

CENTRAL HEADLIGHT

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S/Sergt. Gibbs Tells of Thrills As He Flew on N. Y. Central II's First Bomb Mission Over Italy

By S/Sgt. Anthony J. Gibbs
Furloughed New York Central Employee

FROM A 12TH ARMY AIR FORCE BOMBER BASE. — I was sure glad to see her come in — that new B-26 Marauder presented to the Army Air Forces by New York Central employes as a cash gift. She had had a long hard trip overseas, through some of the worst weather imaginable. Part of the way was on instruments, for even a good crew like the New York Central's couldn't hope to get through it with ordinary navigation.

My first thought was to go on the Marauder's maiden mission. After some persuasion, it was arranged, and I could hardly wait until her extra combat equipment was installed, and the crew chief pronounced her ready for battle.

The target chosen for that day was Cassino, the scene of the bitter struggle between the Fifth Army and the defending Germans, pressed on two sides by Allied forces. At that stage of the Italian campaign, it was just north of the battle front, and what air crews term a "hot target," due to the inevitable enemy defenses . . . anti-aircraft guns. And the Germans know how to use them, too.

I thought I would never get away. There was endless waiting for the pilots, then the navigators, and finally, when they all arrived at the new plane, there was the necessary "briefing." "Briefing" is really the instructions to the crew. They learn from the pilot and navigator what part they are to play in the bombing of their objective for the day. They are told about weather conditions over the target; what defenses are likely to be encountered. And lastly, they learn what position they will fly in their formation, and the time they are to be over the target.

It was all essential to the success of the mission. But I wanted to get going, and to feel the powerful motors of that new Marauder lift us off the ground and into the air.

At last, all was ready. With a final check of the bomber, we taxied onto the runway. Here again, a delay. We took our turn finally, and after a long, smooth take-off, the ground seemed to fall out from under us, and the NEW YORK CENTRAL II was on her way, loaded down with high explosives for Cassino.

At first, the novelty kept me watching every movement of the crew members. They all worked as a team, from long experience and training, and from their flight together, bringing
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Six Feet, Seven Inches



William K. Hawthorne a former New York Central Policeman, is one of the largest men in the United States Army, being over six feet, 7 inches tall, and weighing 275 pounds. He is a technician and is stationed at Lawson General Hospital, Atlanta, Georgia. He is so big that it took the Army almost four months to equip him. He is a son of C. H. Hawthorne, who is employed by the Power Department as Heating and Air Conditioning Inspector at Grand Central Terminal. He is also a cousin of "Scarsdale Jack" Newkirk, who lost his life while Flight Commander with the Flying Tigers in China. Shown with Hawthorne is his mother.

Riviera Bombed By N. Y. Central II

THE NEW YORK CENTRAL II, a B-26 Marauder purchased by employes of the New York Central Railroad to replace their original medium bomber, NEW YORK CENTRAL I, is now in service in the Mediterranean theater, blasting German transportation and other strategic targets in Italy and France, Robert A. Lovett, Assistant Secretary of War for Air, revealed in a recent letter to L. W. Horning, Vice President, Personnel.

Cassino, Italy, was the first target of the newly commissioned Marauder, where, on November 16, a perfect pattern of bombs was dropped right in the center of the German-held city.

On subsequent missions, targets in northern Italy and the French Riviera have taken the NEW YORK CENTRAL II far across the Mediterranean in its attacks on enemy-held strategic points.

The crew of the original NEW YORK CENTRAL I has completed its tour of duty in this theater, and the present crew will remain with the new plane.

April Campaign Aims to Prevent Products' Waste

To protect America's production, a "Perfect Shipping Campaign" will be conducted throughout April for the eighth successive year by the Regional Shippers' Advisory Boards, with the cooperation of individual shippers, traffic organizations, chambers of commerce, the carriers, the Office of Defense Transportation, the War Production Board, the Department of Commerce and other government agencies.

The Campaign in this crucial year is more important than ever before, because so much of the total production
(Concluded on Page Five)

N. Y. C. System Needs More Men, Employes Urged to Help Recruit Workers in Manpower Campaign

Chicago Boy Killed



Richard Charles Johnston, Signalman 2/c, U. S. Navy, and former employe of the Transportation Bureau, Chicago, was killed when in service off the coast of New Jersey, January 6. His death is understood to have been the result of an accident while he was on convoy duty, aboard the USS St. Augustine.

Richard Johnston was the son of Everett M. Johnston, retired New York Central employe. He is survived by his wife, Mrs. Bernice Mary Johnston, his mother and father, and a brother, Allan, Signalman 2/c, now on active duty with the Navy somewhere in the Pacific.

NEW YORK CENTRAL SYSTEM employes are among the railroad workers who have been asked by the Office of Defense Transportation to join in a campaign to fill 100,000 present and impending job vacancies on the railroads of the United States.

The NEW YORK CENTRAL SYSTEM can use several thousand additional employes, if they can be obtained.

This manpower drive is being conducted by representatives of the railroad labor organizations, the War Manpower Commission, the ODT, the Railroad Retirement Board, the Association of American Railroads and the Office of War Information.

Hiring will be done directly by the railroads' employment offices and through the field offices of the Railroad Retirement Board and the local offices of the War Manpower Commission's U. S. Employment Service.

Employes are urged to tell their friends and acquaintances of the opportunities open and to stress some of the advantages of railroad work — vacations with pay; stable labor regulations; federal retirement and unemployment insurance plans and seniority rights in a permanent industry.

New York Waves



Miss Rose Dunn, 23, daughter of A. T. Dunn, City Freight Agent, New York City, is a Seaman 2nd Class in the WAVES. Stationed at Norman, Oklahoma, she has been in the service five months and is studying to be a Machinist's Mate.

Missing in New Guinea

Russell Draper, Car Inspector at Hill Yard, Indianapolis, has been notified by the War Department that his son, Staff Sergeant John Draper, 21, reported lost December 31 in New Guinea, still is missing. He was a member of a crew of a transport plane which crashed in the New Guinea jungle. He had been in service eighteen months.

Francis Motschman, Air Gunner, Missing

Word has been received that S/Sergt. Francis J. Motschman, son of Roy A. Motschman, Plumber in the LaSalle Street Station, Chicago, is reported missing in action.

S/Sergt. Motschman, whose picture appeared in the March issue of the

HEADLIGHT, was stationed in England and served as a turret gunner on a bomber. He had received the Air Medal, with one cluster.

Mr. Motschman has two other sons, William and Roy, in service.

Killed in Italy

Samuel Anthony Currao, St. Johns Park Laborer, was killed in action in Italy, February 7.

Navy Mobile Unit Can Generate Electricity for City of 10,000



This railroad power plant was constructed by the General Electric Company for the U. S. Navy. New York Central Engineers aided in planning it for use on railroad equipment.

N. Y. C. Man Saves Wounded Marine

RECENT news dispatches told of the heroic rescue of a comrade by Pfc. Richard Scheidt of West Newark, N. J., formerly a locomotive fireman on the River Division. Scheidt was with a Marine Corps Company that fought on Namur Island, Kwajalein, during the invasion of this atoll.

One of Scheidt's comrades was blinded by shrapnel and became isolated in an enemy area covered by Japanese gun fire. Scheidt saw his predicament, crawled to his aid, extended his rifle, which was seized by the blinded man and then led him to safety.

Scheidt has been in the Marine Corps since October 12, 1943.

Son Dies in Italy

E. W. Evermon, Section Stockman, Stores Department, Mattoon, Illinois, recently received word from the War Department that his son, Ernest, Jr., 21, died in Italy, February 1, from effects of wounds suffered in action. He had been in Italy since about Thanksgiving Day. His parents received a letter from him dated January 26.

Is Now in England

Joseph J. Holtmann, formerly Assistant Chief Clerk in the division freight office, Cincinnati, is now a Corporal in the traffic regulation section of the Army Transportation Corps. He entered the service last November and his family recently heard from him from England. His brother, J. F. Holtmann, is Chief Clerk in the Industrial Department, Cincinnati.

Arthur Lindner, a foreman in the Material Inspection Department, Collinwood, under H. L. Hamilton, died March 5.

Central Headlight Railroads Product of Private Capital

BY J. J. PELLEY

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Get Your Man!

TWENTY-THREE years ago, A. H. Smith, then President of the New York Central, said in a remark that has been widely quoted, in varying forms, ever since:

"Ninety-five percent of this railroading is human; the other five percent is merely cold steel, and is not worth anything if we do not get good men with it."

Today, the war burdened railroads of America are having this truism brought home to them in the most forceful fashion in their experience. With the war entering what may be a year of decision, with great battles impending and with the need for the vital transportation provided by the railroads at its peak, management finds itself confronted with a manpower shortage that is already impairing the carriers' service. Moreover, it seems likely to grow in the next few months.

In addition to the 225,000 railroaders already in the Armed Service, and to losses by retirements and deaths, it is estimated that the demands of the draft boards will soon take another 85,000 men or so from the already depleted railroad forces. On some roads, trains are forced to lie outside classification yards because there are not enough men available to take care of the cars already in the yards; in other yards qualified men are not available to man all the switching engines. These factors are bottle-necks in the railroads' war effort and if continued will be reflected in the slowing down of the huge river of supplies that our men at the front must have for victory.

The situation is so serious that governmental agencies, including the Office of Defense Transportation, the Railroad Retirement Board, the War Manpower Commission and the Association of American Railroads, together with the individual roads, have joined the 20 railroad labor organizations in a joint railroad manpower mobilization campaign to fill 100,000 railroad jobs and to keep them filled.

The labor organizations, particularly, are in the van of this campaign and are enlisting the active organization and personal aid of their members in securing additional railroad workers. This aid is being extended in co-operation with the usual employment channels of the individual railroads, the employment services of the Railroad Retirement Board and the offices of the United States Employment Service.

Thousands of new workers are needed by the New York Central System today. In this crisis the Company is asking every employe to become a recruiting agent among friends and acquaintances. Pass the word along that well paid jobs, in essential war work are awaiting applicants! Your employing officer can tell you where potential workers may apply. Applications may be made also to the field offices of the Railroad Retirement Board and the United States Employment Service.

The government and the railroads will conduct a national advertising and publicity campaign in an effort to bring the situation to the attention of everyone who might be interested. These efforts, however, will have to be supplemented by personal and patriotic work on the part of all railroad employes.

You are hereby requested to make of yourself a recruiting agent for your own railroad in order that it may function with full power in the national war effort in which it is playing so important a role—the biggest transportation job in history and still growing.

Get your man!

Bond Buyers Warned on Address Changes

A CONSIDERABLE number of War Savings Bonds purchased through the payroll deduction plan have been returned to the Treasurer by the Post Office Department as undeliverable, with notation on the envelope, "Moved, Left No Address," "Unknown," "No Such Street," "No Such Number," "No Such Place," etc.

Whenever an employe who is purchasing War Bonds under the payroll deduction plan changes his address, he should promptly fill out, sign and deliver to his supervisor or department head an amended Bond deduction card—NYCS—AD-150 (yellow) showing the change in address. This will enable the Departmental Accountant and Treasurer to correct the Bond record so as to insure prompt mailing of Bonds to subscribers.

Delay in the receipt of the War Bonds can be markedly reduced if Bond buyers will cooperate.

"HERE in the United States there is a concentration of productive power and capacity such as exists nowhere else in all the world. The output of goods and services here is beyond that known anywhere else. In times of peace, our people enjoy more of the necessities and comforts, and even the luxuries, of life than any other people have ever known. And in war, there is such an outpouring of physical might as is tipping the scales of battle, all over the globe, toward the United Nations in their fight for freedom.

"This result, it should be remembered, is accomplished by the people of a nation which, only a century and a half ago, was but a thin fringe of population along the eastern edge of a continent which was an empty and almost unknown wilderness.

"This unprecedented productive power of America is not due merely to physical things. Our continental area is rich in resources—but they are, for the most part, such resources as are found elsewhere. Our people are numerous, industrious and ingenious—but other nations have populations even more numerous, and equally industrious and ingenious.

"The greatest thing we have had in America is to be found in our institutions of government—institutions which have left it to the individual to do his best, to work and save, to risk loss in order to earn profit. It is those institutions which,

in a few short decades, have enabled our people to transform a wilderness into the mighty civilization we see all about us.

"Government has had its part to play—a most essential part, and in many ways a most helpful part—but the individual, the chance-taking, profit-seeking individual, is the source and mainspring of American achievement.

"There is no finer example of this than the story of the American railroads. Everyone recognizes, I think, that the mass transportation of railroads is responsible in large measure for the agricultural, industrial and commercial growth and development of the country. Certainly, without the railroads, things would have had to be done on a different and vastly limited scale. And certainly, without the tremendous transportation tasks the railroads are performing today, victory for us and our allies would be beyond the range of possibility.

"But back of the railroads, responsible for what they do, responsible for their very existence, is the individual—the individual inventor and organizer, the individual investor, the individual railroad man.

"Our railroads are a product of private capital. As the railroads stand today, 98 per cent of the investment in them—in their roadbeds as well as in their rolling stock—is private capital.

"Our railroads are a product of

private planning. The plans for the vast network of rails that stretches out into every section of the land were formulated and carried out by groups of individuals.

"The same is true of the plans started twenty years ago to meet such transportation emergencies as that which exists today. It is largely as a result of this organized private planning of railroads and shippers that the railroads have been able to handle a load twice as great as in the last war, with one-third less equipment and 500,000 fewer men than it took then—and to do a better job besides.

"Our railroads are a product of private management and operation. One of the major reasons why railroads have been able to meet their responsibilities and do their job so well in the present emergency is that they are run by railroad men of practical experience.

"I have spoken of American railroads because they are the business I know best. But they are only one example of the sort of thing I am talking about—the democratic system which relies upon the energies, the resourcefulness and the self-reliance of the free individual to produce results. We have seen what those results are, in peacetime and in the test of war. We have seen other nations which rely on other systems of getting things done, and we are seeing their results.

"Who is there among us who would change systems with them?"

Railroad Watches Grow in Accuracy

By C. E. CLARKE

Assistant General Time Inspector

TIME and man's conception of it, are evidenced by the different clock-like instruments to measure it through the ages. These have changed greatly from the days of the ancient Egyptian priest who announced the coming of Spring by noting the grazing rays of the rising sun along the edge of the pyramids, to modern crystal controlled clocks. The Egyptians, despite the elaborate ritual heralding the arrival of Spring, determined the season within an error of one day—modern clocks may vary only one second in three years.

We have reached a point in our civilization where time must be measured in seconds and split seconds. It is no longer sufficient for a watch to run within a minute a day, as was the case in years gone by.

Time on a railroad is everything, and the modern system of today makes every provision for keeping clocks and watches accurate. Where passenger trains run in and out of railway terminals on one and two minute schedules, and fast mail trains and heavy freights thunder along, correct time must be maintained. To accomplish this, the system which the railroads have accepted, extends to all clocks on the System, and reaches down and touches the balance wheel of the watches carried in the pockets of employes.

Rules formulated by The Ball Rail-

1943 Report to Employes With May Headlight

WITH each copy of the CENTRAL HEADLIGHT, next month, there will be a copy of the company's report to employes for the year 1943, a period in which the New York Central handled the greatest freight and passenger traffic in its history.

The report, attractively presented, will show in simple text and in picture diagrams, the year's operations and their results.

Make sure that you receive your copy!

road Time Service, and accepted by most railroads for keeping their time correct, even go so far as to enumerate certain specifications for standard railroad watches. They must be American make, 16 size, 21 or 23 jewel, with patent micrometer regulator, double roller escapement, open face, lever set, adjusted to five positions and temperature, plain arabic dial, winding at

the figure twelve and cased in dust proof cases.

Watches of employes subjected to time service, must be cleaned and adjusted every eighteen months by a qualified watchmaker, and then passed upon by one of the Company's designated watch inspectors.

THE ROUNDHOUSE

By SIM PERKINS

WHO said the railroads were not merchandise minded? Evidence to the contrary is seen in the Passenger Department's invitation to passengers to designate, among other things, their preferences in the size and style of the chairs in the Central's post-war trains. It seems to me that is fitting the product to the customers. If that ain't merchandising, what is?

I see where the Company is asking its workers to go out and grab some new men in order that the wheels may keep moving. That seems fair enough. But a word of caution to the over-enthusiastic. In many cases persuasion will be necessary, but let me tell you right now that the use of lassos, hard cider and blunt instruments is barred. Just tell 'em, don't hit 'em! They are supposed to apply a-walking.

Unsung Heroes

IN this issue of the HEADLIGHT readers will find a reproduction of the first of a current series of four New York Central newspaper advertisements interpreting the theme that there is a tougher, grimmer job for all of us in the months that lie ahead—on the home front as well as on the fighting front.

This general theme is related to the men in the Armed Forces and tribute is paid to some of the "unsung heroes" whose valiant services have not been as widely recognized as those of the men "who wear the ribbons." The first of the series praises the ground crew chief who "sweats it out" until the bombers return from their missions. Later advertisements to be reproduced will deal with the Coast Guard, the Navy Seabees, and the Army services of supply.

Many New York Central men, their relatives and friends, are fighting in one of these four branches of our armed forces and for this reason it is felt this series of ads may be of special interest to the New York Central family. Poster reproductions will be displayed in all System passenger stations.

Saw the danglest thing the other day in Grand Central Terminal. A gob was walking along with each arm around a girl—the lucky tar. Along came a high ranking naval officer. When the gob tried to salute he found his sleeve button had caught in the clothes of the girl on his right. Despite his frantic endeavors, his arm remained put. And was his face red! The officer merely smiled. He saw that the gob had been disabled in action.

Did ya hear about the brakeman's brother that called his baby "Weather-strip" because for a while, at least, it kept him out of the draft? Omigosh!

P. & L. E. Marine Returns From Battle

George, son of Fred Schott, Blacksmith Shop Foreman, P. & L. E., McKees Rocks, participated in savage battles on Bougainville and at other battle points that resulted in thrilling victories over the Japs. Despite five months of nerve-racking experiences, no change was observed in the 23-year-old Devil Dog. He appeared to be in excellent condition when he visited the shops and regaled the gang with many stories.

Pfc. Schott enlisted in February, 1943, received training and was graduated as a paramarine at the San Diego base. He went to the South Pacific in September, 1943, and returned to the States in February. The daring Marine said that he wasn't shipped back to this country just to recover from malaria as adequate treatment could be given in the battle area. He hinted of further training in preparation for more overseas action.

3 P/O Philip McDermott, former Storehouse C Clerk, was home on furlough. Graduated with high honors as a Radio Operator, he is now on the seas.

Pfc. Regis and Pvt. James, sons of J. J. Cook, McKees Rocks P. & L. E. Power House, recently met in battle-torn Italy for the first time in two years. Both entered the service early in 1942.

Paul Grimm, former Storehouse A Labor Foreman, P. & L. E., who was home on furlough after completing combat training at Fort McClellan, Alabama, is somewhere overseas.

George Pierson Ends 51 Years' Work

George Pierson, cashier in the Agent's office at Cincinnati, retired recently after the long service of fifty-one years.

He was first employed as a clerk in the Big Four storage warehouse in 1892, where he worked as clerk and as chief accountant until 1937. He then was transferred to the Agent's office as cashier. Mr. Pierson lives at 6737 Highland Ave., Silverton, Ohio.

Tatro Gets Gifts

Fred Tatro, 65, Section Foreman, Bay City, Mich., retired recently after 43½ years' service. About 50 fellow workmen gathered at the station and presented him with a lounge chair, floor lamp and end table, and gave a leather purse to Mrs. Tatro. Short talks were given by E. H. O'Keefe, Assistant Superintendent, E. G. Brisbin, Assistant Division Engineer, and A. F. Knauf, Supervisor of Track.

Terminal Manager



James Anderson Nichols, formerly Assistant Superintendent of the Indiana Division, was appointed Manager of the Cincinnati Union Terminal, January 15. He succeeded W. R. Kellogg, who became City Manager of Cincinnati. Mr. Nichols, a native of North Carolina, is a graduate of Virginia Military Institute. He was a Major in the first World War. He started his railroad career as rodman at Mattoon, Illinois. He served in various positions in the engineering department until 1922. Since 1922 he has been in the operating department. He was a trainmaster at various points and became assistant superintendent at Indianapolis in 1942.

Air Wardens at 466 Win Merit Award from Mayor



Air Raid Wardens at 466 Lexington Avenue, New York City, pose with their Merit Award for vigilant service, which was given to their post by Mayor F. H. LaGuardia. Seated, left to right: H. F. Endicott, E. R. Delaney, S. A. Burroughs, Building Control Director, E. W. Everett, Building Superintendent, who made the actual presentation, L. C. Klingler, Senior Warden, E. A. Mateson, E. T. Archer and C. J. Van Denmark. Standing: E. B. Farrelly, F. J. Page, G. C. Neues, S. A. Barlow, W. M. Hallstine, A. D. Merker, B. S. Seibert, J. C. Blom and J. D. Townsend.

N. Y. C. Army Shop Head in Italy Has Tribulations All His Own

STORIES about Military Railway Service people who get things done in spite of obstacles are so many as to be almost monotonous, but no story about Capt. Frank Kossuth's car-building shops, where the number of obstacles is probably a world's record, could ever be monotonous.

Captain Kossuth is a native of Cleveland, Ohio, but has lived for the past ten years in Indianapolis. In civilian life he worked for the New York Central and ran a big shop so successfully that MRS decided he was just the man to take over a vital, but badly blasted shop in Italy.

As a starter, he obtained Lieut. Philip Manganaro for his chief assistant. Manganaro not only speaks Italian fluently, but has an understanding of Italian psychology.

A lawyer, he not only represented a great many Italo-Americans in the courts back home, but was active in politics in an Italian sector of Montclair, N. J., his home town.

The shop was running—a better word would be limping—when Kossuth and Manganaro took over. The assets were a few bits of machinery that could be classed as operational, a handful of American soldier-railroaders, a capable Italian shop superintendent and a number of Italian mechanics.

As for liabilities, the majority of the machinery had been wrecked either by Allied bombs or German demolition, there wasn't a roof in the place that was intact, materials were scarce and the morale of the Italian workers was low.

Today the shops turn out a censored number of operational freight cars every day and are just finishing a deluxe hospital train, the second built in Italy by MRS. Kossuth's boundless energy and knowledge, plus Manganaro's diplomacy, are responsible.

On a typical day, Kossuth and Manganaro descend on the place like a double whirlwind. Kossuth, walking so fast that Manganaro almost has to dogtrot, sees a little old Italian mechanic, at the moment a very discouraged craftsman, hopelessly trying to repair a broken gear for his lathe.

"Tell him," says Kossuth to his aide, "to throw that damned gear away. Tell him if he'll dig just a little into the corner of that busted building there, he'll find a dozen spare gears like that. All he has to do is clean them up. How do I know they're there? I saw some of 'em lying in the mud and I could see the corner of a parts bin sticking out of the rubble. Ask me a hard one!"

A little further on Kossuth sees another Italian warming his hands by a forge. The Italian is apparently doing nothing. Kossuth lets out a roar that can be heard at the other end of the shops.

"Tell that \$!%* to get off his **\$& and get to work! Tell him he's fired

if I catch him sitting like that again."

But Manganaro peers into the forge, sees a small casting being carefully heated in the fire. Blandly he translates Kossuth's dire warning to the workman into something like this:

"Guiseppe, you might get Luigi to fix that bigger forge for you so you can do these things more quickly. We're rushed here, you know. Meantime, you're doing just fine. The captain told me to tell you he's very grateful."

Guiseppe, delighted, rushes off to find Luigi, grinning all over his face. Kossuth is also delighted. "Got him off his dead bunny," he says. Manganaro says nothing. Ten minutes later Kossuth roars at another Italian and this time Manganaro, knowing his man, not only translates but embellishes the warning.

That's the way it goes, all day long and often half the night as well. Teamwork does the job, and the cars—German, Italian, French ones for which every damaged part has to be made with whatever materials are at hand—roll out to haul the supplies to the soldiers fighting in the front

Gets Commendation



First Lieut. George J. Provancha, son of G. H. Provancha, Chief Clerk to Chief Engineer, Chicago, has been commended for outstanding performance of duty, according to a letter received by his father recently. Lieut. Provancha, according to letter written by Brigadier General R. V. Ignico, U. S. Army, Commanding, Headquarters XI Air Force Service Command, "volunteered to fly a badly damaged A-24B single engine aircraft from Naknek, Alaska, to this base in order to facilitate its repair. Despite the damaged condition of the airplane and without regard for personal safety, he skillfully completed the flight, thereby expediting the repair of the aircraft and its return to combat status." Lieut. Provancha, who is 27 and married, entered the service March 23, 1942, and was commissioned December 3, 1942, and promoted to First Lieutenant July 8, 1943. He has been stationed in Anchorage, Alaska since January 11, 1943.

lines. Every day a new piece of shop machinery is unearthed and repaired. New buildings are cleared, tracks are rebuilt and tools are salvaged from the debris. The Italians eat regularly, are paid and are happy.

"It's going good," says Kossuth. "In fact, I think Phil and I will take a day off one day soon. In July, say."

Shop Battalion Host in No. Africa

Word was received recently about a party given, on Christmas Day, by a Railway Shop Battalion to the children of a North African village, including the inmates of an orphanage.

For days before Christmas the men in the Shop spent their spare time making and painting wooden toys. A Christmas tree was set up in the middle of a motor pool area and was decorated with pine cones, painted in brilliant tints, and with electric lights. Electric signs blazed with the seasons' greetings in French and English.

The entire outfit contributed its rations of candy and chewing gum for their guests. A French-speaking private was Santa Claus—whiskers, red suit and all.

General Gray wrote: "These youngsters are the future citizens of North Africa and never will they forget the Battalion and the country it represents."

T. A. W. Has Returned

But you didn't know "TAW" or T. A. Ward, Freight Claim Agent, at Buffalo, was sick. Well, he was and pretty sick he was. Yep, laid up for over three long months and boy! when they can keep him away from his pride and joy "The Freight Claim Office" for over three months you can lay to it he was a d— sick fellow.

Sure he's back now, and his return has upped the morale aplenty. When a person is sick as "TAW" was and so long, they tell me the Medicos prescribe a tonic as a builder upper.

The Doc didn't have to prescribe for "TAW". Those smart fellows who operate the American Steel & Wire Company in New York unknowingly handed him the best prescription possible by sending his son, Frank E. Ward, back to Buffalo as manager of sales in their local office. Frank has been associated with American Steel since 1927. He is an alumnus of the New York Central.

Edward S. Smith, Retiring, Gets Bonds

Edward S. Smith, Bridge Gang Carpenter Foreman, Building and Bridges Department, who retired the first of the year, was presented with War Bonds by Bridges and Building men of the Harlem, Putnam and Hudson Divisions.

Mr. Smith had been in service since June 1, 1902 and had been foreman since 1912.

P. & L. E. Airman Wounded in Battle

From the Pittsburgh & Lake Erie Stores Department:

T/Sergt. James Curley, Jr., son of J. M. Curley, Electrical Storekeeper, Storehouse A, McKees Rocks, Pa., was seriously wounded in an air raid over Nazi-occupied France, January 21.

Just prior to this tough luck, he had participated in an air raid over Germany early in January. This involved spectacular innovations and was hardly surpassed for sheer fury. Escaping from this mission unscathed, the 20-year-old flier suffered a bad wound in a raid that was regarded as an anticlimax. Whereas only a sedative and a rest were required after the Germany raid, surgery and hospitalization were necessary after the "easy" January 21 raid.

Sergt. Curley, a former employe of the Electrical Department, enlisted in the Air Force in September, 1942, received extensive training and was graduated as a radio operator. Just before leaving for overseas last October, he, with a few other members of the Air Force, unintentionally held up a world series baseball game between the New York Yankees and the St. Louis Cardinals for a short time by way of making a visit in their bombers to a baseball game for the last time before their departure.

Sergt. Curley, who was awarded the Air Medal for having completed ten missions aboard the flying fortress, "Jezebel," around New Year's time, has written his father a few times from a hospital in England, and informs him that he is recovering from a chest wound.

Sergt. William Sheimo, Air Force, former McKees Rocks Shop employe, is operating from a New Guinea base, and has completed several missions, among them raids on Madang, New Britain, and Alexichafen.

Infinite patience and great skill were required by J. H. McNutt, Storekeeper, Storehouse C, to make that fair-sized model locomotive. In appearance and when set (manually) in motion, it is exactly like a real engine. It is a fine bit of woodwork.

Andrew Kundrat, Car Repairman at Davis Island, is receiving mail from India, where Pvt. Andrew, Jr., is stationed, and from Italy, where another son, Pvt. John, has been slugging it out with the Nazis since the Allies invaded.

The son of Section Foreman Pasquale Musmano, McKees Rocks, recently underwent an operation to correct a condition which has heretofore caused his rejection by the Armed Forces. Junior wants to follow in his father's footsteps; Pasquale, Senior, served with the famous "Rough Rider" Regiment in the Spanish-American war.

Detroit Sailor



William A. Giles, S 2/c, formerly of the A. P. A. office, Detroit, recently was on duty at an induction center in Cincinnati.

John G. Brennan Dies in Washington

John G. Brennan, Assistant to Vice President, Improvements and Development, in charge of the New York Central Departmental Washington office, died suddenly at his home in Washington on February 23.

Mr. Brennan was born in Syracuse, N. Y., February 14, 1884. He was a graduate of Syracuse University. He entered the service of the New York Central Railroad Company as a Chairman in 1906 and had subsequently been in the continuous employ of that company, having served it as Engineer of Grade Crossings for about eight years prior to 1935 when he was loaned to the Association of American Railroads to serve as Engineer of Grade Crossings and Secretary of the Association's Committee on Grade Crossing Eliminations. On January 16, 1942, he was appointed Assistant to the Vice President of Improvements and Development at Washington but retained his connection with the Association of American Railroads. He was a member and former director of the American Railway Engineering Association and a member of the Metropolitan Club of Washington.

F. H. Meeder

Frederick Hayden Meeder, for 19 years Assistant Comptroller, NEW YORK CENTRAL SYSTEM, until his retirement five years ago, died March 6 in his home in New York City.

Mr. Meeder was born in Brooklyn, January 9, 1869. He was a member of the Union League Club, the Pilgrims and the Veterans of the Seventh Regiment, N. G. N. Y.

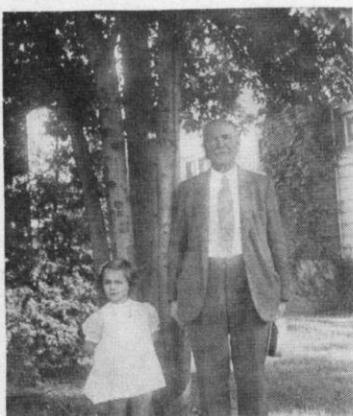
He entered railroad service in the Treasurer's office of the Michigan Central at New York, in May, 1886. Four years later he transferred to the office of the Comptroller, NEW YORK CENTRAL and Hudson River Railroad, and one year later was made general bookkeeper. Successively he was chief clerk to the auditor, chief clerk to vice president, accounting department, assistant to vice-president and during the first World War supervisor of records, corporate chief engineer's office. On March 1, 1920, he was appointed Assistant Comptroller, NEW YORK CENTRAL SYSTEM.

His wife, Mrs. Agnes Genin Kelley Meeder, died October 19, 1938. They had no children. A nephew, William H. Meeder, a radio organist, of New Rochelle, survives him.

Funeral services were held March 9, in the Church of St. Matthew and St. Timothy, New York.

Worry is interest paid on trouble before it falls due.—Dean Inge.

Gets Gold Pass — Worked 56 Years



This is J. L. Havey, railroad Ticket Seller at Union Station, West 42nd Street, New York City, who retired recently after fifty-six years of service. He got one of the new gold passes. He started railroading in 1887 as a Track Walker on the River Division, later working as a telegraph operator on both the River Division and Walkill Valley Branch. For thirty-eight years, he was at W. 42nd Street. "Larry's" recollection of the "old days" is keen, and his friends will be glad to hear that he is in the best of health. He is making his home with his daughter and granddaughter at 1333 Princeton Road, West Englewood, N. J.

Chicago N. Y. Central Traffic Woman Rides Troop Trains



Miss Orpha Han, Passenger Representative

THE work of the Passenger Representative has changed considerably under the heavy traffic demands of war and Miss Orpha Han, New York Central's only woman passenger representative at Chicago, can serve as a living, hard-working example.

When Miss Han was employed in November, 1940, one year before bombs fell on Pearl Harbor, she was assigned to handle the patronage of such groups as women's clubs, lodges and sororities, women's conventions and individuals such as buyers for the huge Chicago State Street department stores and apparel shops along Michigan Boulevard.

With the outbreak of hostilities and the accompanying tremendous increase in travel, particularly military, however, Miss Han quickly shifted her activity from sales to service, and the war now finds her doing a job which is a vital aid to women in uniform traveling over the System.

Because military personnel comes first when train space is allotted, Miss Han has a busy life serving in a liaison capacity between the railroad and the WACS, WAVES, SPARS, women marines and nurses in transit.

In her supervisory position Miss Han assists conductors and train crews with tickets and space assignments for organized group movements and "rides the line" to the train's destination. She has been riding troop trains since women first went into uniform, which is approximately two years ago.

"I am constantly impressed by the Service girls," she says. "They are all perfect ladies. They are earnest about their jobs and serious in their approach to life."

Now and then a homesick young woman will need a little morale boosting, and Miss Han lends the encouragement. She never sleeps on her runs, but stays awake the entire trip, helping crews at division points and checking on railroad service all along the line.

On several occasions Miss Han has delivered trains to embarkation points. Now and then, too, she is called upon to assist a service man's wife and family who are traveling through Chicago. She meets celebrities, too. One of the recent Chicago visitors to whom she showed the railroad's courtesy was Mrs. Mark Clark, wife of General Clark.

Miss Han has two brothers in service. One is a corporal in officer training at Fort Knox, Ky., and the other is a sergeant in the Army Air Forces at Presque Isle, Me.

Miss Han was with the Prairie Farmer and Radio Station WLS, Chicago, as Manager of the Travel Bureau, before joining the New York Central. She is a member of the Alliance of Business and Professional Women's Clubs, the Women's Advertising Club, the Women's Traffic Club, the Railway Business Women's Association and was president of the Quota Club for two terms.

Ruth Carry is Bride

Ruth Carolyn Carry, in the Auditor of Disbursements' office at New York, was married to Pfc. William Radcliffe

Baker, February 6, in St. Michael's Monastery, Union City, New Jersey. Private Baker is stationed at Fort George Meade, Maryland.

N. Y. C. Dispatcher Now an Army Instructor



Signal Corps Photo

First Lieut. Edgar A. Teach, South Charleston, Ohio, 26 years with the New York Central, is an instructor in the Railway Operating School, Fort Sam Houston, Tex. He is shown at a Signal Corps switchboard. Train orders are taken by students over field phones, such as that attached to the desk. Lieutenant Teach had a year on the USS New Mexico in World War I. His last assignment with the New York Central was as a dispatcher in Springfield, Ohio.

Arthur Anderson Brennan Successor

R. E. Dougherty, Vice-President, Improvements and Development, on March 1 announced the appointment of Arthur Anderson as Assistant to Vice-President, with headquarters in Room 444, Transportation Building, Washington, D. C. Mr. Anderson succeeds John G. Brennan, deceased. He has been appointed Secretary of the Committee on Grade Crossings of the A.A.R.

Mr. Anderson had been Mr. Brennan's assistant in Washington for the past two years. He has been with the company for 28 years, entering the service January 16, 1916, as a levelman. Most of his earlier service was in Chicago and vicinity. He is a graduate of the Tri-State Engineering School, Angola, Ind. He was born in Medicine Hat, Alberta.

William T. Peacock

William T. Peacock, for many years, one of our most widely known traffic officials, died in Indianapolis, February 26. He was 78 years old and had been retired since 1937. He spent his entire life in Indianapolis, entering railroad service in 1893. The last 34 years was in the traffic department. He was general agent at the time of his retirement. He was prominent in Masonic and civic affairs in Indianapolis.

Agent Bert Terry Retires

Bert F. Terry, Agent for seventeen years at Winchester, Indiana, retired, March 1. His railroad career extended over 45 years. He has been active in civic affairs in Winchester. The station grounds, due to his great interest in flowers, are among the most attractive on the railroad. He expects to make his home in Los Angeles.

Father Accepts Flying Cross for Lieut. J. C. Meade, Jr., Prisoner of War in Germany

IN a ceremony at Mitchell Field, February 19, James C. Meade of the Valuation Department, 466 Lexington Avenue, New York City, received a Distinguished Flying Cross and Air Medal on behalf of his son, Second Lieut. James C. Meade, Jr., who is a prisoner of war in Germany.

The medals were presented by Lieut. Col. Nichols of the Army Air Forces.

Lieut. Meade, who was captured August 27, 1943, when on a raid over Germany, was awarded the Cross for action over the Kiel Canal a month previous to his capture. Lieut. Meade was a navigator on a Fortress bomber of the Eighth Air Force.

In addition to his father, there were present at the presentation ceremony his mother and others of his family. His brother John, formerly in the Accounting Department of the New York Central, is a Pilot-Lieutenant in the Army Air Forces.

The citation for the Distinguished Flying Cross reads as follows:

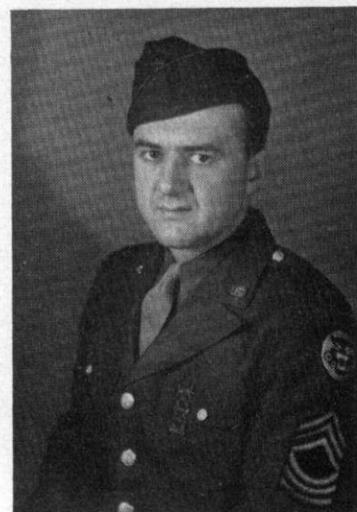
"James C. Meade, 0-800741, Second Lieutenant, Army Air Forces, United States Army. For extraordinary achievement while serving as Navigator of a B-17 airplane on a bombing mission over Germany, 29 July, 1943.

"Lieutenant Meade's plane was forced out of formation and heavily damaged as a result of repeated and determined attacks by enemy fighters prior to reaching the target. Though his oxygen system had been destroyed and his helmet shot off, Lieutenant Meade succeeded in navigating his aircraft to the target. He then manned the nose gun and skilfully assisted in driving off many fierce attacks.

"The courage and skill displayed by Lieutenant Meade on this occasion reflect the highest credit upon himself and the Armed Forces of the United States."

That for the Air Medal reads: "For exceptionally meritorious achievement, while participating in five separate bomber combat missions over enemy occupied Continental Europe. The courage, coolness and skill displayed by these officers and enlisted men upon these occasions reflect great credit upon themselves and the Armed Forces of the United States."

Ex-Police Clerk



Master Sergeant Milan Penyin has been in the Armed Forces since April 28, 1943 and is assigned to Headquarters Company, 19th Tank Destroyer Group, at Camp Hood, Texas. He finished his basic training at North Camp Hood August 28, 1943, then moved to Camp Hood for advanced training, which he completed on December 25, 1943, at which time he was promoted to Master Sergeant and also made Sergeant Major, in charge of the office, which takes care of five battalions. Previous to his induction, he was employed as clerk in the office of the Chief of Police, Lines West, at Cleveland. He recently made a visit to the office, while home on his first furlough.

Two Uticans Wed

George M. Simons and Mrs. Harriett Goolden, widow of former Chief Clerk G. E. Goolden, Utica, were married recently in that city. They made a honeymoon trip to St. Louis. Both are members of the Utica Station Accounting Department.

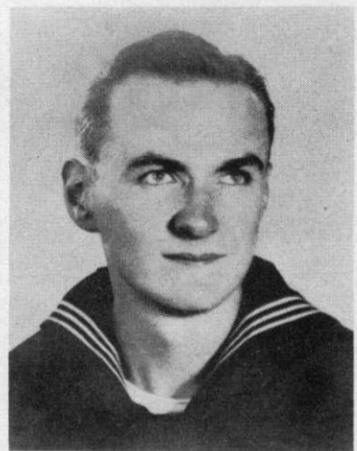


Second Lieut. James C. Meade, Jr. Flying Fortress Navigator

Cincinnati Man 10-Time Blood Donor

Patrolman Ernest E. Ernst, at Cincinnati, is a ten-time donor to the Red Cross Blood Donor Service. He has given ten pints of blood since February, 1942.

Chief Yeoman



Chief Yeoman Daniel Quinlan is with a United States Fleet in Australian waters. He was formerly a clerk in the Freight Traffic Department at Boston but enlisted before Pearl Harbor.

Now a Major



T. A. Sundem, son of T. C. Sundem, Secretary of the N.Y.C. System Engineering Committee and Assistant Engineer in the Office of Engineer, M. of W. System, has recently been promoted from Captain to Major in the U. S. Army Air Corps. Major T. A. Sundem is stationed in the Far East.

N. Y. Central Men Toil on Iran Railroad in Heat of 163° in Shade

AMONG the men of an American Railway Operating Battalion, which is helping to operate the Iranian State Railways, over which are flowing most of our Lend-Lease supplies of food, trucks, guns and ammunition, to Russia, are a number of New York Central men. These men are working under tremendous difficulties, such as temperatures of 163 in the shade on the coastal end of the line. They include: P. M. Greenan, E. D. O'Neil and T. W. Penrod of the Western Division; J. F. Murphy, Chicago Junction Railway; A. G. Denne, Buffalo Division; F. Baldrini, Syracuse Division; C. R. Melaban, New York; A. Bertinetti and G. M. Fisher, Michigan Central; A. C. Tate, W. W. Dickinson and J. C. Miller of the Pittsburgh & Lake Erie.

Mr. Greenan recently sent the HEADLIGHT the following letter from his station in Iran:

"OUR Battalion has been overseas for more than 16 months, transporting supplies to Russia from a port on the Persian Gulf, over the Iranian State Railway, which runs 'from nowhere, to nowhere.' Its members were the first U. S. troops to help put the railway on its present operating basis.

"The men have toiled incessantly in the hot sun and desert heat of Iran. On one of the line's divisions in August last year, the temperature rose to 163 degrees in the shade. The heat was so intense that the men could not work from 10 a.m. to 4 p.m. An engineman, for example, could not touch

the throttle of his engine, even with his gloves on, without being burned.

"I have seen trainmen and yardmen, fully clothed, turn on the water spouts and stand beneath them to cool themselves off. Five minutes later, as they stood in the sun, their clothes were as dry as if they had just put them on fresh.

"Our boys took the railroad over from our allies and are operating it with speed and perfection, according to American railroad traditions. Their hardest job at first, perhaps, was running locomotives under blackout conditions but a few weeks of this enabled them to master the situation.

"On the other end of our division there are 132 tunnels in 133 miles. If these tunnels were lined up, end to end, the railroad would run underground for 63 miles. The largest tunnel is about two miles long.

"Our division starts at a point 67 feet above sea level. At the end it is 4,605 feet in the air. The grade is

1.67 all the way over the mountains, necessitating double heading of all trains.

"Neither heat, flies, earthquakes nor mountain slides stop our boys and the boys from other American railroads who are here. Although we are not fighting in the front lines, we are doing a job, we think, that is just as important, in running supplies, ammunition, medical equipment, etc., to the fighting Russians. The work is hard and many of the boys 'beef,' but they wouldn't be Americans, and it wouldn't be the American way of living if they couldn't voice their opinions. That is one of the principles we are fighting for.

"When our boys come marching home, they will have many thrilling experiences to relate, so until that day comes, you men at home 'Keep 'em rolling,' and we will 'Keep them going.'

"P. M. GREENAN."

April Campaign

(Continued from Page One)

of the country is now keyed to the war and because of stringencies in many materials. Under the stress of war conditions, manufacturers cannot afford to replace the waste inherent in damaged shipments, nor can the railroads afford the waste of freight car space in the handling of double shipments. Proper packaging and handling of shipments, large and small, are important to the war effort.

Every worker, whether with a shipper or a carrier, is being urged to do his part in getting goods through to their destination in perfect condition and ready for use.

The campaign is under the direction of a 16-man national management committee of the Shippers' Advisory Boards, headed by E. A. Jack as general chairman. Mr. Jack is General Traffic Manager of the Aluminum Company of America, Chicago.

Every shipment that is damaged in transit, whether through improper packaging, stowing or handling represents a waste of material, time, money and manpower, none of which, under the grim responsibilities of war, America can afford to have. Stowing, packaging and handling must be done right the first time.

The help of every NEW YORK CENTRAL employe to bring this about is being solicited as their share in shortening the road to victory.

New Post for Neesley

F. P. Neesley recently was appointed Assistant Chief Mechanical Electrician, with headquarters at Detroit, vice L. H. Rice, transferred.

Overseas



Shown above, at left, is Lieutenant John A. Costello, who is stationed at an Army Air Base overseas. Lieut. Costello is a furloughed employe from Stanley Yard, East Toledo. He was granted leave of absence to enlist in the Armed Forces December 28, 1941. With him is shown Lieutenant Jack L. Meyer of Milwaukee.



He Sweats It Out...

Crew-chief . . .

Nameless hero of the A.A.F.

Other guys wear the wings and ribbons. Other guys plaster Berlin with bombs and shoot down enemy fighters. But that's O.K. with the crew-chief. His job is to keep his ship up there in the air.

He works all night on her motors, patches up her wounds, gasses her, racks her bombs, cleans her guns, taxis her out to the line and watches his crew take her off. Then he stays on the ground and "sweats it out" until he hears her coming back.

That's how most of us must fight this war . . . by "sweating it out" at home . . . by getting the bombs, guns, food and fuel to the men on the fighting fronts. And the closer they come to Victory, the tougher that job will be!

We on the railroads know in advance *how much more* we must do.

We know, though passenger service was upped 60% in 1943, military needs will demand *at least another 10% this year.*

We know the stepped-up pace of war will require *at least another 29 billion ton-miles* of freight and war supplies—over and beyond that of last year's record-breaking volume.

That's why—when you use the New York Central, or any railroad—we urge you to remember that every inch of freight and passenger space is more important today than it has ever been in the past . . .

And that only with even *greater* cooperation and understanding, on the part of shippers and receivers of freight and the traveling public . . . only by "sweating it out" together . . . can this *bigger* job be done!

New York Central

ONE OF AMERICA'S RAILROADS
—ALL UNITED FOR VICTORY!

★ GIVE GENEROUSLY TO THE RED CROSS ★

Reproduction of a newspaper advertisement.

New Film Portrays the Steam Locomotive

"The Steam Locomotive," a new sound motion picture dramatically describing the mightiest self-moving power plant yet built by man, has been released by the NEW YORK CENTRAL SYSTEM. Running 720 feet, 16mm black and white, the film follows "The Freight Yard" as the second in a series designed to show "behind the scene" phases of modern railroading.

It was produced by Frederick G. Beach, Supervisor, Motion Picture Bureau, Public Relations Department.

With the Hudson type locomotive in the stellar role, the film follows this famous NEW YORK CENTRAL steel thoroughbred in its swift flight along the rails to the end of a run where it enters a roundhouse for daily grooming. Then, starting with the boiler the story of how steam is produced and made to move the engine is developed. The action of the automatic stoker, air brake, water scoop and other features of the modern locomotive are shown in detail. Highlights of servicing and repairing operations in the roundhouse are also portrayed.

"The Steam Locomotive" has been carefully planned to add considerable knowledge to that glamour which surrounds the mighty railroad locomotive in the minds of all men and boys. Therefore, it is expected to find wide use before adult groups and in schools.

Distribution will be handled from a number of film libraries located in NEW YORK CENTRAL territory. A list of

Detroit Passengers Like New Gate Ticket Arrangement



J. L. McKee, Vice-President and General Manager, Detroit, reports that the new arrangement for taking up Pullman and rail transportation tickets at gates seven and eight as passengers enter has been welcomed by the patrons of train 48. This train leaves Detroit at 7 p.m. but the gates are open at 6 p.m. Many passengers get on the train as soon as the gates are open and have dinner in the dining car. Under the new arrangement they are not disturbed by having to present their tickets when eating.

these libraries may be obtained by writing to the Motion Picture Bureau, NEW YORK CENTRAL SYSTEM, 466 Lexington Avenue, New York 17, N. Y.

Some Helpful Hints for Your 1944 Spare Time Victory Garden

By E. J. Leenhouts

NOT often is it possible for a person to do his utmost for the common good and at the same time take care of his own most selfish needs but that is the case in the 1944 Victory Garden Program. Everyone cherishes good health; everyone cherishes personal enjoyment and relaxation; everyone wants enough to eat of the things he likes. A vegetable garden at any time is a big factor in providing the first two. A good vegetable garden is the only sure way of getting the third in 1944.

From the selfish viewpoint, no New York Central employe should pass up an opportunity to have a garden this year. From the patriotic standpoint, it is even more important. Almost every one of us has a spare half hour here and there in the evening, morning or on Sunday that could be used to "back up" our fighting men. Nowhere can it be invested to better advantage than in a carefully kept garden. If we are really sincere in

wanting to give "all," let us not overlook those spare hours which could be converted into precious food, the lack of which will surely cause us to lose the war.

Perhaps you had a garden in 1943 and were discouraged with the output. A drop of water on the plains of Montana seems very insignificant but it contributes to the mighty Mississippi River when it reaches the Gulf. You, along with 20 million other gardeners, most of them as unskilled as you may be, produced at least eight million tons of food last year—almost half of the total vegetable production in this country. Over 400,000 carloads of food were produced during otherwise wasted time—food that did not require commercial transportation, processing or storage. A contribution, indeed, and you had a part in it.

If your garden was a "failure," do not give up this year. Find the reason and start again—thousands of beginners last year had gardens that would be a credit to anyone and you can do the same.

Some people feel that the recent reduction in ration points for some vegetables indicates that we will have plenty of food in 1944. High-ranking OPA officials insist that this is not true—that they are simply encouraging the consumption of certain vegetables so that the producers and processors will not decrease the production of them next year.

Only the current year's supply is being considered and the fact remains that the total civilian allotment of vegetables for 1944 will be 19% less than in 1943. In fruits there will be a still greater reduction. From every source of authentic information comes the same message:

Only an increase in the Victory Garden production will keep this Nation from going on a reduced food program in the latter part of 1944 and the winter of 1945.

As was announced in the March issue of the Central Headlight the executives of our railroad are anxious to help this cause in every way possible. First, company-owned land along the right of way and elsewhere is available, free of charge, to employes for garden use. If anyone is interested, he should contact the office of the local Superintendent at once.

Second, the services of the Agricultural Relations Department are being placed at the disposal of our employes. Proper information on all

Detroit Machinist Now a Mariner



The much bewhiskered gentlemen in the above picture is Harry A. Wilson, former Machinist Helper at the Detroit Tunnel Locomotive Shop, and now a Merchant Mariner. He enlisted in the U. S. Maritime Service in July, 1943, and has made several trips to the British Isles. At the time this picture was taken he had just returned from Africa. Shown with Wilson are, left, Joseph Mohr, Machinist, and Tony Capanda, Helper.

phases of gardening will be furnished and printed material will be sent to those who ask for it. To facilitate the mailing of such information periodically, an informal Garden Club is being set up, members of which will receive pertinent information from time to time.

Where groups of employes band themselves together in local garden clubs, it is entirely possible that local officials will take enough interest to offer prizes and do other things to create enthusiasm.

Authentic information on gardening is available from so many sources

WAC Lieutenant



Lieut. Helen Owen, of the Women's Army Corps, is stationed at Sacramento, Calif. She is a former Auditor of Passenger Account employe in Detroit.

carrots, beets, cabbage, greens (lettuce, swiss chard or spinach), radishes and onions. After these have been included and there is space and time available, the gardener can go on with such crops as he has preference for, somewhat as follows: Turnips, parsnips, kale, peas, broccoli, sweet corn, squash, cucumbers, early potatoes, etc.

4. Do not use too much fertilizer. Five pounds to 100 square feet is considered about maximum and it is best to apply about half of it broadcast when fitting the soil and the other half after the planting has taken place. The latter is placed in a little furrow about three inches away from the row.

5. Get expert directions on seed treatment, insect control, disease prevention and other important details from the College bulletins or local gardening experts.

6. The following table shows suggested planting distances between rows:

Twelve to eighteen inches—spinach, lettuce, beets, carrots, onions, kohlrabi, endive, parsnips, turnips.

Twenty-four to thirty inches—peas, snap beans, lima beans, Chinese cabbage, kale, rutabagas, peppers, eggplants, Swiss chard.

Thirty to thirty-six inches—broccoli, cabbage, cauliflower, sweet corn, early potatoes, summer squash.

Forty-eight to seventy-two inches—tomatoes, cucumbers, winter squash, muskmelons, watermelons.

7. In New York State, exclusive of Long Island, only the following vegetables can be planted safely before May 1: peas, spinach, lettuce, early beets, carrots, kohlrabi, and onion seed or sets.

8. A good rule to follow as to the depth of planting is to make it four times the diameter of the seed.

Two Detroit A.P.A. Girls Wed Military Men

Two more Auditor Passenger Accounts girls, Detroit, became brides of Army men recently. Norma Cameron was married to Pfc. Erwin Gauthier of the Air Corps at Austin, Texas, February 18, and Margaret Cameron was wed in Detroit, February 26, to Air Cadet Clifford J. Williams.

At last, the Auditor Passenger Accounts Office, Detroit, has a girl in the SPARS. Mrs. Gloria Waayers, now stationed at Palm Beach, Florida, was the first to break the jinx.

Promotions noted among Auditor Passenger Accounts personnel in the Armed Forces—their new ratings: Cpl. Richard Nihill on the Hawaiian staff of *Yank*, the Army weekly, and Pfc. Wilma Edwards. The latter received her stripe on graduation from "Boot Camp" at Camp Lejeune; it is unusual to be given a rating so soon. But then, she's a smart girl!

Sergt. Ray Hurd, of the Army Personnel Department, has been permitted to reveal he is in New Caledonia, where he works at the Replacement Depot. Private Frank Cedilote now is overseas in the European area. He's an infantryman. Private Lester Horton, artilleryman, has been transferred to the Aleutians.

Members of the Auditor Passenger Accounts office were happy to note the return to work of Assistant Auditor Joseph W. Piper. He had undergone several serious operations in Harper Hospital, but is now looking as fit as ever.

Goes to Kansas City

J. W. Switzer, Passenger Traffic Manager, Chicago, announced the appointment, effective March 1, of Gerald V. Schuh, formerly General Agent, Passenger Department, Oklahoma City, as General Agent, Passenger Department at Kansas City, succeeding Kenneth B. Taylor, who died February 10 after 20 years of service.

Ben Anderson, formerly Passenger Representative, Chicago, has succeeded Mr. Schuh at Oklahoma City.

Promoted



Jack Knight, 24, son of Arthur Knight, a Patrolman on the Cleveland Division, has been promoted to First Lieutenant in the Army Air Corps and is stationed at Independence Army Air Base, Independence, Kansas, where he is a flying instructor. He entered the Army June 13, 1942. Rosemary, his wife, is with him. He attended St. Ignatius High School in Cleveland and was later employed by a local laundry before entering the Army. He received his Second Lieutenancy at Aloe Field, Victoria, Texas, February 16, 1943.

Furloughed Trio Visit P. & L. E. Associates



Three Pittsburgh Freight Traffic men, in the Armed Forces, home on furlough, are pictured with a group of their former associates. They are, left to right, Staff Sergt. Frank Van Essen, Private Harry Wheatley, and Pfc. Bob Firestone.

N. Y. Bowling Title Won by M. of W. Team

The N. Y. C. A. A. of Manhattan Men's Bowling League ended a successful season with a tie for first place. The team standing was:

	Won	Last
Maintenance of Way	46	17
Equipment Engineers	46	17
Passenger Traffic	39	24
Land and Tax Dept.	26	37
Accounting Dept.	25	38
Purchasing Dept.	25	38
Mott Haven Yards	23	40
New Haven Accounting	22	41

Captains Bill Switzer of the E. E. team and Phil Burnham of the M. of W. teams rallied their men for the playoff game on March 14 and after a see-saw battle, the M. of W. boys came out on top by 47 pins, giving them one leg on the Vanderbilt Cup. The season's individual honors went to H. Parsons of the Land & Tax team for high average with 178.9. J. Wynant of the M. of W. team had both high for single game of 247 pins and high, for three-game average of 693.

The Girls' Bowling League completed its season March 20 with the "Wolverine" team, captained by Miss E. Howley crowned as champs. Miss L. Brown of this team was high single for the season with a score of 225 and also high, for three games, of 538.

The Camera Club turned Room 1315 into a Hollywood Studio, March 13, for a most successful "Studio Night." The eight N. Y. C. glamour girls were present and the boys were almost hanging from the chandeliers to get the best angle shots. The results of their efforts will soon be on view in Grand Central Terminal. "Movie Night," on March 24, was also successful. The members enjoyed the G. E. Company's sound movie of "Photoflash Photography" and also our Frederick Beach's interesting reel, "New York Calling."

Beech Grove Car Man In England

The Beech Grove Passenger Car Shop reports:

Dan Dycus, former Carman Apprentice at Beech Grove, is now in England. He is a Staff Sergeant in the U. S. Army and entered the service in July, 1943. He completed his training at Camp Forrest, Tenn., and was sent across November 15, 1943. Dan Dycus is the son of E. D. Dycus, Coach Repairer.

95 Years Old



C. E. Williams, retired Michigan Central Train Dispatcher, celebrated his 95th birthday at his home in St. Thomas, Ont., February 7. He retired 25 years ago at the age of 70. In the afternoon, a large number of friends from the local terminal, some of whom were young men when Mr. Williams was in active service, visited him. Acting for the group, Chief Clerk Ernest Evans, Passenger Conductor James Handley, Chief Train Dispatcher William H. McNabb, Train Dispatcher Peter J. McNabb and Roadmaster Dave Wagner, all retired, presented the grand old veteran with a Dunhill pipe. Among the congratulatory messages received were those from J. L. McKee, Vice President and General Manager, Harry L. Margetts, Assistant to Vice President and General Manager and Frank McElroy, Assistant General Manager, all of whom were associated with Mr. Williams at various times. Mr. Williams was born in Wayne, Mich., February 7, 1849, and worked at various points before crossing the border to the Canada Division, where he served as telegrapher and agent at various stations, later becoming train dispatcher in St. Thomas.

Indianapolis Man Has Three Sons in Service



Above, left to right, are Harold Jack Ent, M.M. 1/c, First Construction Battalion, Seabees; Private Wilbur Earl Ent, U. S. Medical Detachment and Private Richard Frederick Ent, of the Quartermaster Department. All are sons of Mr. and Mrs. Roy Ent of Indianapolis. Mr. Ent is an A.R.A. Clerk in the Auditor's Office of the Peoria & Eastern Railway and has been a Central employe for 31 years.

Sergt. Gibbs Tells

(Concluded from Page One)

the Marauder from New York, following its dedication. The pilot was Lieut. R. W. Childers of Anderson, Missouri; the co-pilot, Lieut. R. H. Webster of Bakersfield, California; the bombardier, Lieut. J. Venglar of Wharton, Texas; the engineer-gunner, S/Sgt. J. J. Domenick of Hartford, Connecticut; Sgt. R. C. Ellis of Corsicana, Texas, also served as a gunner.

The speedy Marauder made distance melt away, and soon we were approaching the Italian coast. Here, the pilot began "evasive action," which amounts to swaying the plane from side to side every few seconds, slightly changing the direction of the plane, to prevent any enemy ack-ack guns from getting the range.

In a few moments there was an atmosphere of tenseness as we approached the target. The formation was in perfect alignment according to our briefing before we took off. I noticed the pilot watching every move of the squadron leader to our side, and suddenly a gust of cold air indicated that the bomb-bay doors were slowly opening, ready to disgorge their silver fish.

Far below us, I could see a tiny river in a wide valley below a mountain range. In a minute, the cluster of buildings that is Cassino was discernible. For a matter of seconds, the evasive action was ended, and a smooth, level course indicated we were on the "bomb run." Suddenly, the bombardier cried, "Bombs away!" And quickly, we turned to the side, banking over the target and began our homeward flight. As we banked, we watched the bombs exploding on the target away below us. The smoke and dust rose high in the air, obscuring the little town. And now, the job of delivering the goods to Hitler's forces was over. We were headed home from the NEW YORK CENTRAL II's first mission.

There was good natured chaffing, over the intercommunications phones, between the crew members. To them, it was all in a day's work. This was just another mission. They were accustomed to it. And they were pleased

with themselves over a good job of bombing.

The Marauder seemed to bolt for home like a horse homeward bound for the expected oats. Relieved of her bomb load, the NEW YORK CENTRAL breezed along, keeping in perfect alignment with the other ships of the formation. It seemed no time until we were over the home base again, and circling for a landing.

With her first mission now far behind in the steady succession of attacks on enemy communications in Italy, the NEW YORK CENTRAL is making a real contribution in the war effort, and proving a worthy replacement for the original bomber of that name.

Chicago Equipment Car Foreman Dies

Friends and associates regret the sudden death of Peter Presto, C. J. - C. R. & I. Car Foreman at 40th and Ashland Avenue, Chicago, March 5. His genial smile will be missed by all who knew him. He was 54 years old, and most of his life was devoted to the service of the company, he having entered service in 1907, at the age of 17.

Harry Pepperdine, a former electrician for the I. H. B. at Gibson, Ind., and now serving in the same capacity with Uncle Sam's Seabees in the Southwest Pacific, writes that he enjoys reading the HEADLIGHT which his brother, Lyman, sends him regularly. He says it helps him to forget the discomforts incidental to fox holes, in which he spends considerable time.

Effective February 16, Fayette Thomas, Supervisor of Electrical Appliances and Diesel Locomotives in the Chicago territory, was appointed Supervisor of Diesel Locomotive Maintenance of the NEW YORK CENTRAL SYSTEM, with headquarters at New York. We wish him every success in his new post. H. L. Rice, formerly Assistant Chief Mechanical Electrician at Detroit, succeeds Mr. Thomas here.

Walter Odell, General Foreman at 61st St. Repair Track, has returned to work after a long illness.

Thirty Graduate in Public Speaking Course



Thirty men and women who enrolled in the Public Speaking Course, last November, were graduated on March 9, after sixteen weekly sessions under the tutelage of Prof. Roy C. Scafe. G. A. Thompson, at left, of the Engineering Department, received the award as the best speaker and Miss Betty Hassett, of the Office of Superintendent of Equipment, second left, received the award for the most improved speaker. The awards were presented by Vice President Horning, who is shown third from left. At right is Fred Yeager, President of the Manhattan A.A. An advance course is now in session, attended by sixteen of the graduates.

Buffalo Workers Jump Red Cross Gun

One hundred and seventy-three employes of the Carroll Street Freight Station, Buffalo, were so enthused after seeing motion pictures showing the work of the Red Cross at the fighting fronts and at home that they contributed \$650 in advance of the opening of the Red Cross War Fund Drive.

Joseph P. Manquen and Agent L. W. Clegg were in charge.

Esteem Adams Jr. who is now in the Navy, was formerly employed at Beech Grove. He paid a visit recently. He has finished his boot training at Great Lakes.

Thomas Pazder, former Electrician Helper now serving in the Navy, also paid a visit before returning to duty. He is the son of George Pazder, a Finisher.

Freight Tariff Girl 1944 Bride



their wedding vows somewhere in the South.

Irene Mills enjoys the distinction of being the first girl from the Freight Tariff Bureau to wear a silver button; she is a three-time Red Cross blood donor. Incidentally, Cupid shot its arrow and landed in the heart of Miss Mills and Ensign Melvin Webster, with the result that the pair took

Veteran Dies



Francis William O'Shaughnessy, retired Passenger Conductor, died recently in Buffalo. He ended 43 years' work last July. He had been a passenger conductor since 1919 and had been in charge of some of the company's best passenger trains.

C. M. Yohe, Vice-President, Pittsburgh & Lake Erie Railroad Company and the Lake Erie & Eastern Railroad Co., announced the appointment, effective March 1, of J. H. James as Assistant to Vice-President, with headquarters at Pittsburgh.

Mr. James' former post as Purchasing Agent was filled by the appointment of Elmer F. Schaefer.

According to letters received from his father, George A. St. John, Pfc Edward V. St. John, USMC, was wounded in action in the Marshalls and was awarded the Purple Heart. He is recuperating at an Army hospital.

Condolences are extended to B. J. McCarthy on the recent death of his aunt.

News comes that Seaman 2nd Class George Van Benschoten is now assigned to Destroyer Escort No. 405, Houston, Texas.

E. C. Yost, Detroit, 50 Years in Service



Emil C. Yost, jovial chief clerk of the Interline Department in the Auditor Passenger Accounts Office, Detroit, on March 1, celebrated 50 years with the New York Central System. A huge gold-dusted poster was prepared by the office handyman, A. Jack Sorin, and adorned the top of Mr. Yost's desk when he arrived for work. He found also a letter of congratulation written in gold on blue pasteboard, and gold dust scattered around the rim of his favorite cuspidor, all the handiwork of the ingenious Sorin. Mr. Yost was presented with a gold annual pass, one \$50 and one \$100 War Bond, a box of his favorite cigars, and a cigar cutter. These, except the pass, were gifts of his fellow employes.

718th Battalion, N.Y.C. Sponsored, Now Operates Military Road in La.

CAMP CLAIBORNE, La. — The 718th Railway Operating battalion early in March took over the operation of the military railroad between Camp Claiborne and Camp Polk, to get its training for eventual overseas duty.

Activated last December 14, the 718th had its six week's basic training at Fort Sam Houston, Texas. Cadre was furnished by the 720th Railway Operating battalion.

In line with Transportation Corps policy, the 718th is sponsored by the NEW YORK CENTRAL RAILROAD, although only 12 of its officers and 33 of its enlisted men are former NEW YORK CENTRAL employees. The largest single group of soldiers in the 718th—39 of them, was furnished by the Pennsylvania railroad. The remainder of the battalion's personnel worked for several different roads, most of them in the northern states.

Major Lewis W. Moss, the commanding officer, was with the NEW YORK CENTRAL 22 years, most of that time in the engineering department of the Big Four, which kept him on the move almost constantly between the states of Ohio, Indiana, Illinois and New York. Just before he went on active duty last October, the major was located in Mattoon, Ill., where his wife now lives. They have a son, James M, 20, a Navy V-12 student at Purdue University. Major Moss was commissioned to

his present grade, by direct appointment, in August, 1942.

The 718th is composed of a Headquarters Company, which handles dispatches and telegraphy in addition to its normal functions of administration; Company A, in charge of the maintenance of way department; Company B, personnel of which are engaged in shop work, and Company C, the operating department, which includes firemen, enginemen, conductors, brakemen, etc.

The executive officer of the battalion is Capt. Norman P. Patterson; Capt. Thomas J. Steinfield is adjutant; Capt. Earl C. Mason commands Headquarters company; First Lieut. Gerald E. Chambers, Company A; Capt. Anton J. Reider, Company B, and Capt. William G. Chase, Company C.

Battalion Sergeant Major is Master Sgt. Israel Rosenfield.

The 718th is expected to follow the training routine established here by its predecessors. Not only will it operate the Claiborne-Polk railroad, but also the maintenance stations at Camp Gray and Big Oaks, between Claiborne and Polk, and the heavy shops at Claiborne. Personnel also will be given valuable training through an arrangement with the Missouri Pacific railroad, which permits them to take over jobs, temporarily, on M-P runs and at M-P shops in this section of the state.

Selkirk Man is Wounded in Italy

The Selkirk Car Department reports: Anthony J. Bonifede, former Oiler, was wounded in Italy and has been awarded the Purple Heart. Two of his brothers, who also worked for the Car Department, are in the Armed Forces—Frank, who recently returned from Iceland after absence of 18 months, and Joseph, who is in Italy.

Tiny LaCombe, Car Repairer, is receiving a large hand for his piano playing. It is as good as he is large.

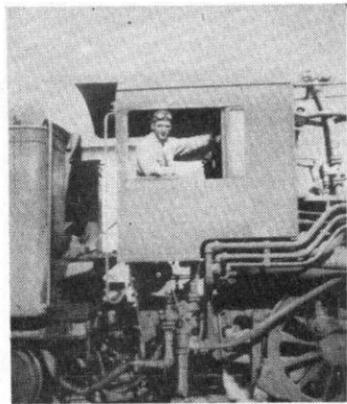
The following Supervisors were recently promoted: James J. O'Shea to Relief Assistant Foreman, Rene J. Benoit to Assistant Foreman in charge of the Light Main Repair Track and Oscar P. Morrison to Piece Work Inspector.

John Pitts, formerly at Selkirk as an Oiler, died March 3 at his home 138 Kent Street, Albany. He was born October 5, 1868 and began working at West Albany as Inspector on July 12, 1916, resigning to accept a pension, January 31.

Private C. H. Stang, former Clerk, is now located at Headquarters, A.E.F., in England.

Albert Neri and Joseph Bruno, who enlisted with the Navy, are taking boot training at Sampson, N. Y.

Railroads in Africa



Sgt. L. L. Dickerson with a Railway Operating Battalion is shown in the cab of an American engine somewhere in North Africa. Sgt. Dickerson was formerly a New York Central Fireman on the Terre Haute Line. He was promoted to Engineer after entering service with the Armed Forces and went overseas last May. He is the son of D. L. Dickerson, operator at Duane Yards.

In England



Shown is Pfc. Garland C. Hale of the 459th Engineers Company, and son of John Hale, Stationary Boiler Inspector, Mechanical Engineer's Office, Detroit. Prior to his induction in March, 1943, young Hale was employed by the New York Central at West Detroit as a Machinist's Regular Apprentice. He has been in England several months.

Battleship Ensign

James H. Maguire, son of J. C. Maguire, Assistant Local Treasurer, I. H. B. - C. R. & I., Chicago, was commissioned as an Ensign February 25, after completing training on the S. S. Prairie in New York. He was assigned to duty as an engineering officer on a battleship in the Pacific.

C. L. James

C. L. James, Assistant Supervisor, Track, on the Danville Line, died at his home in Morocco, Indiana, recently, after an illness of one and one-half years after having suffered a stroke. Mr. James was retired on disability pension July 1, 1942.

Up to March 17, Windsor Yard, Ont., employes had contributed a total of \$1,200 to the Red Cross War Fund.

Pilot, Elkhart Man's Son, Has 23 out of 24 Wounded over Sicily

Following is an account of blistering action survived by Capt. Jack Gibson, pilot of a transport plane during the invasion of Sicily. A member of a NEW YORK CENTRAL family living in Elkhart, Indiana, his grandfather was Conductor A. C. Brown, who had fifty-two years' service. An uncle, Thomas H. Brown, was General Yardmaster at the Elkhart hump and another uncle, L. C. Keirn, is Assistant Supervisor of Signals at Elkhart. His father, L. D. Gibson, is a conductor on the Western Division.

His left arm shattered by fragments of a shell burst, seven of his paratroop passengers dead and seventeen wounded, his big transport a riddle of aluminum scrap and one engine afire from a direct hit behind enemy lines, Capt. Jack Gibson turned out of formation and headed for the ocean, hoping that a landing on the water might extinguish the flames and the wreck might keep afloat until the wounded could swim for it.

Such is the story in brief as related by Capt. Gibson, wearer of a Purple Heart decoration, during a recent visit to his home in Elkhart. The bone of his upper arm, shattered and shot away, is being replaced by a section of shin bone in a series of operations.

Flying in total darkness, with wing tips but a few feet apart so that pilots might distinguish each other's craft by a bit blacker bulk than that of the surrounding night, formations of 30 and more of the big transports shuttled back and forth over the battle line to drop an entire division of American men back of the Germans.

The Germans could hear the roar of the approaching planes, but the spearing fingers of their searchlights could not pick them up.

As he came in low, an anti-aircraft cannon battery let go and caught the transport from all angles. As soon as Capt. Gibson, at the controls with only one good hand, cut out from the formation and dashed for the ocean, his

burning engine made the big transport a target for every enemy gun within shooting range.

His plane carried 20 fully equipped parachute troops and a four-man crew. Of the 24 men aboard, only one was unhurt. He was the mechanic, who crawled about giving such first aid as he could.

"The plane stayed afloat about five minutes," Gibson explained. "Those who were able to do so swam for shore. Rubber life rafts carried for such emergencies were useless, since the flak holes were generously distributed throughout everything on board.

"I tucked my left wrist under my belt to hold it down and then made some kind of a swimming record with my right arm. The severed artery in my left arm was spurting so badly that as soon as I reached shore I took out a shoe string and twisted a tourniquet under the arm pit. Then I set out on foot to look for one of our first aid outfits."

Next day the wounded boys lay helpless in a first aid station while Germans flew overhead bombing and machine-gunning. Then by easy stages began his return trip to America.

Bringing Pup That Wears Mask in Battle

Lieut. Jack Emrick, formerly of the Division Engineer's Office, Chicago, and an Army Pilot, is expected home on furlough soon, bringing with him Skippy, a little mongrel pup who learned to wear an oxygen mask in a Flying Fortress over Africa and Italy.

Skippy was taken to Africa by his former master, Captain Kenneth L. Spinning of Red Bank, N. J., and after a special oxygen mask had been made for him he participated in seven battle missions with his owner.

Skippy had been left at the base on the day of the final raid from which Captain Spinning failed to return. Thereafter he accompanied Jack Emrick, who had flown his first mission as co-pilot with Captain Spinning. Jack expects to bring the dog back to Mrs. Spinning, who lives in New Rochelle, N. Y.

A letter from Jack, received in January by L. O. Lower, Assistant Engineer in the Vice President's Office, Chicago, said that he had been made Flight Commander and was leading a squadron in his ship, the *Road Hog*. He stated also he had received a copy of the CENTRAL HEADLIGHT which carried the story of the NEW YORK CENTRAL II bomber, but he failed to mention the fact that he is a veteran of 50 combat missions.

One statement in his letter telling of his new assignment is typical of Jack, and no doubt true of other officers in similar circumstances. To quote: "It is not a hard job, but a fellow just has to put a little something extra into it, as the responsibility is greater."

Jack's first overseas station was in North Africa. Subsequently he was advanced to a base in Italy.

Mattoon Veteranesses Honor New Officers

The Big Four Veteranesses, Mattoon, Illinois, held their annual chicken dinner at the Federated Woman's Club room recently in honor of the new officers. Those honored were:

President, Mrs. J. Harley; Vice-President, Mrs. R. O. Shouse; Secretary-Treasurer, Mrs. G. W. Smith; Directors, Mrs. T. F. Hyde, Mrs. George Turiff and Mrs. I. C. Helton; Sunshine Chairman, Mrs. A. C. Hull; Chaplain, Mrs. G. W. Tetlay; Membership, Mrs. L. J. Brandenburg; Historian, Mrs. Leo Smart; Program Chairman, Mrs. Elijah Jones.

Roy A. Petit

Roy A. Petit, Switchman, Indiana Harbor Belt, Gibson, Indiana, and a member of Commodore Vanderbilt Post No. 789, American Legion, Chicago, died February 19 in Tucson, Ariz. while enroute to Chicago from Mexico. He was given a military funeral by the post. Mr. Petit was stricken while vacationing in Mexico, and by the time he reached Tucson his condition was so serious that he was placed in the veterans' hospital.

Enlarged Telegraph Department, Chicago, Sets New Records



An enviable record in efficiency in handling a swollen war-time volume of business has been established by the Telegraph Department in Chicago.

Currently, a daily average of between 6,000 and 8,000 incoming and outgoing messages are moved through with little or no delay. This represents an increase of more than 100% over the 2,800 to 3,000 messages handled daily in the peacetime year of 1939.

This has been accomplished with relatively moderate expansion of phys-

ical facilities, according to C. E. Castle, Manager. Office quarters have been enlarged somewhat, and one additional printer circuit, to Toledo, installed, bringing the number of sending and receiving printers to six. Each of these Teletype printers, using perforated tape, transmits at the rate of 47 words per minute.

Mr. Castle's staff for the three eight-hour shifts totals 23 persons, ten of whom are girls. These ten female employes, all of whom are war-time additions or replacements, include three

Teletype operators, one clerk and six messengers. Altogether, there are three wire chiefs, 13 operators, one clerk and six messengers. In pre-war days the staff was entirely masculine.

Above picture shows a portion of the enlarged quarters of the wire room. Four girl employes on duty at the time were Louise Schumacher, Hazel Lacey, Merle Nutter and Helen Henkel. Others in the picture are C. J. Cole, Wire Chief, A. C. Mason, I. F. A. Glubka, C. J. O'Brien, Ernie DeNoon and, standing in center aisle, Manager Castle.