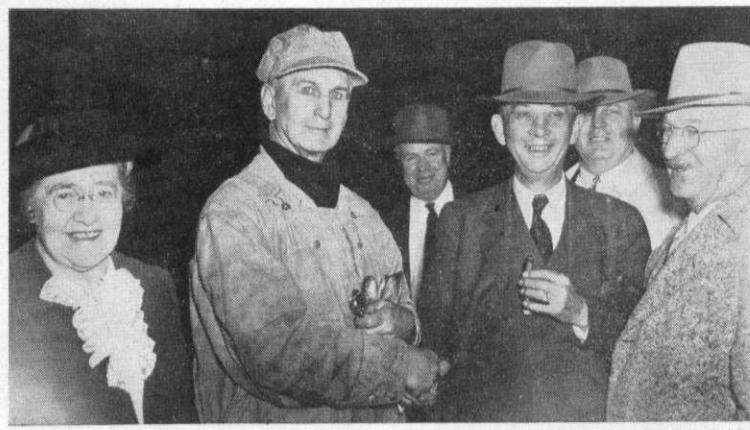
Paratrooper LaPlante, Technician, 5th grade, served with the 101st Airborne Division, under Lieut. Gen. McAuliffe.

Gerald was wounded in the fighting at Bastogne, where General McAuliffe said "Nuts" to the Nazis who demanded his surrender. He is hospitalized in England.

He enlisted in the service April, 1943, and has been overseas 18 months.

## Central Headlight

## St. Thomas Engineman Ends 49 Years' Work



Wishing Edward Long luck after his last run, on the Canada Division, St. Thomas, Ont., are, left to right: Mrs. Edward Long; Mr. Long; T. L. Coughlin, Assistant Superintendent, Canada Division; J. E. Schwender, Superintendent, Canada Division; Clark Roberts, Locomotive Engineer, and J. C. Tanner, retired engineman. Mr. Long retired after 49 years of service.

## Michigan Brakeman Gets Silver Star for Saving Man Nips Wounded

**SILVER STAR** Wilson E. Du Bois, former New York Central brakeman and hero of 33 months' service in the Southwest Pacific, is now at the Army Ground and Service Forces Redistribution Station, Miami Beach, undergoing processing to determine future assignment.

An Infantry communications wireman, Du Bois went out with a squad on a daylight operation near Buna to repair a cut-out wire between headquarters and the Infantry companies up front fighting the Japs. Through jungle underbrush and beat-up trails, wading through mud and water, they were subject to ambush and Nip snipers.

A moan in the underbrush caused Du Bois to pause. Fifty feet away, beyond an open clearing, lay a wounded GI! Without hesitating, Wilson and a buddy exposed themselves to enemy fire as they crept to their wounded comrade. With his buddy covering their escape with the wounded man's tommy-gun, Du Bois carried his human burden to safety 200 yards through mud up to his knees!

"Those Nips must have thought I was a GI Achilles," remarks Wilson, "for during that mad dash they shot away the heel of one shoe. Too, they also got the water canteen, which had been strapped to my back."

For such gallantry in action, Corp. Du Bois was presented the Silver Star medal by Major Gen. Horace B. Fuller, commanding officer of the 41st "Junglers" Division.

The 28 year old corporal is accompanied by his bride of one month, former Beverlee Hudson of 411 Locust St., Kalamazoo, Mich., whom he married upon his return from overseas.

His home is in Augusta, Michigan.

Anthony Satterelle, Section Laborer, Jackson, Michigan, has four sons in service—Michael and Patrick in Italy; Joseph, now a German prisoner, and John, destination unknown. Michael has twice been wounded in action.

## Engineman Tanner Ends 49 Years' Service



An enviable record of 49 years with the New York Central System is James C. (Toby) Tanner's. Mr. Tanner was first employed with the Michigan Central in the Engineering Department in 1896. Since 1898 he has worked out of St. Thomas, Ont., first as second-class fireman, and then in other positions, including switch fireman, road engineer, and passenger engineer. For the last 14 years Toby Tanner has been at the throttle of the Trans-Atlantic Limited, an outstanding record. He was fortunate never to have been involved personally in a wreck or serious derailment.

Shown, left to right: E. E. Bridge, Chief Train Dispatcher, Canada Division, St. Thomas; Mr. Clennansmith, Fireman; W. Parker, Assistant Master Mechanic; T. W. Cottrell, Master Mechanic; J. C. Tanner, retiring Engineer; J. E. Schwender, Superintendent and T. L. Coughlin, Assistant Superintendent.

## J. R. Clark, Detroit A.P.A. Assistant, Dies

Joseph Richard Clark, 73, department Assistant in the office of the Auditor Passenger Accounts, Detroit, until his retirement May 10, 1941, died in New York, January 15, 1945, after a short illness.

Born November 20, 1871, he first entered New York Central service February 2, 1892, as a clerk in the A. P. A. office, then located in New York. Funeral services were held at the Church of the Good Shepherd in New York, January 18, with burial in Brooklyn. His daughter, Mrs. Rudolph Burst and a grandson, survive.

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Having been assigned Room 9 on "B" floor of the M. C. Terminal as their darkroom, the NYC Camera Club of Detroit is now proceeding to clean and equip it. When the room is furnished it is expected to come in for considerable use by the members.

E. Warren Oakes and Charles Fagin, the assignment committee, announce the subject of the March and April print competitions to be "Children under 12" and "Snow Scenes" respectively.

The Club is also completing a traveling show of prints to be sent to the NYC Camera Club of New York for exchange and exhibit in the Grand Central Terminal.

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Corp. Wendell Peterson and Pvt. S. A. Ariemma, formerly of the Auditor Passenger Accounts office, Detroit, were right in the thick of the action in Belgium.

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It isn't very often that three members of the armed forces from the same civilian office find themselves together on the same Aleutian Island, but that is the pleasant situation in which three Auditor Passenger Accounts boys have been thrown.

Corp. Arthur "Bud" Higgins, looking like Jack Frost himself, dropped in on Staff Sgt. Roy Hronek and gave him all the latest dope he had gathered on his furlough in the States. Roy then learned that another old chum, Pfc. William Weddigen, was also on the same island, and promptly visited him. In so doing he manfully assisted Bill in liquidating most of his monthly beer ration. It's no wonder Roy is said to be getting so portly.

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Ingenuity, thy name is Sorin. The clever Jack of all trades from the Auditor Passenger Accounts office, Detroit, now its only member in the U. S. Maritime Service, makes ordinary incidents sound like high adventure. Read:

"Arrived first class (In New York) on the N.Y.C. Wolverine at 1 p. m. I'd like to have a committee check on Bill Rose and Harry Kolkmeyer. They promised to look after my interests and my wife. . . . I rate a uniform of the high pressure insignia—that is a propeller hat, suit and coat for \$110. I took the black buttons off my black suit and replaced them with brass ones for \$1, and bought a uniform black coat in a hock shop for \$10, and that saved me money. The only thing I couldn't squeeze down on was a cap—that cost me \$11. So, from \$110 to \$22 is a lot of smackers saved."

Jack Sorin is Second Junior Engineer on the S.S. Richard P. Hobson.

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Auditor Passenger Accounts folk are looking much closer at that swell technicolor record of an aircraft carrier's battle career in the Pacific, "The Fighting Lady," since one of their number in the service, John Calder, AMM 1/c, wrote them this bit:

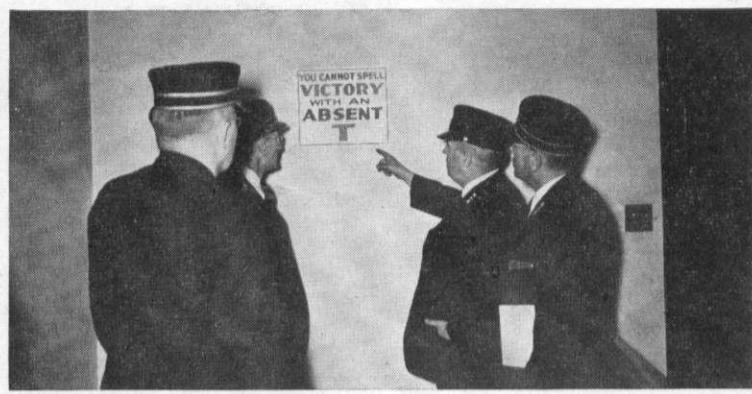
"If the show 'The Fighting Lady' comes to town, be sure and see it. It's about the war in the Pacific and has some shots of our carrier in it. You can see me in one fast shot getting out of a plane."

John, after taking part in much action, and contracting malaria, is now instructing at Glenview, Ill.

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Entire membership of the Red Cross Blood Bank "Gallon Club" among Auditor Passenger Accounts employees are these people with the number of times they have donated pints in brackets after their names: Rita Farley (8), Evelyn Pyka (8), Grace Smith (8), Mabel Murtaugh (8), Edwin Von Wasinski (8), Ilene Reitzen (9), Dorothy Stein (9), Clare Mac-

## Detroit Brakeman Designs War Sign



A group of conductors inspect a new poster reading "You Can't Spell VICTORY With an ABSENT T." Copies of this sign, which was designed by Passenger Brakeman Frank E. Lewis, have been posted in the conductors' rooms, switchmen's shanties, and other prominent locations in and around Detroit.

Gregor (10), Walter Warren (11), Glenna Hill (12), and Julia Conlon (12).

—o—

Latest member of the Auditor Passenger Accounts family to join the service is Lucille Gaines, Interline typist, who left for her WAC training at Des Moines in late January.

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If your mail from the Pacific is coming through well ventilated by the censor's scissors, blame it all onto Pvt. Carol Cook, WAC from the Auditor Passenger Accounts office, Detroit. Yes, she is now one of those scissor-happy folk in New Guinea.

—o—

Some new ratings in front of these A. P. A. folks' names: Sergt. Florence Hirschmann of the WAC at Fort Jay, N. Y.; Pfc. Arthur L. Newberg, radio-man in Panama; and T/5 George Hauke, dental technician in Europe.

## Gets Purple Heart



Private Raymond H. Crean, with an Anti-aircraft Battery and formerly a Syracuse Division Road Brakeman, recently was awarded the Purple Heart.

In a letter to President Metzman, he mentioned that he had lost, in the fighting in Normandy, the pen of the pen and pencil set given him by the New York Central for Christmas. L. W. Horning, Vice President Personnel, sent him a substitute set.

Private Crean entered military service in February, 1943.

## St. Thomas Woman Taken to Hospital on Central Freight

The New York Central played good Samaritan twice in Ontario a few weeks ago. The storms early in January made driving difficult, and some days impossible, and that is where the New York Central came in.

On the first occasion, R. S. Patterson, Manager of the St. Thomas Branch of the Royal Bank of Canada, found it necessary to rush Mrs. Patterson to the hospital.

Because the roads were impassable he called the St. Thomas Agent, Justin Hoy, at 3 a.m., and Mr. Hoy arranged to have a freight train pick up Mr. and Mrs. Patterson and carry them to a waiting ambulance in Windsor. The Conductor, Mr. Taylor, and the Brakeman, did their best to make Mrs. Patterson comfortable. Mr. Patterson wrote a letter of appreciation.

The Ridgetown, Ontario, "Dominion," tells the following tale of another good deed by the New York Central:

Two motor cars, in which there were ten passengers, including four young children, were stuck near the Kent-Elgin boundary the afternoon of January 1. Although they found a farm house nearby, and efforts were made to free the cars, the passengers found themselves unable to proceed.

One of the members of the party called the New York Central Agent at Rodney, and by orders of the Superintendent at St. Thomas, the westbound 6:15 Ridgetown train stopped at the Kent-Elgin boundary and brought the stranded motorists to their destination.

## Joins "Gallon Club"

J. R. Hughes, Freight Agent at Lafayette, Indiana recently became a member of the "Gallon Club," having donated eight pints of blood to the Red Cross.

Agent Hughes has a son and daughter in the U. S. Marine Corps. Ralph is a Quartermaster Sergeant in the Signal Supply Depot at San Francisco. Wanda is Staff Sergeant at the Operations Office of the Air Station at Cherry Point, N. C.

## Mrs. O'Brien, Jackson, Feted on Retiring



After 25 years' service with the Michigan Central, Mrs. Marguerite O'Brien, General Clerk in the Superintendent's Office, Jackson, retired on January 31.

Mrs. O'Brien was presented with a coffee table and table lamp by co-workers. Friends and co-workers gathered at West Point Inn for a dinner and entertainment. A specialty dance was given by Mrs. Mabel Barry.

## C.U.T. Men Meet on German Border

The Cleveland Union Terminals Company, Electrical & Mechanical Department, reports:

Local Storekeeper Mike Somsak has an interesting letter, dated January 24, from Lieut. Col. Jerry Feidt (pronounced "Fight"), formerly of the C.U.T., who is now with the 1121st Engineer C Group of the First Army, now reinvading Germany.

Jerry looked up Sergt. Whitey Anderson (Bronze Star), also of the First Army with the First U. S. Infantry Division the day previous to writing his letter and they had a grand reunion. Jerry wrote that Anderson was OK, though much thinner. It is ironic that Jerry has been near Whitey's outfit ever since Whitey joined it, in England, in May, 1943, and since the Normandy invasion, but it took a letter from Somsak to get them together on the border of Germany.

Feidt, in his letter, said: "This year may see the finish of the Germans; however they are still tough and very strong and well equipped. In many instances they are better equipped than we are."

Mrs. R. G. Kinsinger recently said she at last had heard from her husband, Ray. He is now in the Philippines. Formerly an amphibious engineer with the Army, he is attached to an Engineer Service Battalion and is anxious to hear from the gang.

Ray was put in the Army and has been primarily involved with invasion craft and amphibious operations, whereas his pal, Billie Paul, who was put in the Navy, has not been near a ship yet.

Paul, S1c, was home recently on furlough and will return to the Naval Air Base at Corpus Christi, Texas. He

## Framingham Yard Clerk Wounded



Private Richard J. Tierney, former B. & A. Yard Clerk at Framingham, Mass., is recovering at McCaw General Hospital, Walla Walla, Wash., from wounds received in Germany September 21, 1944.

He joined the Army December 3, 1943 and after finishing training at Camp Croft, S. C. was sent to England and from there to France, July 25, 1944 with the 39th Infantry.

Michael E. Tierney, Dick's father, is a passenger conductor and has had 38 years of service with the B. & A.

## "Tell the People"

(Concluded from page one)

Metzman. "The railroads are of direct interest to investors and savers; they contribute heavily to the support of Government and share the taxpayer's burdens; they are purchasers on a huge scale of equipment, materials and supplies; the railroads provide jobs for labor; and the shippers and travelers of the country cannot get along without railroads."

Telling people the facts about railroads, so that they will understand their interest in them, is a responsibility of the railroad man, said Mr. Metzman.

"Every problem we have in this railroad industry is really two problems. First, the problem itself and second, the job of telling the American people, with honest facts and straight reasoning, about it.

"I am firmly convinced that what is best for the American people is also best for the railway industry. Our policies deserve to succeed, only if and to the extent that they serve the Nation's best interest. This is something to keep before us, when we are forming policies. Then, let us show the American people that our policies will serve their best interest."

## Public Relations Class Meets in South Station, Boston



Left, standing: John Shea, University Extension official of Massachusetts Department of Education. Front row, left to right: William B. Dorney, Edwin D. Ovington and Kenneth Gerrish, Electricians. Second row: William A. Craig, Car Inspector; Edward F. Welch, Yard Clerk; Victor E. Gaudreau, Assistant Engineer; Thomas F. Coppinger, Clerk; Miss Gertrude A. Breslin, Clerk; Martin J. Jordan, Head Clerk, and Edward I. Gardiner, Assistant Engineer. Rear row, left to right: Carl Oliveri, Chief Timekeeper; Thomas J. Crockan, Car Inspector; William I. Carr, Machinist; Edward Black, Sec Storekeeper; John W. Curran, Principal Assistant Engineer; Charles H. Hamblen, Draftsman; Harry C. Nordstrom, Mechanical and Electrical Supervisor, and John J. Fitzgerald, Transit Inspector.

has completed training as an aerial aviation machinist mate, so he may take to the air yet and not rinse his socks out in salt water.

Milfred C. Bulfinch, Fan Operator, has returned to work after a serious operation.

Felix Belanger's son, Robert, was inducted into the Army recently.

E. E. Richards, formerly in the Engineering Department, has been promoted to Lieutenant Commander in the Normandy invasion and returned to the air yet and not rinse his socks out in salt water.

Canal Zone. A belated Xmas card came from Sergt. R. E. Moe, Engineer Corps, 7th Army, France.

Robert Pinkerton, PhM1c, Navy Amphibious Group, who went thru the Navy, and is stationed in New Orleans after a tour of duty in a Sea-Bee outfit.

Sgt. John Kling is now with the 34th Bombardment Group in England.

Power Supervisor C. F. Higgins has word his son is missing in action on the Western Front.

He is a B-24 ball turret gunner. He writes that one can have a good time in town without spending much.

## Boston Woman Ends 40 Years' Work

After nearly 40 years of service, Miss Norma L. Saville, secretary to Boston & Albany counsel at South Station, retired on February 1.

## B. & A. Man in Italy



Major George S. Lang, formerly employed in the office of Master Mechanic, Boston & Albany, at Boston, is a Reserve Officer who received his Commission as Second Lieutenant when called to active duty in February, 1941. Stationed first at Fort Benning and then at Camp Polk, La., he was with the Armored Division and went overseas in May, 1943. He is now with the ground forces of the Air Corps in Italy. His wife and daughter live in Lyndonville, Vt.

**COMBAT TEAM**

The noted war front artist, Joe Hirsch, went "out on the line" to sketch this New York Central freight train crew in action. For these men, too, are a "combat team." And, with their fellow railroaders from coast to coast, they've handled three-fourths of all America's vital wartime freight movement.

From that stupendous job, railroad men and women have learned valuable lessons. And those lessons ... plus advanced equipment now on New York Central drawing boards ... will mean faster, more efficient, often thrifter transportation for almost everything you'll buy or use in the days of peace ahead.

**NEW YORK CENTRAL**

One of America's Railroads - All United for Victory

**ENGINEER compares his watch with Freight Conductor's before starting. Conductor is train commander - a key man in the press of wartime traffic over N.Y. Central.**

**HEAD END BRAKE MAN here connects airbrake line. During run, he rides in engine cab to keep safety watch over head end cars.**

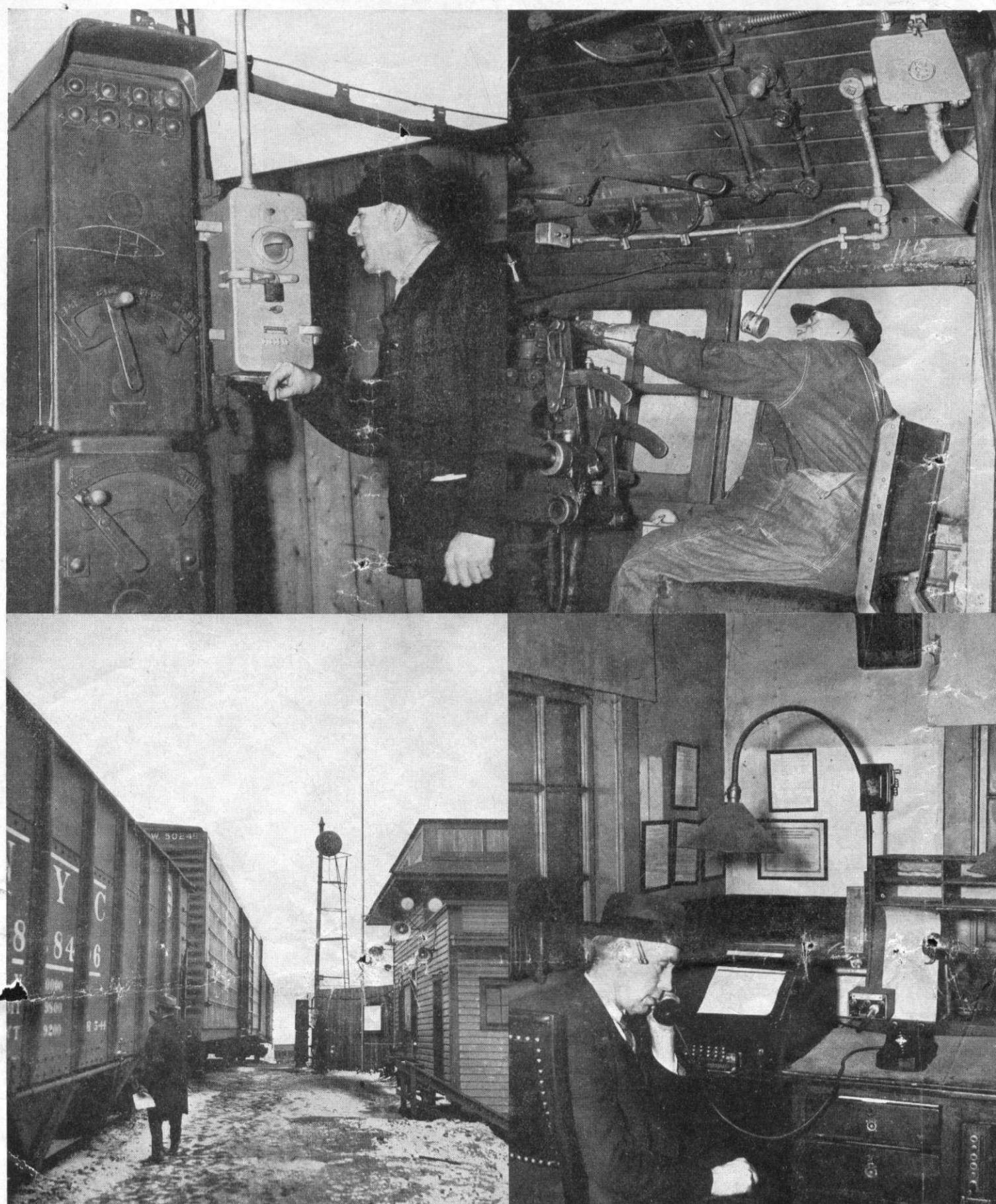
**"CRACKING HIS DOORS" Fireman inspects fire - then adjusts power stoker for top efficiency.**

**"PUTTING DOWN HIS GUNS" If stopped between stations, Flagman puts out torpedoes to warn next train. An extra safeguard, as electric signals and Automatic Train Control protect Central's main line.**

**ON WATCH. From caboose cupola, Middle Brakeman keeps an eye on cars ahead... 6,000 tons of freight, traveling for an average of less than 1¢ per ton-mile!**

**BUY WAR BONDS EACH PAY DAY!**

## FM Radio Proves Value in Tests at Central's Selkirk Yard



**TEAMWORK** on the hump in the westbound Classification Yard at Selkirk, N. Y., has been further increased by the instant and convenient communication afforded by short wave radio. Because each member of the team in the operation knows instantly what another is doing and will do next, a closer personal relationship has been made possible.

Top left: Hump Conductor W. F. Blake requests the engineman to come to a stop and, at the same time, notifies the trimmer engine in the yard to come to the hump to pick up a car for special movement. Equipment seen is the hump signal box with attached microphone.

Top right: Engineman Louis Everhart, in the cab of the Mallet pusher locomotive, acknowledges verbally the order from the hump conductor. Radio equipment which can be seen are the switch control at his knee; a safety light above his hand on the throttle; the microphone bent to a convenient position before his face; the loudspeaker above and behind his head; and junction box between loudspeaker and microphone, above the loudspeaker.

Lower left: view shows location of radio equipment at hump office. Microphone is affixed to the signal control unit. Antenna pole is adjacent and loudspeaker is attached to corner of building.

Lower right: E. M. Lape, Hump Clerk, speaks to Engineman Everhart, informing him that the second Mallet engine will come out of the roundhouse soon to assist him on the hump.

## Frank C. Gebhardt Gets First Discharge Under new Navy Plan

Frank C. Gebhardt, C.M.M., 50, a veteran of both World Wars, recently received the first discharge from Camp Rousseau under the Navy's new discharge plan for enlisted men over 42. Gebhardt has returned to railroad service and is employed as a stationary engineer on the Spuyten Duyvil drawbridge.

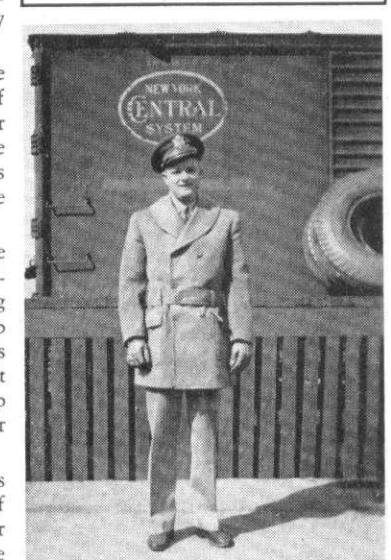
He served four years in World War I and two years in World War II. In North Africa, he participated in the Tunisian operations and took part in the landings of Salerno and in the occupation of Sicily. He enlisted in the Navy in 1916, serving in Atlantic convoy duty until 1920.

He has two sons in the Army, one in the Pacific and the other training in Wisconsin.

## 50 Years at Work

William J. Mumma, Traveling Freight Agent, Toledo, recently completed 50 years' service with the Central. He began at Fostoria as a messenger for the Toledo & Ohio Central Railroad.

## Tarrytown Man Gets Citation



First Lieut. William F. Groves, of the 11th Traffic Regulation Group, TC, is now stationed in Paris and recently received a citation for outstanding performance in duty, as Embarkation officer in charge of an important pier in the Southampton Port area. During the invasion, Lieutenant Groves remained at his post as long as 72 hours without sleep. He has been overseas since October, 1943, and was commissioned a second lieutenant in July, 1942. For four summers he trained at the Citizens' Military Training Camp, Plattsburg, N. Y. Before enlisting, he was employed in the Central's freight yard at Tarrytown.

IT was a soggy, murky December day and visibility was almost zero in the huge Selkirk Yard, seven miles west of Albany, on the River Division. Operations over the hump in the westbound classification yard were normal, however. All the yard men agreed that the recently installed short wave FM radio system made this possible.

Hump Conductor W. F. Blake was cutting off the cars as they approached the crest of the hump when one pin stuck tight, despite vigorous tugs on the pin lever. Quickly he stepped to the radio microphone at the signal box and said, "Hold it, Louie." At the same time he threw the signal light to red — "stop."

Engineman Louis Everhart, at the throttle of the Mallet pushing 60 cars over the hump, immediately applied the brakes and the train stopped within two feet. He had heard the order through the loudspeaker behind his head in the engine cab, though he could not see the red signal light because of the heavy mist.

Blake worked the pin loose and again spoke into the microphone, "Go ahead, Louie," switching the signal light to green. Everhart heard and pulled back on the throttle.

Without the radio as a means of communication under these conditions, several cars would have been pushed over the hump before Everhart could have seen the red signal. These cars would have had to be pulled back and rehumped, with consequent loss of time. As it was, Blake was able to stop movement before the car he was cutting off passed the crest and he was able to work the pin loose while there was slack between the cars.

Thus, one important result of the use of radio has been the maintenance of a normal pace in humping, no matter what adverse weather conditions existed. Although used so far only to supplement the signal lights, it can be relied upon exclusively under such conditions.

the installation of radio has not yet been made for comparison with operations without the radio. It is expected, however, it will show that radio permits a 10 or 15 per cent increase and thus results in expedition of freight through Selkirk. In bad weather, of course, this percentage of increase would be far higher.

The equipment was installed and is under test by the General Railway Signal Company. It is operated on a "very high frequency" wave length of 39.140 megacycles, under an experimental license granted by the FCC. With no interference or static interruption, it can be heard clearly to the horizon, a distance of approximately 16 miles.

Four transmitters and receiving sets have been installed — one in the hump office, one each in two Mallets and one in the trimmer engine. The equipment at the hump office can be used inside or at its extension outside, where a microphone and loudspeaker are attached to the signal control box.

### N.Y.C. Courtesy is First in East

**I**N A POLL conducted by the magazine American Business, which asked its readers what railroad had the most courteous employees, the New York Central ranked first among the eastern roads and second nationally, only the Missouri Pacific Lines receiving a larger vote.

A count of the cars over the hump at Selkirk during a given period since

Any one of the locations can talk to the others by pressing a switch. When not talking the sets are automatically adjusted to listening.

In the cab of each locomotive the microphone is adjustable in front of the engineman's head. The loudspeaker is located above and behind him. The switch from receiver to transmitter is at his right hand, fastened to the side of the cab.

In front of him and above the throttle a light is permanently lit, indicating that both the communicating sets in his locomotive and in the hump office are in working order. If this light should go out, it means that either the transmitter in the hump office or the receiver in the particular locomotive is out of order.

The transmitting and receiving units are both housed in a weather-proof box, surmounted by an antenna, four feet high, on the rear deck of the tender.

Assignment of wave lengths for permanent operation and grant of a license by the Federal Communications Commission must precede purchase of the equipment by New York Central. Should this develop, further studies will be given to the installation of similar radio communication on the humps of the classification yards in DeWitt Yard at East Syracuse and in Gardenville Yard at Buffalo.

**Buy a Bond and Hold It!**