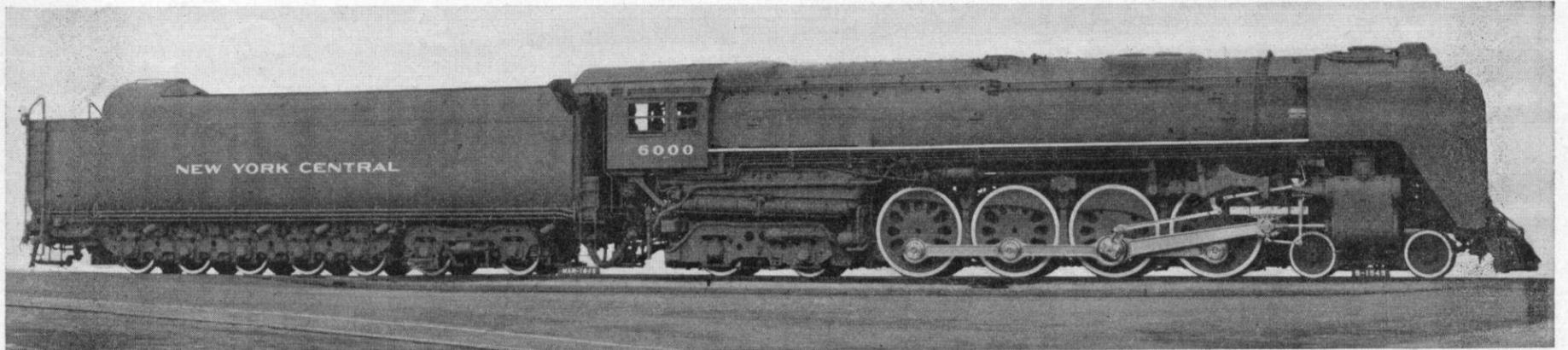


CENTRAL HEADLIGHT

Vol. VI. No. 4

APRIL 1945

Gov. Dewey Speaks as Giant New Type Locomotive is Named "Niagara"



Gerald Greenwood Indiana Division Brakeman, Killed

Gerald Greenwood, for three years a brakeman on the Chicago district east, Indiana Division, was killed in action in Belgium, January 20.

He had been in service since July 10, 1944.

He visited his home at Pierceville, Indiana, on furlough, on December 10. After his return there was little or no news of his whereabouts until the news of his death.

He was twenty-six and leaves a wife and two children.

Pvt. Regnier, Chicago, Was Killed in Belgium

Pvt. Gregory Regnier, 19, reported in the March issue of the CENTRAL HEADLIGHT as having been missing in action, in Belgium, since December 17, 1944, was killed in action on that date, according to later information received by his parents. Prior to enlistment, Pvt. Regnier was Yard Clerk at Englewood.

He was the son of Louis J. Regnier, City Freight Agent, Chicago. He attended Harper High School in Chicago, and entered the Army March 23, 1944. A memorial mass was celebrated March 3, in St. Columbanus Church.

Killed in Germany



Edward L. Gagat, former Erie Division Fireman, was killed in action at Luxembourg, Germany, January 21.

Pvt. Gagat first entered the service of this Company as a Fireman at Ash-tabula, Ohio, October 14, 1943 and was inducted into the Armed Forces July 5, 1944. He received the major portion of his training at Camp Hood, Texas and was sent overseas December 1, 1944.



Governor Dewey is shown speaking just after The Niagara made its debut from the erecting shed in the rear. President Metzman stands at the Governor's left.

1000 Cheer as Central's Biggest High Speed Engine is Accepted by President Metzman

Huge Coal-Burning Steamer, of 6,000 Horse Power, Makes Debut at Schenectady, March 10 — 25 More to Follow Soon

GOVERNOR Thomas E. Dewey, of New York State, was the guest of honor at an impressive ceremony in Schenectady at noon, March 10, when Gustav Metzman, President of the New York Central System, accepted delivery of a new type combination passenger and freight locomotive and named it the Niagara.

The locomotive is the biggest and most powerful coal-fired steam locomotive ever built for high speed service on the New York Central. Twenty-five similar ones are on order and will be delivered later this year.

The ceremony took place in the yards of the American Locomotive Company, in the presence of numerous high ranking state and railroad officers and of almost a thousand of the Alco workmen who had a part in the construction of the Niagara.

Speeches by the Governor, who called the locomotive "a symbol of the great cooperation in New York State between labor and management," President Metzman, W. C. Dickerman and Duncan W. Fraser, Chairman of the Board and President, respec-

tively, of the American Locomotive Company were broadcast over radio station WGY.

As President Metzman named the locomotive the Niagara, it made a stately entry, steaming slowly out

The Niagara in Brief

FIRST of a new 4-8-4 series, to be known as the Niagara type.

Horsepower estimated as at least 6000 in the higher speed ranges.

Of high capacity for use in both fast freight and passenger service.

Has smooth boiler top with no steam dome.

Length just under 98 feet and weight 445 tons.

Unusually big boiler has working pressure of 275 pounds with 75-inch wheels and 290 pounds with 79-inch wheels.

Huge tender has a capacity of 46 tons of coal and 18,000 gallons of water, which it can take from track pans at 80-mile speed.

Aluminum smoke deflectors at front lift smoke high above the train.

Twenty-five similar locomotives now under construction.

from the erecting shed, before which was placed the speakers' stand. The assemblage cheered as the huge new locomotive's whistle sounded lustily, for the first time officially.

After the formal ceremony, Governor Dewey, under the escort of President Metzman and Alco executives, inspected the locomotive and climbed in the cab for a lengthy visit, during which he blew the whistle.

Later, the Governor and the railroad and plant executives had luncheon with 500 of the workmen who built the Niagara. After the luncheon the Governor inspected the Alco plant and later visited the General Electric factories.

Chairman Dickerman of the Alco Company called attention to the fact that the American Locomotive Company had been building locomotives for the New York Central since 1837. President Fraser then introduced President Metzman, who said:

"I am glad that Mr. Fraser has so pleasantly called attention to the long and close association between our two companies. The history of America is studded with similar partnerships and it is good to have them recognized occasionally.

"Our business on the railroad is to move people with comfort, safety and speed, and to move the goods of the nation, however great the load. To do this requires power — lots of it.

(Continued on page 12)

Quota War Bond Payroll Sales to Start April 9th

Mobilization of the railroad industry for the Seventh War Loan advance payroll savings campaign, which begins April 9, was pledged at a conference, in New York, of chairmen and members of the War Bond committees of 14 Northeastern railroads, among them the New York Central System.

The conference was the final in a series of four regional meetings conducted during March in key cities throughout the country, at which the labor-management War Bond committees of 62 railroads and subsidiaries accepted the responsibility of initiating a quota system for extra Bond purchases on the payroll savings plan.

Under the newly adopted quota system, all New York Central employees are asked to purchase extra Bonds on a sliding scale based upon their average monthly earnings. In previous drives, employees were urged to buy an extra \$100 Bond, regardless of their wages.

The Seventh War Loan purchase period for payroll buying has been increased from eight to twelve weeks, with all Bonds processed through July 7 counting toward the campaign quota.

James L. Houghteling, Director, National Organizations, War Finance Division, warned against arguments that because the war is almost won in Europe the need is lesser. "When the government asks for \$14,000,000,000, as it asks in this drive," he said, "you can be sure it needs \$14,000,000,000."

He praised the railroaders for their achievements in the Sixth War Loan campaign, in which more than \$41,000,000 worth of Bonds were purchased under railroad payroll savings deductions plans. The results in that campaign among 1,200,000 employees of the larger roads were 11 per cent above the Fifth War Loan totals, and among 200,000 employees of smaller roads, the increase was 3 per cent. As a whole, the railroad industry had a 10 per cent increase in per capita sales in the Sixth War Loan compared to the Fifth.

Approximately 60 per cent of all the E-Bonds sold during a War Loan campaign are purchased by workers under payroll savings allotments. If these same percentages prevail, approximately \$2,400,000,000 of the E-Bond quota for the Seventh War Loan should be raised through payroll savings.

Buy 7th War Loan Bonds on New Payroll Savings Plan

Central Headlight

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Volume 6

APRIL, 1945

No. 4

They Flew in Glory

NEWS of the recent loss, in battle, of the "New York Central II," Martin medium bomber presented to the Army Air Forces in September, 1943, by New York Central System employes, was greeted by all Central workers with mixed emotions.

Shock and regret at the probable loss of several or all of its crew of eight, although hope remains that some may be prisoners of war, were mingled with justifiable pride that the Marauder had survived, so long and so proudly, the terrible hazards of aerial warfare.

The 103 combat missions credited officially to this bomber, the only one which carried the name of a railroad into battle-torn skies, encompassed a glorious career of achievement. Axis-held targets in the Mediterranean area, in France, Italy and Germany, all felt the devastating power thus hurled vicariously by every New York Central employe who contributed to the cash fund with which the bomber was purchased. Never did patriotic gift dollars bear more productive dividends in defense of our homes and liberties.

Every railroad worker who had a share in making this bomber's career possible may cherish a solemn pride in the record he helped to inscribe, through its offensive action, on enemy territory. Every bomb that the "New York Central II" dropped, every shot its guns fired, was in defense of our country and had a part in keeping the foe distant from our shores.

This bomber, and its predecessor, the "New York Central I," are now a unique and magnificent part of New York Central history.

For the missing boys who manned it with such invincible courage, our admiration, hopes and prayers!

Safety for Freight

APRIL is here, with fragrant breezes and bursting buds that foreshadow the pageant of color soon to deck the countryside everywhere. It is Nature's season of perennial, vigorous youth, infecting us with ambition for greater achievement in all that we do.

Understandingly, this month has been selected as the one in which railroad workers are asked to make a special effort to promote, as a war measure, the safety of freight entrusted to their care.

During these four weeks, a special campaign will be carried on to emphasize the necessity for conserving our war resources by preventing damage to war products on their way to the fighting fronts. Every shipment damaged is a direct loss to our fighting men, and its condition on receipt abroad may, in fact, in some instances, mean life or death to them.

The nation-wide Perfect Shipping Campaign now under way will, it is hoped, cut down materially the \$60,000,000 loss by damage to freight in transit in 1944, much of it through improper handling, poor packaging, or poor stowing. Some of this damage is uncontrollable but a concerted effort on the part of every New York Central worker who deals with the physical handling of freight can do much to improve the situation.

There are few shipments today, regardless of their character, that do not have to do in some degree with our total war effort. A little extra care, a little more time taken to see that everything is in proper shape, a little better handling, may mean much to those who are fighting overseas for us.

Let's put the spirit of April behind this campaign!

B. & A. Bombardier Back; 68 Missions

First Lieut. John F. Smith, son of Agent M. C. Smith of North Wilbraham, Mass., has recently returned to the United States after completing 68 missions in the Mediterranean Area. Lieut. Smith is a bombardier-navigator on a B-26 bomber. He has been awarded the Air Medal with seven clusters, the D.F.C. and Presidential Unit citation with one cluster. A former employe of the Signal Maintenance Department, he is now stationed at Midland, Texas.

New Kalmbach N.Y.C. Photo Book

An album of dramatic photographs of trains on the New York Central System has recently been issued by the Kalmbach Publishing Company, Milwaukee 3, Wisconsin, also publishers of TRAINS Magazine. The album, which sells for \$1, contains a brief foreword describing the extent of the System and 42 pictures, most of which were hitherto unpublished. Many of the pictures, as large as 9x12 inches, are suitable for framing.

Safety First — "Stay Alive in '45!"

Get Your Copy of N. Y. C. Report to Employees

WITH each copy of the May issue, The Central Headlight, there will be a copy of the Company's report to employees for the year 1944, one of the great historic periods in the Company's annals.

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

Make sure that you receive your copy!

THE ROUNDHOUSE

By
Sim Perkins

THE reception accorded the Niagara on its debut was probably the greatest given any locomotive built during the war.

Seldom does one see among the welcomers of these railroad giants such an array of well known figures, including the top officers of several corporations known the world over, as well as the Governor and Speaker of the Assembly of New York State and other political celebrities.

Best of all, the new locomotive, notable for its size, power and efficiency, justified in every respect the reception it got. It is perhaps the most impressive example of the iron horse ever seen on New York Central rails. It and its successors, soon to issue from the erecting shed, will play an important part in the remainder of our war transportation effort.

It is to be noted that, like previous types of New York Central engines — Berkshire, Hudson and Mohawk — it is named for one of the outstanding natural features of New York Central territory.

The toll of New York Central men lost in the war mounts steadily. The most recent compilation showed 353 known dead and it is certain that this is incomplete. Every day adds to the total of those of our number who have given their lives for us and for their country.

The net total of New York Central men and women in the Armed Forces is fast approaching 27,000. In addition, approximately 2,200 have been discharged from military service.

March 15 was the day on which the negative was accentuated and the positive was eliminated, so far as several pocketbooks I wot of were concerned.

N. Y. C. Men in India



On left and right, respectively, are Corp. Bill Galvin and Private Ray Galvin, former Cleveland Union Terminals Switchmen. Their father, C. E. Galvin, 30 years in service, is also a C.U.T. switchman. In the center is "Cold Water" Decker, a former Big Four Fireman and son of a Big Four Towerman. The trio are in Assam, India, with the 726th Railway Operating Battalion. In a recent letter the twins reported they found it hard to generate Christmas spirit when the temperature was above 70 at their post. Movies and baseball are among their recreations in India.

food than the average soldier, but it is prepared with the care of your mother's kitchen. And so are the men. They brought an attractive civility and sobriety with them from pre-war life. They feel they're hosts and see a guest in you if you happen to travel on their line.

As most of them were railroaders back home, they obviously like their job and bitch less than you and I. Last March, when their camp in Parbatipur burned to the bottom and all their belongings perished, the men went out into the yards in shorts and sandals. Result: not a single delay.

So they dance about against a background of American MacArthur locomotives and refrigerator cars. Besides several thousands of cars of all types, we have brought over hundreds of these big engines since the G.I.'s began to operate the railroad last March. The refrigerator cars, however, which haul frozen meat into the forward areas; are common War Department box cars, rebuilt for their new purpose somewhere in Bengal by one of the G.I. shop battalions.

The great marshalling yard is smoky and grey. It smells of oil and sweat and yet, believe it or not, many of the G.I. engineers prefer to work in khaki. When you mount a MacArthur you'll know why. It shines and glitters as if it was an exhibition piece. So are the camps where the railroaders live and so is their food. They eat no different

Letter of the Month

Mr. B. J. Bohlender,
Mgr., Dining Car Service:

Recently, I traveled on the Southwestern Limited enroute from Boston to St. Louis. On that date we picked up a dining car at Cleveland on which, among others, was Waiter Jeff Campbell of your Buffalo district.

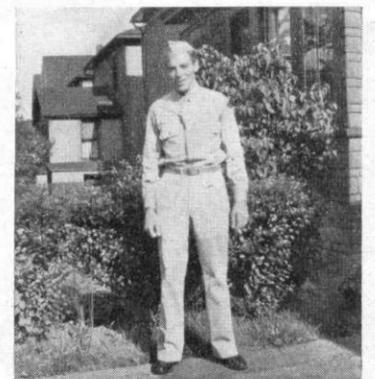
The train was running late, and Waiter Campbell had been on duty many hours. About 8:30 p.m. he served me with a most excellent salad and in a manner which was so cheerful that it made good food taste better. His manner was such that it would have been deserving of praise had he been just coming on duty, but in view of the fact that he had been on duty for long hours and was still cheerful

and accommodating, I feel that he is doubly deserving of commendation.

In these days, when most of us are prone to complain about the petty inconveniences brought on by the war, men like Jeff Campbell, who continue to do their best in a cheerful manner, help a great deal in restoring one's faith in human nature. Certainly an employe who can present to the public such a cheerful countenance under such adverse circumstances is an asset of substantial value to any organization.

Sincerely yours,
R. H. Richards, Manager,
International Shoe Company,
Wood River Tanneries,
Wood River, Ill.

East Buffalo Car Shop Employe Wounded in Germany



Private Frederick W. Pittman, member of a Field Artillery unit that has seen action in Belgium, Holland and Germany, is recovering from wounds suffered January 20 in Germany. Private Pittman was employed at the East Buffalo Car Shops before entering the service in February, 1942. He trained at Camp Blanding, Fla., before he was sent overseas, about eight months ago.

Roy A. Carpenter

Two days after he had been appointed Trainmaster at Kankakee, Roy A. Carpenter, 43, of Elkhart, died suddenly. Previously he had supervision over baggage and mail in the La Salle Street Station, Chicago.

Flier in Marianas

Chas. F. Moldenhauer, Clerk, Pass Bureau, Line West, Cleveland, is now Staff Sergeant with a B-29 Group, stationed on the Mariana Islands.

F. E. Hunt, Chief Electrical Inspector, Gets War Bonds as He Retires from Lines East After 45 Years' Work



F. E. Hunt, Chief Electrical Inspector, Lines East, center, receives the best wishes of the officials and his associates of the Car Department at Mott Haven, N. Y., on the occasion of his retirement recently at the age of 70 after 45 years of service. W. N. Messimer, Assistant Superintendent of Equipment, is shown presenting Mr. Hunt with a purse of nine War Bonds. In front row, left to right, are W. L. Stevenson, Assistant Foreman, Electricians, Mott Haven; V. T. Burns, General Car Foreman; T. J. Molloy, who succeeds Mr. Hunt; John Blevins, Foreman, Electricians; Mr. Hunt; Mr. Messimer; G. A. Miller, Division General Car Foreman; R. A. Steckly, Special Inspector; P. J. Schroh, Foreman, Electricians, G. C. T.; and H. Hart, Assistant Foreman, Electricians, G. C. T. Mr. Hunt came to the Central from the Wagner Palace Car Company shops at East Buffalo in 1899, as an electrician. He was appointed Special Road Inspector in 1912 and in the same year Foreman, Electricians. He received his last position in 1936. After converting his summer home on Lake Carmel, N. Y., to winter living, he will live there year round.

One Gallon Member



James Everett Hahn, who is known to many thousands of West Shore Commuters as "Evy," has achieved membership in the Red Cross One Gallon Club by making 12 donations at the Nyack Blood Bank, with his wife also well on the way to becoming a "Gallon Club Member."

Mr. Hahn has been especially typed and his whole blood has been shipped overseas for direct transfusion. Whole blood is now turned over in special containers to the Army Air Transport, to be flown overseas for immediate use.

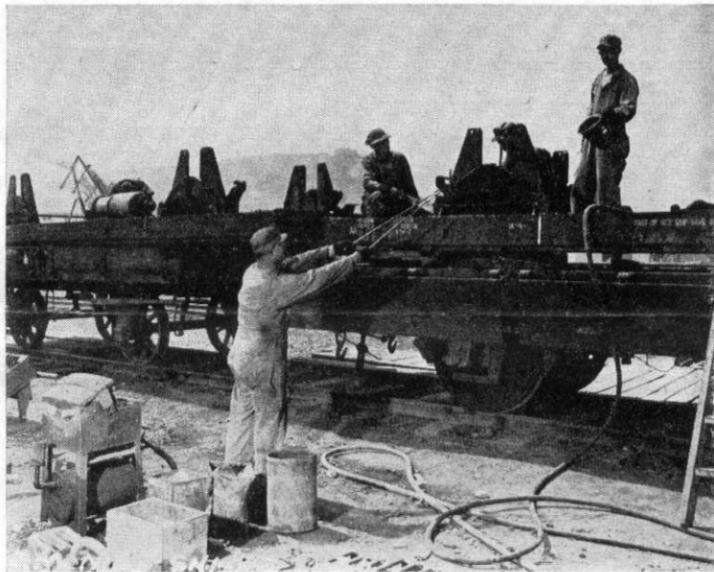
Mr. Hahn has also given direct transfusions to fellow employes in emergencies during the past several years. He resides in Congers, New York and works as Information Bureau Attendant and Relief Foreman at Weehawken Passenger Station, under Station Master J. A. Mulhall.

Heads Ratemen



R. C. Cole, Chief of Passenger Tariff Bureau, New York City, will serve as President of the National Passenger Ratemen's Association, Eastern Region, after April 1, for the ensuing year. Mr. Cole, who has been a national committeeman of the association, has served with the New York Central since 1910 and in his present position for eight years.

Gordon Hentz Now Lieut. Col. Overseas



MRS Rivet team working on Third Post Box Assembly line in Italy. A rivet is being thrown up. This is part of an "inverted" system adopted for assembling gondola cars on a progressive assembly line Col. Hentz devised.

(From the Yankee Boomer)

Major Gordon Hentz, Superintendent of Equipment in the 701st Railway Grand Division, has been promoted to the rank of Lieutenant Colonel.

Lieut. Col. Hentz for 33 years was in the Mechanical Department of the New York Central. He worked up from the bottom, starting in the Pennsylvania Division erecting shop and later serving as Master Mechanic at Brewster, Utica and Buffalo, N. Y.

Prior to World War I he had charge of inspection forces at builders' plants at Schenectady, Lima, Dunkirk, Erie and Pittsburgh, and made road acceptance tests on some of the locomotives which were sent to France with the AEF. Some of these same engines are still pulling trains in North Africa and Italy.

The story of Major Hentz' overseas activities with the Military Railway Service centers pretty much on the muddy Oran docks, where he and Major Herron, and Captain Kossuth's 753d Shop Battalion "C" Company built an efficient car assembly plant, early in 1943.

Equipment was urgently needed to transport troops, tanks, rations and other supplies to the Tunisian front so the USA car assembly line went into around-the-clock operation to get maximum use out of the limited tools and facilities available.

A progressive assembly system was employed, using light French flat cars for the conveyors, which were pushed in a loop movement past the various stock piles of material. Parts were fitted up and riveted or bolted to the

underframe which was laid upside down on the conveyor car. Piping, brake cylinders and rigging, wheels and journal bearings were applied in proper sequence. Working from the top instead of underneath the frame proved to be quite a timesaver.

When the cars neared the end of the assembly line they were picked up by heavy chain hoists mounted on "A" frames made of bridge timbers, then turned right-side-up, dropped onto the rails, and rolled off to the yards for service.

Gondola cars were entirely completed for service in this manner, but on the box cars the underframes and running gear were switched onto loop tracks where sides, ends and roofs were assembled and riveted. Refrigerator cars, converted from box cars, were completed on a spur track, where carpenters applied the wood linings and ice bunkers.

N. Y. C. Soldier Gets Moose in B. C.

PRINCE RUPERT, BRITISH COLUMBIA—Young Pfc. Edward G. Groteclose of Eldred, New York, a furloughed New York Central Switchman, has attained the enviable reputation of being another Daniel Boone when it comes to drawing a bead across a spread of antlers in the north British Columbia woods. During a recent hunting trip, in which other members of the party were unsuccessful, Groteclose came up with a bag of two good sized moose to automatically place him in the "ace" category of northwoods' hunters.

Back in camp, moose venison was a plentiful delicacy for several days and enjoyed without the loss of a single red ration point!

Pfc. Groteclose entered the Army in January of 1943 and arrived at his present foreign service station in April of that year.

He is assigned to the Switching Office Section of the Port Transportation Office, Prince Rupert Sub-Port of Embarkation.

G.C.T. Clerk is Wounded in Germany

William J. McDonough, a clerk-messenger in office of Terminal Manager, Grand Central Terminal, was wounded in action in Germany, February 25. He has been transferred to a hospital in England and in a letter to his people states he is convalescing.

He was furloughed to enter the Army in May, 1944.

Dies in Belgium

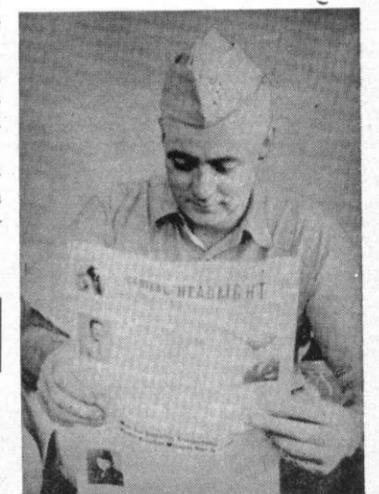
Pfc. William G. Landseadel, 21, a furloughed freight worker for the New York Central, at New York, was killed in action in Belgium, January 7, according to a telegram recently received by his father, who lives in New York City.

He had seen action at Casablanca, Anzio, France and Germany.

Cot for Service Men

A cot for the use of Service Men has been placed in the New York Central's Fort Plain, N. Y. Station by the Philathea Class of the local Methodist Church. When needed, it is set up by Dominick Dee, Night Ticket Agent. It will remain available for the duration, M. Forman, Acting Freight Agent, reports.

New Yorker in Pacific



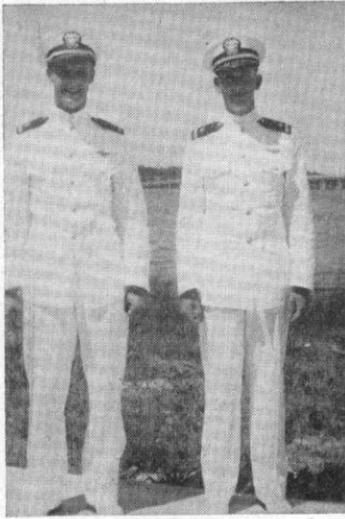
E. A. Healy, C.C.M., formerly of the Office of T. J. Jaynes, Designing Engineer, New York, is now in the Pacific. He writes that he regularly received copies of the HEADLIGHT in the Arctic and European areas and now in the Pacific. After reading it, he passes it on to other furloughed railroaders. In closing, he said: "We may read a lot about the beauty of the islands of the Pacific and the grandeur of the Arctic twilight but I'll take mine looking across the Hudson from the Central's main line."

Four New York M. of W. Veterans Feted on Retirement



Albert Ahnenan, Carpenter, John Barber, Stationary Engineer, Spuyten Duyvil Bridge, James Ward, Bridge Foreman, and Michael Caprio, Mason, were given a farewell dinner in the Bronx, New York, by associates of the Maintenance of Way Department, 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. Tinnely, General Foreman, Bridges; and J. H. Kelly, Engineer, Maintenance of Way, Lines East.

Killed in Crash



Ensign James Richard Blair, a furloughed clerk in the Office of P. G. Agans, Division Superintendent, Syracuse, was killed January 17, when his plane crashed near Lynnhaven, Florida, on a routine flight. Blair, left, had been commissioned only a few months earlier. He enlisted in the Navy Air Service in January, 1943. He was buried in Syracuse with military rites.

Capt. J. G. Brennan, Harlem Division, Gets Silver Star Medal

Capt. Joseph G. Brennan, furloughed Harlem Division Brakeman, recently was awarded a Silver Star Medal for gallantry in action against the enemy on July 3, 1944, in France. During that afternoon, Captain Brennan went forward alone in enemy-occupied territory to make a reconnaissance of a bridge necessary to the advance of American troops in that sector.

Arriving at the bridge, Captain Brennan found that it had been prepared for demolition. He then started to remove the demolition charges. The enemy opened heavy small arms fire. Captain Brennan was wounded but continued to remove the demolition charges placed throughout the bridge. His accomplishment not only prevented the destruction of the bridge, but also was materially responsible for the advance of our troops in that sector.

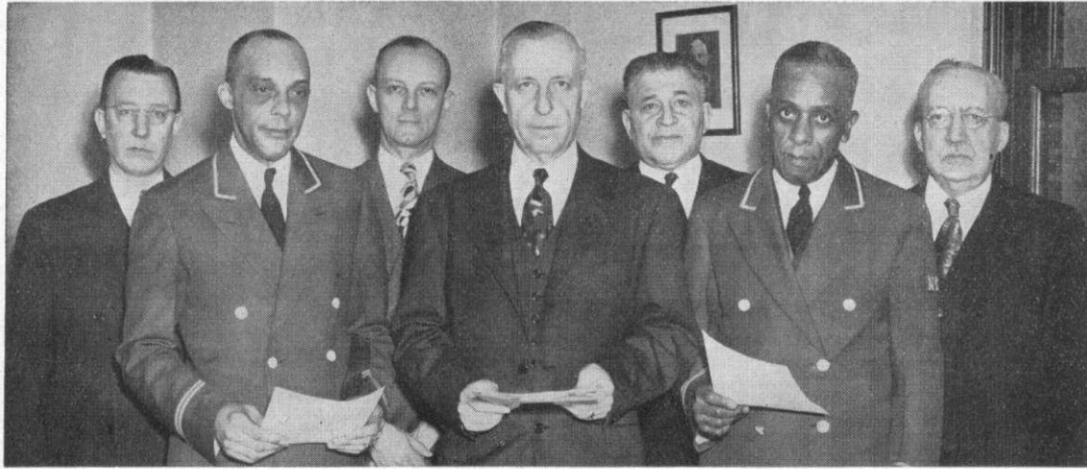
He is now a patient at Schick General Hospital, Clinton, Iowa. He has been in the Army since January, 1941.

New Yorker Downs Planes

Pfc. Joseph S. Archer, furloughed inspector in the office of P. W. Kiefer, Chief Engineer Motive Power & Rolling Stock, New York, recently received a commendation for meritorious conduct with the 386th Anti-aircraft in France. He shot down several planes during a sudden enemy raid.

Pfc. Archer entered the Central's service in 1923 as a clerk. From 1929 to 1934 he was a service test inspector at West Albany. He was inducted in February 1942.

Empire State Express Porters Win Commendations



Commendations for meritorious service were presented to Joseph Taylor and Sterling Vaughn, Porters on the Empire State Express, at an informal reception, March 2. Present, above left to right, were L. W. Horning, Vice President, Personnel; Mr. Taylor; F. H. Baird, General Passenger Traffic Manager; B. J. Bohlender, Manager of Dining Car Service; G. H. Baker, General Superintendent of Passenger Transportation; Mr. Vaughn; and L. C. Anderson, Manager of Passenger Transportation.

JOSEPH TAYLOR and Sterling Vaughn, Porters on the Empire State Express, received commendations which were added to their records, March 2, for "unusual courtesy and efficiency" from B. J. Bohlender, Manager, Dining Car Service.

Recommendation for the awards was made in a letter to President G. Metzger by Edward Harris, prominent Rochester lawyer, who was deeply impressed by the courteous manner with which they assisted a lady passenger who changed her accommodations on the Empire State Express, enroute

from New York City to Rochester on February 1st of this year.

Mr. Harris, stating that Mr. Taylor was "a credit to his company," wrote that he displayed "intelligence and interest in his work." In describing the kind attention shown the lady by Mr. Vaughn, Mr. Harris wrote, "the honesty and promptness with which he acted, with not the slightest delay on his part, greatly impressed me."

Both Mr. Taylor and Mr. Vaughn have been porters on the Empire State Express since it entered service as a stainless steel streamliner on "Pearl

Harbor Day," December 7, 1941. Hundreds of men and women, hurrying in carrying out their work in the war effort, have received their courteous and intelligent assistance.

Mr. Taylor lives at 52 St. Nicholas Place, New York City and has had 12 years of service with the Central. Mr. Vaughn, who has had 13 years of service, lives at 347 West 141 Street, New York City. Both entered service as waiters in Dining Car Service and were promoted to porters on the new Empire State Express when it entered operation.

Dies of Wounds



Mr. and Mrs. Albert E. Saake, 58 Sherwood Street, Valhalla, New York, received word from the War Department, January 15, that their son, Pfc. Robert E. Saake, 19, had died in France, December 22, of wounds sustained in action, December 18. He was attached to an Infantry Combat Division. In addition to his parents, he is survived by a sister, Mrs. Jerome R. Meltzer and his grandmother, Mrs. Pauline Boehm.

He was a furloughed employee in the office of J. S. Geraghty, Chief Signalman, G.C.T. In October he spent a short furlough with his parents before returning to a port of embarkation. He left for England the latter part of October and had been in France only two weeks when he was wounded. The last word his parents had from him were two letters written on November 29 and 30, telling them he had received his Christmas packages and that he was well.

He was a graduate of Valhalla Junior High School and White Plains High School. On August 6, 1943, he enrolled in a specialized training program at Syracuse University and was transferred to the regular Army in October, 1943.

Mrs. Curtin, mother of Charles E. Curtin, City Freight Agent, died recently in Chateaugay, N. Y.

Joseph Stinson, former Tracing Clerk, has enlisted in the Navy. He is taking his boot training at Sampson, N. Y.

Lieut. Roland Gebert, son of Dairy Agent, recently visited his father. Since then the Lieutenant has been shipped overseas.

Pvt. Anthony Castry, son of Joseph Castry, Rate Clerk, is stationed on Oahu Island in the Pacific, after completing basic training at Camp Blanding, Fla. Pvt. Castry entered the service September 13, 1944, and is a rifleman in the infantry.

Manhattan Bowlers Get Prizes April 10

The Men's Bowling League, Manhattan A.A., ended the season March 14 at the Y.M.C.A. alleys. The scratch portion of the league schedule was won by the Equipment Engineers team, Bill Switzer (Captain), Jack Graves, Herb Boehnke, Charlie Mizzenius and Johnny Holbert. The winners now hold one leg on the new Vanderbilt cup. The final standing of the teams was:

	Won	Lost
Equipment Engineers	48	15
Maintenance of Way.....	40	13
Passenger Traffic	34	29
Land and Tax.....	34	29
Purchasing	33	30
New Haven Acc't.....	31	32
Mott Haven Yards.....	18	45
Auditors of Pass. Acc'ts.....	14	29

Herb Boehnke was the season champ, capturing the A.B.C. medal for high single game with score of 274 and also the highest average of 185. Bill Switzer won the high for three games with a score of 670. The handicap portion of the league finished in a tie between the Passenger Traffic and New Haven Accounting. The annual dinner will be held at the "Y." April 10 when the prizes will be presented.

March was the month of color for the Camera Club. The meeting of March 9 was devoted to the showing

Now Yeoman



Thomas Howard Golder, stationed at Camp Peary, Virginia, was recently promoted to Yeoman 2nd Class. He entered the service as Clerk in the Contract Office, Secretary's Department, June 16, 1924, and on May 7, 1928 was transferred to White Plains, where he became Assistant Signal Maintainer. On August 15, 1936, he returned to the Secretary's Contract Office, and in November 1943, enlisted in the Seabees.

of Kodachromes taken by the members as well as slides taken by Lieut. Free-

man, Sergt. R. White, Sergt. G. E. Edgerton and Miss Dorothy Dubert. The meeting of March 23 was hand-color night, when an advanced class in hand coloring of prints was held.

Eastern Freight Notes

The General Eastern Freight Agent's office, New York, reports:

Willard Loftus, son of Thomas J. Loftus, Assistant General Agent, is a Petty Officer in the Navy. Enlisted in September 1941 at seventeen and has spent 22 months in the Pacific. He was in the invasions of New Guinea, New Britain, New Caledonia and the landings in Leyte. Last June he spent a short leave at home and returned to the Pacific on September 2 after shore duty. He is a graduate of Mount St. Michael's Academy.

Wave Joan Coretti, S2/c, formerly a clerk, has completed boot training at Hunter College, Bronx, New York, and is now in training to be a storekeeper at Georgia State College for Women, Milledgeville, Georgia.

Sarah Grame, a clerk, was married recently to Pfc. Joseph DeCosmo. The couple spent their honeymoon in Florida.

Albany Sergeant Cited in France



Frank A. Rappe of Albany, a Mohawk Division Freight Conductor until he entered the Army October 13, 1943, is one of 10 members of the 733rd Railway Operating Battalion of the Army's Transportation Corps, commended for bravery in moving three trains of 200 cars loaded with gasoline for Gen. Patton's Third Army, from a burning railhead in France. The men are credited with saving nearly a million gallons of gasoline designated for front line units from the fire which destroyed 10,000 gallons.

Enters Navy

Kenneth D. Sharpe, 18, Maintenance of Way employe at Canaan, N. Y., entered the Navy recently and was sent to Sampson, N. Y., for training.

Members of New York Central Advanced Public Relations Group at Albany, N. Y.



Members of the Advanced Public Relations group at Albany, N. Y., are shown above March 13, at the last of nine meetings during the second season of the course. Among those in attendance are Brakeman W. J. Scott, Conductor W. T. Steinbeck, Trainmaster Clerk Dorothea Johnson, Fireman

W. Hendrickson, Fireman W. Tryon, Mr. and Mrs. Arthur L. Mann of the N. Y. State Department of Education, Superintendent K. A. Borntager and Trainmaster J. V. Hughes. Group Leader was Trainmaster E. J. Jones. New groups probably will be formed.

Cleveland Soldier and His Century Jeep in Paris



Corp. John C. Okorn, formerly a clerk for Superintendent E. J. Gibbons, at Cleveland, is shown standing beside his Army car, which he has named the Twentieth Century Limited, in the heart of Paris. Corporal Okorn says the N.Y.C. is often in his thoughts and reports he enjoys the beautiful scenery in France.

Used Clothing for Millions is Urgently Needed

All New York Central System employees are being urged to participate in the campaign to obtain contributions of 75,000 tons of serviceable used clothing, shoes and bedding for overseas war relief purposes during April.

The campaign will be conducted in local communities all through the month, the second week, April 8 to 14, being designated as national "Clean Out Your Clothes Closet Week," when all are urged to bring in their contributions to their local receiving station.

Henry J. Kaiser, Ship Builder and War Material Manufacturer, is national chairman of this United National Clothing Collection. He was appointed by President Roosevelt.

President Gustav Metzman of the New York Central System has called to the attention of officers and employees the urgent need of millions in war-torn lands for clothing to save them from fatal exposure to cold and storms.

In Europe more than 30,000,000 boys and girls lack even the most essential clothing and in winter many of them are forced to stay in bed to keep warm, if they are fortunate enough to have a bed; 95,000,000 men and women lack clothes and shoes to wear to work.

Any outgrown or outmoded garments or shoes—all sizes—will be welcome.

Niagara Falls Man Army Cook in Italy

AT AN AAF SERVICE COMMAND HOSPITAL IN ITALY—With a special dinner and dance recently in the American Red Cross Theater of a station hospital, commanded by Colonel George B. German, Camden, N. J., Pvt. Walter Kotlarz, hospital cook, of Niagara Falls, N. Y., celebrated his second anniversary overseas. He is a furloughed freight handler for the New York Central.

The hospital was the first station hospital to be affiliated by the War Department, having been organized in May, 1942, from Cooper Hospital, in Camden. Later, when the unit arrived in Africa during the Tunisian cam-

Charleston, W. Va., N. Y. C. Man Sees Sphinx



On an American Red Cross tour of the Pyramids and Sphinx, in Egypt, two soldiers who were railroad men in pre-war days, listen to a native guide explain the history of the silent Sphinx. Right: Sergt. Joseph Koonz of Mingo Junction, Ohio, formerly with the Pennsylvania Railroad at Pittsburgh, and Pfc. Harry A. Harrison of Charleston, West Virginia, formerly with the Northern Division of the New York Central Railroad. Both have been stationed in Persia, attached to a Railway Battalion, which has transported thousands of tons of lend lease supplies to our Russian Allies.

Clearfield Veteran



Shown are Mr. and Mrs. B. L. Rupert, of Clearfield, Pa. Brakeman Rupert retired in May 1943 after 42 years of service with the Company. They have 13 children, three of whom are with the Armed Forces. Mr. and Mrs. Rupert spent the winter in Phoenix, Arizona.

pressed their sympathy in the recent loss of his wife, Mrs. Josephine Scoville, who was formerly a Secretary in the General Offices at New York City.

B. & A. Man Wins Air Medal Cluster

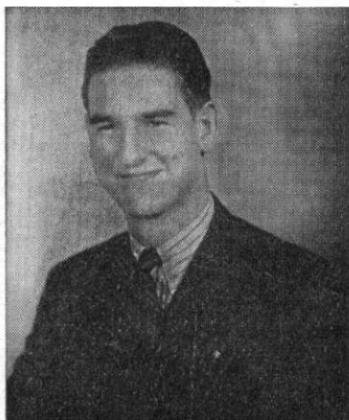
A U. S. TROOP CARRIER BASE, E. T. O. P.—The Bronze Oak Leaf Cluster to the Air Medal was awarded to a former Boston & Albany railroad worker of Springfield, Mass., for achievement as a combat crew member with the U. S. Troop Carrier Forces on their onslaught via the airways into Holland, the resupply of the Allied Armies in western Europe and in the Air Evacuation of casualties. He is Technical Sergt. John L. Sullivan, son of Daniel C. Sullivan of 170 Plainfield Street, Springfield, Mass.

Tech. Sergt. Sullivan, a former Machinist Helper at West Springfield, has been active with the U. S. Troop Carrier Forces for the past twenty-one months overseas during which time his squadron played major roles in the invasions of Sicily, Italy, Normandy and Holland. He is a Crew Chief on one of large twin-engined Troop Carrier Aircraft and not only supervises all maintenance of his plane but also accompanies the craft on all flights.

He holds the Distinguished Army Unit Badge, the Good Conduct Medal, the European, African and Middle Eastern Theatre of War Ribbon with four Bronze Battle Stars and three Gold Overseas Service Stripes.

TM 3/C Hays M. Wilson, an employe of the M. of W. Department at Clearfield and son of Signal Maintainer C. A. Wilson, has had 15 months in the South Pacific.

Illinois Division Man in France



Technical Sergt. Jack Wyld of Nokomis, Ill., furloughed New York Central Fireman, is now an engineman with the 720th Railway Operating Battalion in France. He has been in the Army since September, 1942, and was promoted to engineman while training at Camp Claiborne, La. He went overseas in January, 1944, landing in England and going to France in July of that year. He reports he is gaining valuable experience on Diesel locomotives.

Collinwood Notes

Pfc. Ernest C. Savarise, who is serving with the Railway Shop Battalion in Paris, France, was a former Machinist Apprentice of the Collinwood Machine Shop, Collinwood, Ohio. He is the son of Mr. and Mrs. Anthony Savarise, 2017 Harbor Avenue, Ash-tabula.

Mr. and Mrs. Savarise have a second son, Frederick Savarise, A.S., serving with the U. S. Naval Reserves. He is attending the Navy School of Music at Washington, D.C.

Miss Julia Horn, Piecework Clerk at Collinwood Shops, has resigned to make preparations for her forthcoming marriage to Technical Sergeant Ralph Eaton, who is returning home on furlough after having spent a year and a half in England.

Friends of Earl Scoville, Material Inspector at Collinwood, have ex-

paid it became the first hospital of its kind to aid in the air evacuation program.

In the two years that this hospital has been overseas, personnel have serviced well over 20,000 patients. Since coming to Italy a little over a year ago the hospital has been servicing the men of the Army Air Forces, keeping them at top physical condition. A Victory garden was planted when the unit moved to Italy. The result: daily vegetables for the patients' tables. A make-believe "Earphone Ballroom" was started, supplying each patient with music via a private set of earphones.

Pvt. Kotlarz entered the Army in May, 1942, and joined his present organization shortly after it was activated.

Gibson Notes

From the Office of Auditor Freight Accounts, Gibson, Indiana:

Sympathy is extended to Mrs. Margaret Stowman in the loss of her brother in Danville, Ill., on February 28, and to Miss Rosa Schaub in the loss of her sister, March 2, in Lansing, Ill.

Pfc. Eleanor V. Froling visited the office while on a furlough from Henderson Hall, Arlington, Va.

Word has been received that Mildred Pictor, who is stationed at Treasure Island, San Francisco, has been promoted to Yeoman 2/c.

New Lieutenant



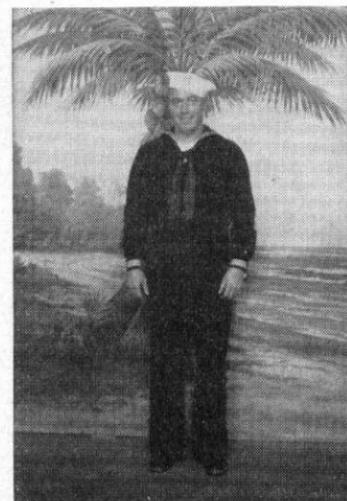
Robert L. Clegg, Jr., 20, son of Robert L. Clegg, Sr., Assistant Supervisor of Wage Schedules in the office of Vice President and General Manager, Cincinnati, was commissioned a Second Lieutenant in the Corps of Engineers, U. S. Army, at Fort Belvoir, Va., February 7.

He entered the Army July 31, 1943, and was accepted for the A.S.T.P., taking courses at Grinnell University, Grinnell, Ia. and Indiana State University, Bloomington, Ind. After the A.S.T.P. was discontinued he was at Camp Campbell and Camp Breckenridge in Kentucky, then transferred back to Fort Leonard Wood as a clerk and stenographer where he was accepted for Officer training. Before entering the Army Lieut. Clegg spent a year at De Pauw University.

Chicago Man Promoted

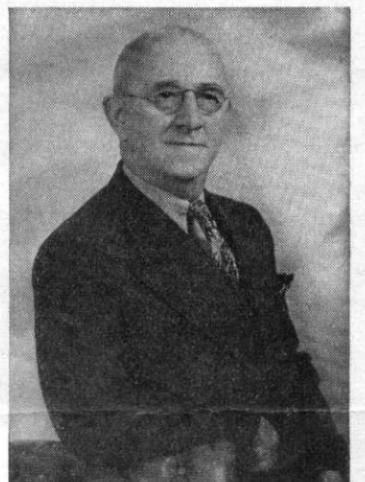
LEMOORE ARMY AIR FIELD, LEMOORE, CALIF.—Harry C. Hofmann, 28, Chicago, recently received promotion to Private First Class at Lemoore Field, by order of Colonel Gerald Hoyle. Pvt. Hofmann is a clerk-typist. In civilian life he was a junior rate clerk for the New York Central, at the LaSalle Street Station, Chicago.

Penna. Div. Man



Former Brakeman Arthur C. Lanager, of Clearfield, Pa., and now a Fireman First Class, recently was stationed at Fort Pierce, Fla.

Veteran at McKees Rocks Gets Purse

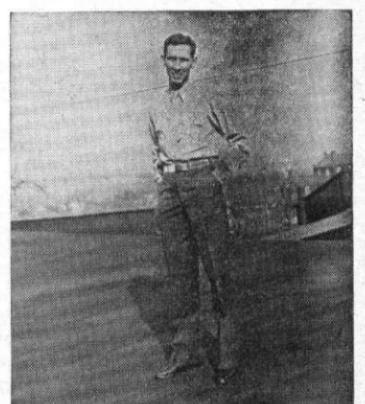


O. F. Braun, General Machine Shop Foreman, of the Locomotive department at McKees Rocks, Pa., retired on February 28, 1945 after 43 years of continuous service on the P.&L.E. The supervisors of the locomotive department presented "Brownie" with a purse. H. Courtney, Shop Superintendent, was toast master in the absence of K. Berg, S.M.P. N. E. Johnson, General Foreman, made the presentation speech. It is understood that Mr. Braun is to continue on serving his country, however, by giving mechanical instructions to discharged G.I. Joe's and prospective mechanics, for the duration.

M. C. Man Killed

William O. Houston, furloughed rodman, Michigan Division, son of Col. Charles Houston, and nephew of District Engineer W. O. Houston, was seriously wounded in action in Belgium on January 22, and died January 25.

Avis Soldier Dead



Private William D. McElroy, confirmation of whose death in action, June 26, 1944, in France, has been received, was in the 314th Infantry, 79th Division. He worked at Avis Engine House as a laborer and enlisted June 17, 1942. He was the son of G. C. McElroy, Boiler Maker, Avis Engine House.

Corning Sailor



Lester E. Lauver, formerly employed as Messenger at Corning Engine House, now with the Seabees somewhere in the Pacific.

Leon A. Stampil, Beech Grove, Commissioned from Ranks in 753rd Railway Shop Battalion, Overseas



The above picture shows First Lieut. John R. Hamilton pinning the Second Lieutenantcy bar on ex-Technical Sergeant Leon A. Stampil.

Lieut. Stampil received his overseas promotion the hard way, going up through the ranks from Private to Lieutenant. After receiving his commission January 12, 1945, he was transferred from his 753rd Railway Shop Battalion to the 774th Railway Grand Division, as Water Service Engineer. Twenty-three years of age and a graduate of Purdue University in Mechanical Engineering, he worked for the New York Central Railroad at Beech Grove, Indiana approximately a year, as Special Apprentice, before entering the Army on March 5, 1942.

First Lieut. Hamilton worked for the New York Central from 1935 to 1942. Before entering the Army, in 1942, he was the Millwright Foreman in the Shops at Beech Grove.

Take Posts as Foreign Freight Representatives

Byron G. Ryan, Traveling Freight Agent, New York Central Railroad, Washington, D. C., has been appointed Foreign Freight Traffic Representative, effective February 1.

L. P. Huppman, formerly City Freight Agent, New York Central was appointed Foreign Freight Traffic Representative of the New York Central at Baltimore. Before entering the service of the Central, Mr. Huppman was associated with American Hawaiian S. S. Co. and Dichmann, Wright & Pugh, Inc., Baltimore.

Syracuse Men Retire

Some recent retirements, Syracuse Division, were:

Michael J. Hanlon, Yard Conductor, at 67, with *thirty-three* years of service.

William E. Bushnell, Telegrapher Leverman at SS-1, at 69, with *fifty-one* years of service.

Peter G. Pontius, Freight Conductor, at 67, with *forty-one* years of service.

John H. Westrup, Passenger Engineman, at 66, with *forty-two* years of service.

William H. Watkeys, Passenger Engineman, at 70, with *fifty-one* years of service.

Frank J. Bauer, Freight Checker at Newark, N. Y. Freight Station, at 65, with *thirty-two* years of service.

N.Y.C. Oval in Italy



F. N. Reynolds, Assistant General Manager, Indianapolis, received a letter from Sergt. Paul B. Montgomery, a brakeman from the Indianapolis-Bellefontaine district, now in the 774th Railway Grand Division in Italy. The picture shows Sergt. Montgomery, left, and Raymond Jordan, a New York Central man from Albany. There are two other N.Y.C. men in the outfit: Lieut. Eusey, of Galion, Ohio, and Major De Isle, of Buffalo. Sergt. Montgomery writes:

"This picture was taken in the Mess Hall at Christmas time and, as you see, the N.Y.C. was well taken care of. Our walls are decorated with such signs. The railroad over here is going right along, doing very well under the circumstances. We use both Army and civilian crews and they do well together.

"The Germans really know how to wreck a railroad in short order. They have a machine with a large band saw, mounted on a flat car, which is pulled by a locomotive at low speed. This saw is dropped back of the car between the rails and cuts each tie in two, really wrecking things. Ties are hard to get in this country, thus making it a pretty tough job when it comes to getting the road back in running condition. Could write all night about things like that."

Yank Railroaders Repair Mined Bridge

WITH U.S. SERVICE FORCES, WESTERN FRONT. — Company A of the Army Transportation Corps' 733rd Railway Operating Battalion found a half demolished bridge in eastern France with unexploded 100 pound bombs in the debris, connected to more than 1,000 pounds of dynamite with primercord. A detonation that wrecked the two center abutments of the bridge miraculously had failed to explode the remaining dynamite and bombs.

Thirty-eight men of the unit's bridge and building platoon worked in icy waters, in freezing temperatures and under the threat of being blown to bits. They had removed the explosives without incident and in 12 days completely repaired the bridge.

First Lieut. Alexander Matthews, Jr., New York Central employe from 5419 94th Street, Elmhurst, N. Y. T/Sergt. Adam V. Brandt, of 82 Nottingham Road, Patchogue, N. Y., and Staff Sergt. William J. Yakman, of Caryville, N. Y., the men in charge, worked in the water with the men.

The bridge had been constructed by the Germans in anticipation of the need to destroy it. Demolition boxes, two cubic feet each, had been built in the face of each abutment. Inside each box was a compact string of sticks of dynamite secured by primercord and connected to bombs through a charge hole at the base of each box. The original detonation by the fleeing Germans wrecked the two center abutments, the rails and ties.

N.Y.C. Men in Shop Battalion Are Praised for Work Overseas



First Lieut. Harold Blizard, furloughed Foreman at Gibson, Ind., son of M. C. Blizard, Detroit.

FOUR out of twelve Chicagoans, members of the 764th Railway Shop Battalion, mentioned in a dispatch from Jess Krueger, Chicago Herald-American war correspondent, have been identified as furloughed New York Central employes.

Among them are First Lieut. Harold Blizard, foreman at Gibson before entering service, and son of M. C. Blizard, Executive Assistant to the Vice President, Chicago.

The three other New York Central men are Norris Kane, a towerman; Louis Liptak, a laborer, Maintenance of Way, C. R. & I., and Donald Sparacio, a carman, C. R. & I.

High tribute is paid to the work of the Railway Shop Battalion by Correspondent Krueger, who wrote:

"These men don't win medals. The smudges on their hands and face are not from powder marks. They're from grease. You'll seldom see these men in nifty uniforms and jaunty caps. They go for overalls. And they're more familiar with a blow torch than a flame thrower.

"They are the 'Casey Joneses' of the army — workers on the railroad.

"Good soldiers, too, these fellows. They keep the hospital trains running, do almost unbelievable repair jobs on troop, freight and ammunition trains, and their skill in maintaining all equipment in good operating condition has proved a big factor in the success of every battle plan.

"... The duty period for these shop soldiers varies from 12 to 18 hours a day. But, they do get a full day off every two weeks — sometimes."

C. C. Dibble

C. C. Dibble, Assistant to Vice President, Purchases and Stores, died in Indianapolis, March 6. He was 62 years of age, and had been in the service for 45 years.

Mr. Dibble entered the service on February 6, 1900, as a Time Clerk in the Motive Power Department at Elkhart. He transferred to the Stores Department during the following year, and was appointed Storekeeper at Kankakee in 1903. He was advanced to Traveling Storekeeper in 1905, Assistant General Storekeeper of the Big Four in 1906 and General Storekeeper in 1913.

In 1920, Mr. Dibble was appointed Supervisor of Stores for the System, and in 1923 he was promoted to General Supervisor of Stores. He held this latter position until September, 1944, when on account of failing health he was relieved of some of his duties and his title was changed to Assistant to Vice President, Purchases and Stores, with office at Indianapolis.

Miss Amy Sainsbury



Miss Amy Sainsbury, who worked in the office of the Superintendent of Freight Transportation, Cleveland, died of a heart attack, February 4, after an illness of two months. She had been in the Company's service 25 years.

She was well known throughout the General Office Building, having had contact with many offices daily, in the course of her duties. She also did a great deal of charitable work and will be missed by many for her kindness and interest in her fellow workers and friends.

Selkirk Inspector Prisoner of Germans

From the Selkirk Car Department: Reno Jiacomini, former Inspector & Repairer, who was granted leave of absence March 19, 1943, to join the Armed Forces, has been taken prisoner by the Germans.

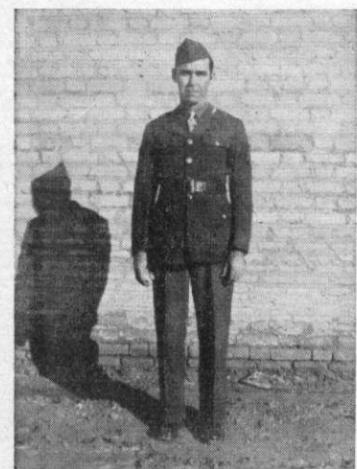
John Burke has received an honorable discharge from the Army and returned to work as Car Repairer.

Machinist Phil Gwynn's son, Philip Jr., is now with the Army.

John Gula died at his home, 461 Washington Ave., Albany, N. Y. He began work as an Oiler with the New York Central, October 9, 1916, retiring February 4, 1938 on pension.

Joseph Fahd, Oiler, was married and spent his honeymoon in New York City.

Soldier in Iran



December 11, 1944, marked the second anniversary of the Persian Gulf Command in Iran. Above is a snapshot of Sergt. Tech. Edward Boland, who is a member of this outfit. Sergt. Boland entered service in March, 1941, and was stationed at Fort Belvoir, Va., for basic training and later transferred to Camp Claiborne, La., where he served with the 711th Engineers. In the fall of 1942 he was sent to the Port of Embarkation and later joined the Persian Gulf Command in Iran.

The boys in this outfit have been highly commended for their laborious efforts.

Sergt. Boland is the son of Mr. and Mrs. Edward Boland of 218 West Ellis Street, East Syracuse, and before entering service was employed with the New York Central.

Penna Division Man Ends War Service

R. J. Canavan of Clearfield, Pa., son of Freight Conductor T. H. Canavan, and an employe of the B&B Dept. enlisted in the Seabees and after serving 14 months with the Armed Forces has received an Honorable Discharge.

Frank McCormick, Conductor on the Penna. Divn. at Corning for 52 years, recently retired.

Corp. Arthur F. Duckett, former Brakeman, of Clearfield, is now serving with the Seventh Air Force in the Pacific.

Former Machinist Helper D. N. Bell of Clearfield has entered the Armed Forces and is training at Camp Blanding, Fla.

Miss Eila Coolidge, Stenographer in the Office of Superintendent J. B. Delaney, at Jersey Shore, Pa., resigned March 3rd to become the bride of Ensign Jack Campbell. She was feted with a dinner and shower by the girls of the office.

Weehawken Man Gets Three Stars

Master Sergt. Albert G. Hiltke, a car distributor at Weehawken before entering the Army on March 6, 1942, recently was awarded his third campaign star for service on the Western Front with the 204th Engineers Combat Battalion, of which he is battalion sergeant major.

He landed in France early in the Normandy campaign and ever since has been working in close support of front line units in Normandy, Luxembourg and Western Germany. He and his men had a share in making possible the fall of St. Lo and Metz.

Two New Diesels

The New York Central took delivery, early in March, from the Electro Motive Division of the General Motors Corporation of two 4000 horsepower diesel-electric passenger road locomotives. These locomotives will be tested in their performance as part of the Central's program of experimentation with various types of motive power.

B. & A. Man Wounded

Corp. Arthur C. Kennedy, Co. B., 296th Engineers, has been wounded in action and is in a Belgian hospital. Corp. Kennedy was with the B. & A. before entering the Army.

Wm. E. McGinnis

William E. McGinnis, veteran employe, died March 7 in his 58th year, following an extended illness. Funeral services were held at Peekskill, New York, March 9.

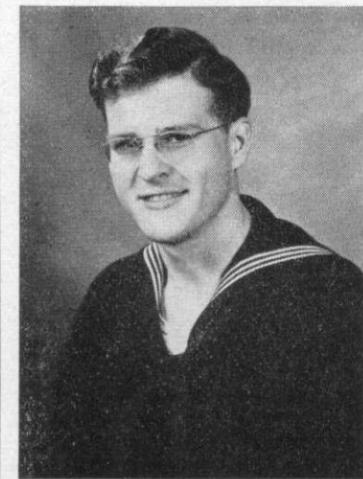
Mr. McGinnis, who was born in Peekskill, had nearly 41 years of service with the Company, having entered service April 7, 1904, in the Maintenance of Way Department, where he held various positions, including those of Storekeeper, Clerk, Timekeeper and Assistant Foreman. Between 1921 and 1939 he was employed in Grand Central Terminal organization as Assistant Accountant, Chief Clerk and Service Clerk. Since 1939 he was Assistant Building Foreman at Melrose Central Building, in charge of building rental and operation.

Miss Ida R. Fisher

Miss Ida R. Fisher, formerly with the Coal Traffic Department, New York City, died February 23. Miss Fisher started with the Coal Traffic Department September 2, 1902, as a stenographer, and from March 1, 1907 until her retirement July 1, 1941, was Secretary to the Coal Freight Agent.

Charles D. Horton, 75, retired Freight Agent, Adrian, Mich., recently died at his home in that city.

Machinist's Mate



James Marion Bodey, Machinist's Mate, U.S. Navy, is stationed at San Francisco. He is a former tallyman at Anderson, Ind., in the Central's service six years. His father is former Water Service Foreman, William Bodey, recently retired after 50 years' service.

S/Sergt. Randolph of Elkhart Killed in Ruhr Valley

Staff Sergt. Douglas Randolph, 21, serving with the Infantry in the 78th Division, Ninth Army, was killed in action in the Ruhr Valley sector, March 3, according to information received by his father, Charles Randolph, an engine hostler in the New York Central Roundhouse in Elkhart, Ind., for almost 20 years.

Staff Sergt. Randolph was inducted into the Army March 5, 1943, had been overseas for 6 months, and had been in combat since December 13.

He had earned the sharpshooters' medal, expert rifleman's certificate, Expert Infantryman and Combat Infantryman badges, and a trophy for the best marksmanship in his company.

Besides his parents, Staff Sergt. Randolph is survived by two sisters, Mrs. George Hanna, and Miss June Randolph.

Chicago Marine Wounded on Iwo

The Passenger Department, Chicago, reports:

Orlene McMahon, City Office, has received word that her son, Marine Pfc. John Phillip was wounded during the invasion of Iwo Jima Island. John is a member of the 5th Marine Division and according to a recent letter he is on a hospital ship, bound for an undisclosed destination.

Annabelle Loughnane, reservations, has been notified that her fiance, Pfc. Robert Henry, is missing in action in Germany, since February 19. Bob is a member of the famed Ninth Infantry Division of the First Army, and received the Purple Heart for wounds received earlier in December.

Francis X. Anneti, Assistant to S. J. Jackson, Manager of Reservations, celebrates his 25th year with the New York Central, April 4.

Patricia Cargie has been transferred from reservations to the City ticket office.

Eleanor Tosello has been promoted from the Ticket Order Department to secretary to E. R. Hutton.

Back on the job, full of vigor and renewed health, are Agnes Crull, and Minette Kaplan. The girls were on a sick furlough.

Retires at Buffalo

James A. Kennedy, who began work for the New York Central as a call boy, 51 years ago, was recently retired at East Buffalo where he was Chief Clerk in the Yard office. He was given a reception and gifts by his associates.

Detroit Terminal "Info" Girls Pose with Band Leader



New York Central girls from the Information Bureau of the Detroit Michigan Central Terminal Building are shown here with Spike Jones, orchestra leader, as he prepared to board train after an engagement in Detroit. The night before, the girls had gone to his performance, dressed as shown in the picture to conform with Jones' "City Slickers" who use large bow ties as part of their costumes. Spike Jones had introduced them to the audience, and the girls took a bow. Left to right, they are: Jo Fundaro, Ann Prychitko, Jean Hart, Jean Safchuck, Bertha Barli, Ruth Seeloff, Monica Sova, Eleanore De Lauro, Elverna Milatz, Helen Ferriby, Norma Jean Lewis, Margie Downing, Grace Wenzlick and Nancy Smith.

Lieut. W. M. Hyde, 22 Chicago Man's Son, is Killed at Mindanao

First Lieut. William Benton Hyde, 22, of the Army Air Forces, and son of N. D. Hyde, Assistant to Chief Engineer, Chicago, was killed in action on a mission over Mindanao, Philippine Island, February 11, his parents were notified recently.

Lieut. Hyde, who had received the Air Medal with Oak Leaf Clusters, entered the service in August, 1942, was commissioned a second lieutenant July 29, 1943, at Moore Field, Texas, and promoted to first lieutenant in July of the following year.

He went to the Pacific area February, 1944, as a member of the 68th Fighter Squadron of the 13th Air Force, in which he operated as pilot of a P-39 over the Solomons. Subsequently, he was transferred to the Southwest Pacific as a P-38 pilot and was credited with having downed a number of Jap planes. Prior to enlistment, he was a student at Massachusetts Institute of Technology at Boston.

In addition to his parents, Lieut. Hyde is survived by two sisters, Mrs. Jeanne Hyde Wulffing, and Miss Anne D. Hyde.

Phillips New Big Four Police Chief

Charles D. Phillips was appointed Chief of Police, Big Four District, on March 16, succeeding Frank Poppe, who, for reasons of health, will serve as Assistant to Chief Phillips.

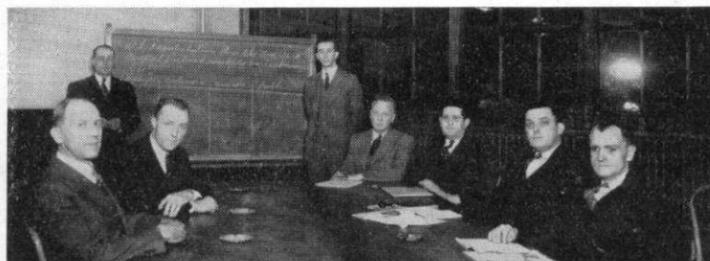
Mr. Phillips entered railroad police work in 1919 with the L. & J. Bridge Co., at Louisville, Ky., as a patrolman. He went to the "Big Four" in June, 1921, as a Sergeant at Wabash, Ind.

In June, 1925, he was made Captain of Police in charge of the Cairo Division, at Mr. Carmel, Ill., which position he occupied until November, 1942, when he was made Captain of the Illinois Division, with headquarters at Mattoon, Ill. At that time the Cairo and St. Louis territories were combined, under Mr. Phillips' jurisdiction.

Mr. Phillips was appointed Inspector of Police, with headquarters at Cincinnati, in June, 1944, and served in that capacity until his present appointment as Chief of Police, in charge of the Big Four and P. & E. Railway properties.

The average haul of freight in 1944 was about 478 miles, compared with 469 miles in 1943.

Public Relations Leader Training Group, St. Louis



Standing, left, Ralph Stewart, Assistant Car Foreman, Rankin Avenue Yard, St. Louis; right, David T. Hunt, Passenger Department, St. Louis. Seated, left to right: Leo L. Klee, Head Clerk, District Station Accounting Bureau, East St. Louis; Virgil P. Zimmer, Assistant Chief Clerk, Freight Traffic Department, St. Louis; Homer T. Ragle, Assistant State Supervisor, Trade and Industrial Education, State Department of Education, Jefferson City, Mo.; R. J. Sacks, Local Director, War Work Training Program, St. Louis; Wm. P. Durbin, Rate Clerk, Local Freight office, East St. Louis and Charles A. Minniear, Assistant Car Foreman, East St. Louis.

Marotta, Albany, Wins Bars in Assam

ASSAM, INDIA — James Vincent Marotta, of Albany, N. Y., was recently commissioned a Second Lieutenant.

Before he enlisted, in December, 1942, and was called to active duty in April, 1943, at Fort Dix, he was employed by the New York Central Railroad Company Division Engineer's Office in Albany.

Ploesti Flier Dies Former M. C. Man



Staff Sergt. Frank Perrone, 22, son of Yard Foreman Joe Perrone, of Lansing, Mich., was killed in action in Germany, August 3, 1944. His death has been confirmed by the German Government through the International Red Cross.

Sergeant Perrone was one of 16 American Flyers interned in Turkey from June, 1942, until April, 1943, after bombing the Ploesti Oil Field, Rumania. He received a furlough in the States following his release and reported back for overseas duty in February, 1944, and was based in Italy with the 15th Air Force as an Engineer-Gunner on a B-24 Liberator. He was on his 40th mission when reported missing and had been awarded the Distinguished Flying Cross and the Air Medal. Previous to his enlistment, he worked a short time in the N.Y.C. Engineering Department.

Seventeen Chicago Area Conductors, Safety Award Winners, are Dined by Supt. Garner



SEVENTEEN conductors in the Chicago area, 16 New York Central, and one Michigan Central, recently were disclosed as winners of Safety Awards for 1944.

The awards, which were in the form of Safety Certificates, were presented to them for having completed a full year's work without injury to themselves, and without having had any

member of their crews sustain an injury.

To celebrate their achievement, these 17 conductors and their wives were the guests of Superintendent Frank H. Garner, Chicago, at a dinner at which the Certificates were presented. In the above picture are shown these award winners and their wives:

Mr. and Mrs. Clyde Cauffman, Mr.

and Mrs. Valentine Zardi, Mr. and Mrs. Charles A. Eder, Mr. and Mrs. Daniel P. Cogley, Mr. and Mrs. Frank L. Coleman, Mr. and Mrs. P. Rodenbaugh, Mr. and Mrs. Walter Wennberg, Mr. and Mrs. Cleland F. Shields, Mr. and Mrs. James Maloney, Mr. and Mrs. Frank D. Luka, Charles A. Dudecan, Mr. and Mrs. L. R. Tucker, Mr. and Mrs. Joseph F. Fitzgerald, Mr. and Mrs. Robert V. Eune-

man, O. P. Stevenson and daughter, Mr. and Mrs. J. A. Walker, and Mr. and Mrs. Lloyd Warble.

Also shown are Superintendent and Mrs. Garner, Assistant Superintendent E. C. Johnson, General Yardmaster P. K. Young, Trainmaster E. W. Hobbs and wife, Trainmaster J. L. Sorenson, and Supervising Safety Agent Charles Bell.

Veterans Asked to Join Chicago Post

Commodore Vanderbilt Post 789, American Legion, Chicago, invites honorably discharged veterans of World War II to membership. The Post also stresses its willingness to assist New York Central war veterans with problems growing out of their war service. Inquiries should be directed to E. W. Laade, Room 634, LaSalle Street Station.

M. T. MacLaury in New Post at Chicago

J. L. McKee, Vice President, Chicago, has announced the appointment of M. T. MacLaury, Superintendent of Personnel, New York Central System, Chicago, with jurisdiction including the Chicago River and Indiana, the Chicago Junction, and the Indiana Harbor Belt. Previously, Mr. MacLaury was Supervisor Wage Schedules.

Stanton in Belgium

T/Sergt. John J. Stanton, former clerk in the C. R. & I.-I. H. B. Accounting Department, Chicago, sends regards from Belgium. He has been in England and France.

One Man, Two Faces, in Trick Detroit Camera Club Photograph



Double exposure shows Thomas E. Campbell "poo-pooing" his own enthusiasm.

WITH the cleaning of their dark room in room B9 of the Detroit Terminal nearly completed, members of the New York Central Camera Club of Detroit began looking around for the wherewithal to equip it.

Although new material seemed to be out of the question at the present time, it was thought some serviceable used supplies could be obtained. But such efforts are unnecessary after the club's last meeting. Jack Ferguson came forward with an offer to lend the group one of his enlargers until a new one of the type desired became available.

Further offers to help out the infant club came thick and fast. George Linder promised the temporary use of his 35mm enlarger and a contact printer. Howard Hutcheson had an easel he would donate. Warren Oakes promised to scrape up some 8x10 enlarging paper, and the darkroom problems were well on the road to solution.

"Babies" was the subject of the contest judged on March 8, with the winner of Class "A" turning up in Thomas E. Campbell, Jr. Jack Ferguson came in second and Morton Friedman third. Class "B" was topped by Charles Fox.

Lieut. James D. Buescher, bombardier and navigator of a Flying Fortress, and formerly of the Auditor Passenger Accounts Office, Detroit, reported "missing in action" over Germany, January 14, is now known to be a prisoner of war in that country.

His father, R. W. Buescher, Chief Clerk in the Auditor Freight Accounts Office, received a letter from him on March 10 (the first news from any source) direct from the prison camp where he is interned. Jim reports he is in good shape, is being "treated well, and the Red Cross helps a lot."

Another of those tremendously popular Saturday afternoon bowling parties brought together at 20 Grand Recreation 110 employees of the Auditor Passengers Accounts Office, Detroit. Staged by Walter Warren, William Rose and Wilbert Weilert, it, like its

In New Guinea



Sergt. James Armstrong and Sergt. Oatha Mattox, right, are both furloughed by the Michigan Central Railroad from the West Detroit Car shops, where they were Material Carriers before being inducted. Sergt. Armstrong, twenty-four, went overseas January 5, 1944, and is in New Guinea with the Infantry. Sergt. Mattox, twenty-two, went overseas August 19, 1944, and is also in New Guinea with the Engineer Aviation Corps. Their mother, Mrs. Jessie Mattox, is a Checker at Freight Claim Warehouse, 2727 Livernois Avenue, Detroit. She formerly worked at West Detroit Car Shops.

predecessors, was a smashing success, with everyone who participated clamoring for another one soon.

First prize was copped by the team composed of Reta Farley, Martha Baker, Thomas Joy, Laura Dluzniewski and Joyce Sowa. Each bowler on the winning team received \$2. Twelve other team prizes were given, in addition to several individual awards.

After the kegling, the refreshments and dancing to juke box music kept interest at a high pitch all afternoon.

Harry R. Puschman, Chief Clerk of the Conductors' Department in the Auditor Passenger Accounts Office, Detroit, has been ill at his home.

Faye Swain, of the Train Earnings Department, and Genevieve Henderson, of Interline Audit in the Auditor Passenger Accounts Office, Detroit, are recuperating from appendectomy operations.

James J. Russell, retired Auditor Passenger Accounts, is at Ford Hospital in Detroit for general treatment and an eye operation. All in the office remembered him with flowers on his admittance and again on his birthday, March 13.

Virginia Smutek, of the Auditor Passenger Accounts Office, Detroit, was married recently to Lieut. Edward Siantz, Navigator of a B24 Liberator bomber. He had completed 50 bombing missions in the European area.

Pvt. Warren Fisher, of a Chemical Outfit in the Philippines, an A.P.A. boy, is reported to be on the way back to the United States to undergo treatment of stubborn tropical ulcers.

Only promotion noted among A.P.A.

boys is that of Pvt. Marvin Brandt to PFC.

Cpl. Arthur "Bud" Higgins and Pfc. William Weddigen, in Detroit on 30 day furloughs from the Aleutians, are making good use of their time, much to the delight of two girls in the Auditor Passenger Accounts Office. Art and Bill are also A.P.A. employes, on military leave.

Latest to join Uncle Sam's forces from the Auditor Passenger Accounts Office, Detroit, is Richard Marsh, inducted into the Army March 13. A money belt, replete, was the office's parting gift.

Approximately 70 employes of the Auditor, Passengers Accounts Office, Detroit, had a jolly time attempting to stand on their feet at a roller skating party held at the Arena Gardens Rink, March 1. The committee was Walter Warren, William Rose and George Veslock.

Michigan N.Y.C. Man Awarded Bronze Star

BUSHNELL GENERAL HOSPITAL, BRIGHAM CITY, UTAH—A forward observer for an armored field artillery battalion during the heavy fighting just prior to the breakthrough at St. Lo, France, First Lieut. Charles D. Van Treese of Highland Park, Mich., a furloughed New York Central Freight Clerk, kept at his post directing artillery fire despite five direct hits on his tank.

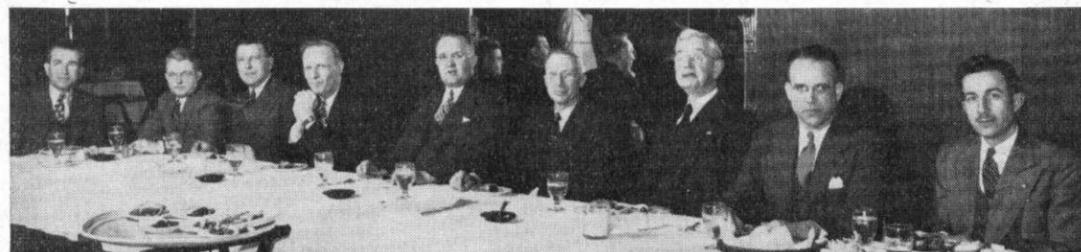
For this and other achievements in action against the enemy on June 29 and 30, 1944, Lieut. Van Treese was awarded the Bronze Star here by Colonel Robert M. Hardaway, commanding officer of this hospital, on orders from Brig. Gen. Rose, commanding the Third Armored Division, now in Germany.

On June 29 when the enemy opened a counter-attack just as the Allies were preparing for the breakthrough, Lieut. Van Treese from his forward observation point directed artillery fire that was credited with annihilating two enemy infantry battalions, repulsing the counter-attack and putting the enemy to flight. During this battle, a mortar shell ripped Lieut. Van Treese's helmet from his head without causing him bodily injury.

He continued as forward observer for his battalion until August 4, when fragments from a mortar shell blasted his left leg, resulting in an amputation below the knee.

He entered the Army as a private, August 17, 1941, and was commissioned a second lieutenant at Fort Sill, Okla., July 21, 1942. He went overseas Sept. 5, 1943.

J. T. Hagerty Honored by South Bend Transportation Club



Left to right, excluding the two men at the extreme ends, F. B. Ingersoll, Secretary and Treasurer of the South Bend Transportation Club; Milton Schulz, Second Vice President; G. H. Frank, General Agent, NYC, South Bend, Chairman Entertainment Committee; H. P. Hannon, Superintendent Freight Transportation, NYC, Chicago, Guest Speaker; E. L. Hickman, President; Jere T. Hagerty; and Marion Crofts, First Vice President.

JERE T. HAGERTY, who retired late last fall as Ticket Agent at South Bend, Ind., was the guest of honor at the "Railroad Night" of the South Bend Transportation Club, February 19. At the time of his retirement, October 28, Mr. Hagerty had had more than 41 years of service with the New York Central.

Nearly 100 persons attended the dinner, the program for which included a talk by H. P. Hannon, Superintendent Freight Transportation, New York Central System, Chicago, and the showing of two New York Central films, "The Steam Locomotive"

and "The Freight Yard." G. H. Frank, General Agent, New York Central, South Bend, was chairman of the Entertainment Committee.

Railroading, particularly with the New York Central, is a tradition in the Hagerty family. An uncle, Cornelius Hagerty, entered the railroad business in 1874, and served as baggage master for a number of years, after which he was placed in charge of the ticket office of the old Lake Shore and Michigan Southern. A brother, the late John Hagerty, worked in the South Bend ticket office prior to his promotion to the Passenger Traffic Department in Chicago.



Seated, left to right: C. A. Anderson, Asst. Engineer, Engineering Dept.; G. E. Barge, Clerk, office of Departmental Accountant; J. S. Small, Accountant, Engineering Dept.; R. W. Kinker, Asst. Departmental Accountant; Morton Friedman, Asst. Engineer, Engineering Dept.; P. S. Hughell, Asst. Supt. Telegraph; J. J. Walsh, Traveling Freight Agent; G. E. Wheeler, Asst. Coal Freight Agent; E. L. LaCombe, Chief Statistical Clerk, office of V.P.&G.M.; J. A. Max, Patrolman, Property Protection Dept.; R. H. Sage, Chief Clerk to Medical Director; K. W. Porter, Asst. Departmental Accountant. Standing: Professor Rudolph Boyce, Wayne University, instructor.



Seated, left to right: J. E. Wiessler, Head Accounting Engineer, J. M. Krieger, Clerk, G. C. Garris, Clerk, M. M. Berrie, Head Voucher Clerk, L. M. Rish, Asst. Chief Clerk, E. W. Stienecker, Head Clerk, office of Departmental Accountant; T. E. Nerland, General Agent, Passenger Department; H. O. House, Steno-Clerk, office of Medical Director; F. T. Warming-ton, Asst. Engineer, Signal Dept.; T. F. Smithe, Head Accountant, office of Departmental Accountant; A. R. Schroeder, Special Representative, Property Protection Dept. Standing, left to right: J. D. Fraser, B. & B. Supervisor, Engineering Dept.; J. L. McCarthy, Chief Clerk, Detroit Stock Yards; A. J. Smith, Supervisor Personnel (Director of Public Speaking Classes but not a member of the class); Professor Rudolph Boyce, instructor.

Wm. H. La Combe Writes from Front



Wm. H. La Combe

The office employes of the Division General Car Foreman at Detroit re-

cently received the following letter from William H. LaCombe, a former associate, who is now with the Army in Germany:

Somewhere In Germany
9 February, 1945

"Hi Gang:

"I have been receiving the CENTRAL HEADLIGHT regularly and certainly do appreciate it.

"First and foremost I want to take this opportunity to express my sincere thankfulness for the Christmas box from Central Avenue and I am heartily hoping that by this time next year we may be back where we were many years ago (I have been gone many years, haven't I?—at least three).

"We have done considerable traveling since my last writing and definitely not "Deep In The Heart of Texas."

"I have seen parts of France, Belgium, Holland, England, Scotland and this miserable country. Take it from a guy who was there, there is nothing like the good old U.S.A.

"I was fortunate enough, during one of our rest periods, to have the opportunity to visit Paris and believe me when I say I visited it. We had quite a time except for the trip to and from, in the rear of a 2½ ton truck. Incidentally we got stuck in two feet of snow on our return and had it not been for the excitement we might have had some frozen 'Joes.'

"I almost forgot to mention about the gals in Paris. They are really something! Don't get excited, they can't beat the gals in the U. S.

"France and Germany are the two most destroyed countries I have seen. There just isn't one single house, building or church left standing in any sector where there was the least bit of resistance. It is going to take 20 years to rebuild Germany, let alone prepare for another war.

"Everything is progressing as well as can be expected. The Russians are doing a fine job and we are holding our own. You can readily understand the situation, as it is almost identical to someone trying to invade the U. S. When a mouse has his back to the wall even he can be dangerous, but 'Jerry' is getting all and possibly more than he asked for. Definitely do not be too optimistic."

Safety First and Last

"Stay Alive in '45!"

Chicago Marine, F. P. Sherrier, Returns from Pacific



BACK from 23 months' duty with the renowned First Marine Division in the Pacific is Pfc. Francis Patrick Sherrier, 22, a furloughed New York Central employe and son of Mr. and Mrs. Joseph N. Sherrier, of 2115 West Erie Street, Chicago. He has been returned to a California hospital for treatment of a tropical ailment.

The Illinois Leatherneck is a veteran of the Cape Gloucester, New Britain and Peleliu Island battles.

"Cape Gloucester had its bad points, but the weather was about the only thing that bothered us constantly," relates Sherrier. "Peleliu was a different

story. It was really a rough one. We couldn't even dig a foxhole there because we couldn't hack our way into the solid coral. We just had to pile chunks of wood and coral around us for cover."

Although he escaped injury overseas, Sherrier admitted a number of close calls.

"Once, while I was attending a wounded man on Peleliu, a man looking over my shoulder was shot and killed. That's a little too close for comfort," he declared.

He enlisted in August, 1942.

Killed in Belgium



Pfc. Ralph Roth, formerly of Detroit Stores Dept., previously reported missing, has now been reported killed in action in Belgium December 17, 1944, while serving in an Infantry Unit. Pfc. Roth served the New York Central well for several years prior to his induction.

T/Sgt. J. W. Early of Indianapolis is Killed in Germany

Technical Sergt. John William Early, 25, a paratrooper, was killed in action in Germany, February 7. Sergt. Early was formerly a Yard brakeman in the Indianapolis Terminal, Indiana Division.

He entered military service in May, 1942 and went into France the night before D day. In Normandy, Holland and Luxembourg, he was a veteran of five major engagements. A member of the Veterans of Foreign Wars and the Catholic Church, he is survived by his widow and a seventeen-month-old son. A brother, F. H. Early, is in the Air Corps.

E. C. Richards Worked 46 Years

Edward C. Richards, Assistant Superintendent of Equipment, Detroit, who retired recently, had more than 46 years of continuous service with the Company.

Mr. Richards entered service in April, 1898, as stenographer and clerk in the office of Superintendent of Motive Power and Equipment at Detroit, and his entire working years were spent in that department, where he advanced by successive stages to Chief Accountant, Chief Clerk, Assistant to Superintendent of Rolling Stock, then Superintendent of Rolling Stock and finally Assistant Superintendent of Equipment.

He was presented with a War Bond of substantial amount as well as other gifts.

C. R. & I. Man, with 20 Donations of Blood, Is N.Y.C. Champion



John E. Pozmak, Electrician, of Elkhart, shown holding four Red Cross blood donation cards, two of which are in his own name, and two in the name of a brother, Joseph, now in Army service. All four cards were used by John.

UNDOUBTEDLY John E. Pozniak, C. R. & I. Electrician, Chicago, can lay claim to System-wide honors for having donated the largest amount of blood to the Red Cross.

Since March 1, 1943, Mr. Pozniak has made 20 donations for a total of two and one-half gallons of blood. This is approximately double the amount which would have been given by any person making donations at regular intervals under the Red Cross rules, which limit donations to 10-week intervals.

John, however, got around this by the simple expedient of making half of his blood donations in the name of one of his brothers, Joseph, who has been with the Army in the Southern Pacific for more than three years.

Two others brothers also are in the Service; Leonard is a machinist's mate, 3rd class, now at sea aboard the SS Mizar; and Stanley, a Marine private, is in the Southwest Pacific.

John Pozniak, who is 33, has been with the New York Central approximately three and one-half years. He resides with his wife and sons, 6 and 11, in Elkhart. A husky fellow, he is 6 feet tall and tips the scales at 210 pounds.

Asked why he doubled his blood

contributions, he answered that with three brothers in the service he always had the thought in mind that one of them might need it.

Dies in Battle



Pvt. Lyle Green, furloughed section laborer, Leslie, Mich., was killed in action in Belgium, January 13. Pvt. Green entered military service June 23, 1943, and served in the Infantry. His mother, Mrs. Bessie Green, survives.

Pfc. Evert, Wounded Again Fights Overseas

Pfc. Harry F. Evert, a furloughed Signal Helper from Pine, Indiana, son of Robert Evert, Section Foreman at Pine, was wounded in his right arm when fighting in France. After hospitalization and recovery, he was returned to service with his old outfit in the Sixth Army Command group, where he is assigned to operate a flame thrower.

Indianan Wounded

Pvt. Lynn R. Lytle, son of Signal Maintainer O. J. Lytle at Pine, Indiana, assigned to the 95th Division of Patton's Third Army, was severely wounded November 29, 1944, when fighting in Germany. He has returned to the States by transport plane and is now recovering at Camp Pickett, Virginia.

Duckworth to Tulsa

J. W. Switzer, Passenger Traffic Manager in Chicago, announced, effective March 1, the appointment of Norbert Duckworth as Passenger Representative at Tulsa, Oklahoma, succeeding Frank W. Trinka, appointed General Agent, Passenger Department, Oklahoma City.

Be Sure That Match Is Out! Step On It!

Indianapolis Public Relations Group, Section 2



Above is a picture of Public Relations Group Section 2, after its fifth session. This group has been meeting in Union Station at Indianapolis. Standing, left to right: E. L. White, E. A. Hildebrandt, J. S. Jacobs, O. F. Kennedy, C. M. Wise, C. J. Degner and Paul Dale. Seated, left to right: W. F. Dean, R. E. Hughes, R. T. McGill, Group Leader, C. R. Taggart and L. W. Wise. The men in the group are all foremen or supervisors.

Fights in Germany



Pfc. John Humphrey, formerly employed as an Assistant Signalman on the Michigan Central District at West Detroit, and son of V. J. Humphrey, now Signal Supervisor at the same location, is now in Germany with a Field Artillery Glider Outfit. Pfc. Humphrey is 20 years of age and has served with the Armed Forces since February 25, 1943.

Indiana Soldier Promoted in England

AN EIGHTH AIR FORCE SERVICE COMMAND STATION, ENGLAND—The promotion of Marvin A. Norman, whose wife, Mrs. Kathryn Norman, lives at RR 2, Wrightstown, New Jersey, from private to private first class has been announced by the headquarters of this strategic air depot bomber repair base, where battle-damaged B-17 Flying Fortresses of the Eighth Air Force are repaired. He is a member of the air corps supply division. He was a section laborer for the New York Central at Brookville, Indiana.

Dies in Belgium

John A. Weber, former carman helper, Junction Yards, West Detroit, first reported as missing in Belgium was killed December 18.

Mr. Weber served with the 89th Cavalry Reconnaissance Squadron.

He was employed by the New York Central from April 12, 1940 until December 23, 1941, when he was inducted.

Chief Max Honored

M. J. Max, Chief of Police at Detroit, recently was appointed to serve on the Internal Security Committee of the Michigan Association of Chiefs of Police, with which he has long been associated. His wide and varied experience is expected to be of material benefit to the committee.

G. O. Ross Retired

When the New York Central's Southwestern Limited pulled into the Indianapolis Union Station recently, Conductor Guy O. Ross stepped into retirement after 43 years, two months and 10 days of service with the old Big Four unit.

A large number of his friends were on hand to greet him with flowers and good wishes.

Mr. Ross started as a freight brakeman October 19, 1901, was promoted to freight conductor August 18, 1908 and to passenger conductor in April, 1917.

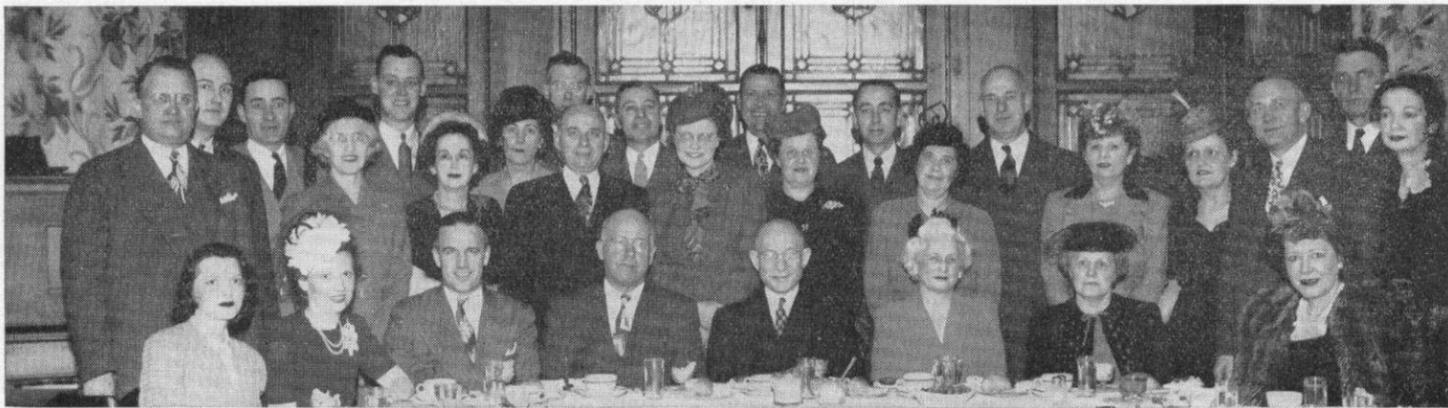
He was a member of the Indianapolis City Council from January 1, 1939 to December 31, 1942.

Windsor Man Feted

Harvey Merrill, Windsor, Ontario, Yard Conductor, who recently retired, was given a dinner by 68 fellow employes. He was presented with a bill fold containing "folding money."

Stephen Wallace, president, and there were talks by James W. McGowan, Trainmaster, R. A. Drake, General Yardmaster, Alex Liddell, a pensioner and Hubert B. Fowler, chairman of the committee. Wilfred Gregg, of the Yard office staff, sang.

Wives Attend "Graduation Night" Dinner of Chicago's First New York Central Public Speaking Class



February 27 was "Graduation Night" for members of Chicago's first New York Central Public Speaking Class. Members invited their wives to attend the "Class Dinner" at the Hamilton Hotel, and the final meeting of the group, when each member made a brief speech. Organized December 11, the class had 12 sessions under the direction of a professional instructor. Shown, left to right, seated: Mrs. E. W. Hobbs; Mrs. John Redmore; Mr. Redmore, Special Engineer; F. H. Garner, Superintendent; A. Z. Pierrot, Professor of Speech, Central YMCA College, Chicago, Instructor; Mrs. F. H. Garner; Mrs. Leroy Blue, and Mrs. A. W. Morgan; first row standing: H. P. Hannon, Superintendent Freight Transportation; Mrs. G. T. Donahue, wife of G. T. Donahue, Assistant District Engineer, Cleveland, a visitor; Mrs. J. R. Scofield; L. C. Howe, Division Freight Agent; Mrs. S. W. Bone; Mrs. R. L. Melbourne; Mrs. P. P. Belitz; Mrs. L. C. Howe; Mrs. H. P. Hannan; P. P. Belitz, Assistant Coal Traffic Manager, and Mrs. W. H. Leahy; second row standing: C. W. Kerchner, Claim Agent; W. H. Leahy, Assistant Superintendent; J. L. Sorensen, Trainmaster; Mrs. Sorensen; S. W. Bone, Division Passenger Agent; E. W. Hobbs, Trainmaster; A. W. Morgan, General Freight Agent, IHB—CR&I; R. L. Milbourne, General Westbound Agent; Leroy Blue, General Freight Agent, and J. R. Scofield, Division Engineer. One member, W. M. Smith, Supervisor Mail and Express, was unable to attend.

Detroit Loses Only Son in War As He Is Pensioned

L. B. Sheridan, Leading Signal Maintainer at West Detroit, retired on pension recently, after 30 years of service with this company. Good wishes for his retirement were saddened by official notice that his only son had been killed in action in Germany.

Battle Creek Pilot Killed as Planes Collide

Battle Creek has added another Gold Star to its Honor Roll with the announcement that Capt. Thomas C. Brownfield, former New York Central Yard Brakeman, was one of the two Randolph Field (Texas) pilots killed in a mid-air collision there, February 8.

Ironically enough, Capt. Brownfield, a fighter pilot, had only recently returned from the European Theater of Operations, where he had completed 97 missions. He held the Distinguished Flying Cross and the Air Medal with 16 Oak Leaf Clusters.

Capt. Brownfield entered the military service April 11, 1941. After serving 15 months with the 126th Infantry, 32nd (Red Arrow) Division, he transferred to the Air Corps and won his wings at Selma, Ala., on March 10, 1943. He went to England in February, 1944, and only recently returned to the United States for reassignment.

Capt. Brownfield was employed as yard brakeman, Battle Creek, Jan. 27, 1941. He was the son of Mr. and Mrs. Oscar Brownfield, of Marshall, Mich., and the senior Mr. Brownfield is a Yard Conductor at Battle Creek. He was a graduate of Marshall High School and attended the University of Michigan and the Western State Teachers' College before his employment with the New York Central.

Besides his parents he is survived by two sisters, Marilyn and Valdean, at home, and his grandparents, Mr. and Mrs. Thomas Church of Marshall, Mich.

where are many of our wounded soldiers.

Sergt. John Bats, recently home on furlough, stationed at Fort Benning, Ga., was selected by a popular vote for a blind date at a Valentine Party sponsored by the radio.

Staff Sergt. Victor Mettler, son of E. J. Mettler, I. H. B. Car Distributor, is with the Medical Corps in England.

Jackson P. Oakwood

Jackson P. Oakwood, a retired Conductor, died recently in Bucyrus. He would have been 70 in May.

Gets Air Medal



Sergt. Charles G. Wilson of Clearfield, Pa., a former employe of the Water Supply Maintenance, B&B Department, and son of Signal Maintainer C. A. Wilson, completed his 46th mission as a ball turret gunner on a B-24 and was awarded the Air Medal for meritorious achievement with the Fifth Air Force, in the Southwest Pacific.

Ferdinand Ratajack, located in the States.

Interesting letters have been received from Sergt. Essie Wylie, our WAC, who is now in New Guinea.

The Misses Helen Flewelling and Elaine Jewett, nurses' aides, served voluntarily for two weeks at the Army Hospital at Camp Atterbury, Ind.,

Detroit Girl Has Six in Service

Valada Barr, employed in the Detroit District Station Accounting Bureau, has every reason to be proud of her patriotic family.

Her youngest brother, 18, is on a Naval Net Tender in European waters, and her oldest brother, with four years' service, is with the Army in Germany. Three other brothers are in the Pacific battle zones, one in the Army, one on a destroyer, and one as a Naval Armed Guard on merchant ships.

On the feminine side she has a sister who helps maintain G.I. morale as a travelling entertainer at U.S.O. clubs. Valada, herself, served six months in the WAC, until released at her mother's request, because she was needed at home.

Bob Servo, of the Army Air Corps, paid the Detroit District Accounting Bureau a recent visit. Bob was recently transferred to Scott Field, Ill. and was pleasantly surprised when he learned that his old office pal, Bill Brandt, was also stationed there.

Perfect Shipping Campaign in April—\$60,000,000 Loss in '44

WITH an estimated 60-million-dollar national loss and damage of freight in transit during 1944, a nation-wide Perfect Shipping Campaign will be conducted during April to reduce this large wartime waste, according to J. E. Bryan, of Chicago, General Chairman of the committee in charge of the drive and General Traffic Manager of the Wisconsin Paper & Pulp Manufacturers' Traffic Association.

The campaign, Mr. Bryan declared, will drive home to every shipping agency, shipping employe and the public the tragic waste of wartime effort which results from poor packing and improper handling of freight. It will also have the additional objective of improving packaging technique in the postwar period, he said.

The 13 regional Shippers Advisory Boards, with a membership of more than 23,000 shippers and receivers of freight and express, will take an active part in the campaign, Mr. Bryan stated. Others who will participate include the Association of American Railroads, the Railway Express Agency and other transportation agencies, he added.

Mr. Bryan announced that an intensive educational campaign will be carried on during April at local meetings of shipper organizations, traffic and trade bodies, chambers of commerce and other business groups. Emphasis will be upon the vital necessity for conserving wartime resources by preventing the loss of war products through damage in shipment before they ever reach the fighting fronts.

The increasing extent of this loss, Mr. Bryan said, can be measured by the fact that national freight damage was about one-third greater in 1944 than it was in 1943.

"The waste from careless packing, marking and handling," Mr. Bryan continued, "has reached a tremendous lost-value figure, and our wits and resourcefulness are again challenged to cut this to a minimum."

"The war has impressed upon us that it is the end use of goods that counts. Take bullets, bombs, parachutes and life rafts, for instance. We know that what gives value to all goods is their arrival at destination in perfectly useable shape. Take food, medicine and blood plasma. That we knew, or found out, how to package, pack, load, stow and carefully handle these things from here to there has been demonstrated. Let us make use of this knowledge."

Changes at Gibson

G. H. Austgen was appointed Joint Freight Agent at Gibson for the Indiana Harbor Belt, New York Central and Michigan Central, March 1.

As a result of departmental reorganization, Mr. Austgen took over station operations, which for many years were consolidated under Auditor C. K. Thomas. Sixty-eight members of the Auditor's office force were transferred to the new department. Prior to this promotion, Mr. Austgen was Chief Clerk to Mr. Thomas.

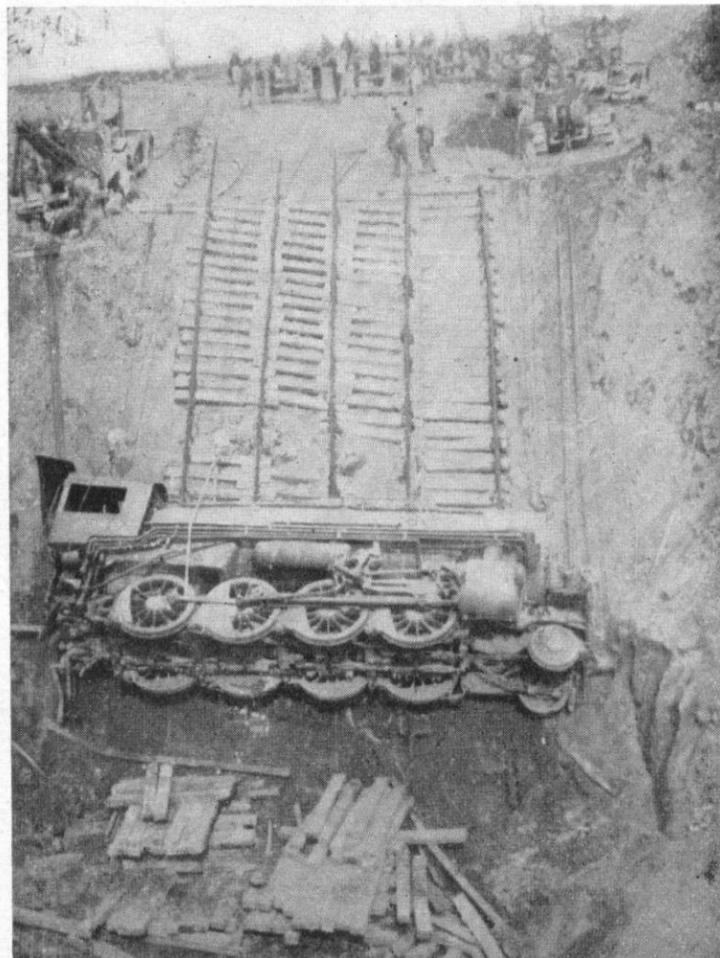
Gibson Pair Wed

From the Office of Superintendent Freight Transportation, Gibson, Indiana:

An office romance between Nick Sotor and Vivian Fretz resulted in a wedding in the Lutheran Church in Hammond, Ind., recently. A reception followed to which members of the office were invited.

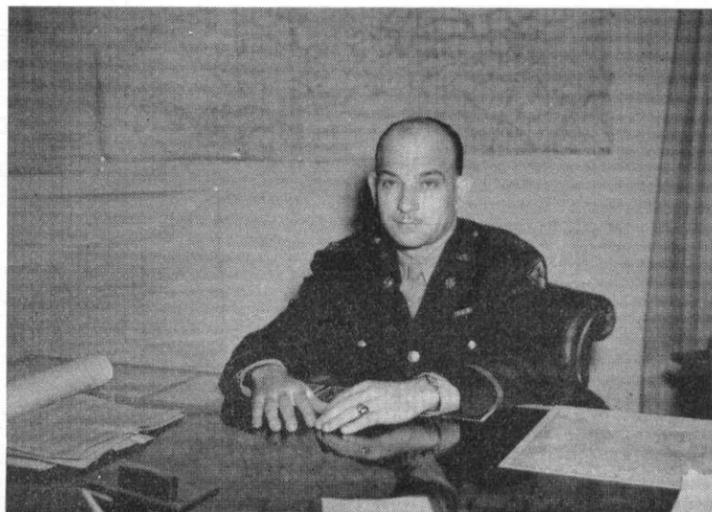
We have had visits recently from a number of our boys who are serving in the Armed Forces: Daniel Resnick of the Navy, back from the Southwest Pacific; Walter Conway, Army Air Forces, back from Alaska; Bob Boyer, Signal Corps, U. S. Army, now in Florida after spending two years in the Southwest Pacific; and

The 701st Railway Grand Division Retrieves Locomotive From Bottom of 60-foot Fill



This picture shows M.R.S. men at work on an unusual wrecking job overseas. They are about to recover a 2-8-0 U.S.A. locomotive which slid down the side of a fill, which had started to flow from the effects of heavy rains. The locomotive is shown at the bottom of a deep gully, 20 feet from where it fell across a swollen creek. Five rails were placed on a cribbing of ties and caterpillars with powerful winches, aided by six five-ton hand winches, finally pulled the engine to the top. The job was completed after a medley of snow, rain, wind, mud and bitter cold.

William T. Elmes, Pittsburgh & Lake Erie, Now a Colonel, Transportation Corps, in Europe



Lieut. Col. Elmes, of the Army Corps of Engineers, has been promoted to a full colonelcy with the Military Railway Service and appointed Chief Engineer of the railroads controlled by the American Army in the European Theater of Operations. Previously he had been head of the Military Supply Branch of the U. S. District Engineers Office in Pittsburgh and Louisville. Formerly he was a Maintenance of Way official with the P. L. & E. His Army address is O-225978, 2nd M.R.S. Headquarters, A.P.O. 350, New York.

Red Cross Worker



William H. Wallman, who retired recently as Chief Clerk to the Agent at Indianapolis, is devoting his time to Red Cross and Crippled Childrens' organizations. His service with the company covered fifty-two years. In various positions in the local office he has served under seven agents. Above, he is shown with Mrs. Wallman and their son Herbert, who is now serving with the Air Force at Peterson Field, Colorado.

Utica N.Y.C. S/Sgt. Awarded Bronze Star

A NINTH AIR FORCE FIGHTER-BOMBER BASE, France. — Because a P-47 Thunderbolt fighter plane in his care completed 133 consecutive combat missions without once being forced to return because of mechanical failure, Staff Sergt. Bernard Lesniak, a P-47 crew chief of Utica, N.Y., has been awarded the Bronze Star Medal.

"This record," stated the citation accompanying the award, "was accomplished during periods when the aircraft was called upon to fly as many as three missions a day! Unstinting contribution of normal off-duty hours and application of high professional skill and ability were constantly necessary. Staff Sergt. Lesniak's exceptional display of determination to do his work in a superior manner has been a valuable inspiration."

Sergt. Lesniak is a member of the 365th "Hell Hawk" fighter group which destroyed or damaged 337 Nazi vehicles on the first two days of the German December offensive. The Utica crew chief was employed as an oiler by the New York Central at Utica.

Bray, P. & L. E. Clerk, Gets Fishing Rod as He Ends Long Service



George G. Bray, Clerk in the P. L. & E. Freight Traffic Department, Pittsburgh, is pictured above at a testimonial in his behalf on the occasion of his recent retirement, when he was presented with a set of fishing rods and tackle. Mr. Bray was with the railroad for more than twenty-six years. Including previous service with the Pennsylvania Railroad, his railroad career spanned forty-three years.

came to I had my right arm pillowed under my head and my left arm was up in the air. I noticed it had been pierced by a bullet. Whether I was hit while I was out or after I had started coming to, I'll never know."

A boiler-maker apprentice for the New York Central Railroad shops in Jackson in civil life, Pfc. Jablonski has served over two years in the Army.

Hollander Resigns; Joins Kalamazoo Bank

W. J. Hollander, for 16 years Claim Agent at Elkhart for the New York Central, resigned, effective April 1, to become trust officer of the First National Bank & Trust Company, Kalamazoo. His territory as claim agent covered northern Indiana and southern Michigan NYC lines.

Cop Again Railroader

A former New York Central employe, Raymond D. Dickerhoff, retired on pension from the Elkhart, Indiana police force on March 26, and returned to the employ of the New York Central as a freight brakeman on the Western Division. Several years prior to World War I, Mr. Dickerhoff worked as a yard clerk and apprentice switchman with New York Central, returning to the railroad after the war until his appointment to the police force on August 6, 1924.

Gov. Dewey Speaks

(Concluded from page 12)

yet you have carried on and right here at the climax of the war, under the greatest manpower stress in history you have produced this magnificent giant and I wish every one in our State could see and admire it as it rolled out of that engine house.

"Accordingly, it seems to me that we are celebrating here a symbol of victory and of the future greater productivity which will produce greater living standards in our country after the war.

"This engine, which today is to be named the Niagara is another in the long line of great railroad engines on the New York Central, which has carried the name of New York State throughout the western half of the United States. It follows its great predecessors the Mohawk and Hudson series, and it is interesting to reflect upon its earliest predecessor the De Witt Clinton. Do you all remember what happened, as you recall in your history books, 114 years ago, one of the great days in our history was when the great DeWitt Clinton steamed all the way from Albany to Schenectady. It weighed six tons and traveled at the breathtaking pace of 30 miles an hour pulling a couple of stage coach cars behind it.

"Today we have here an engine which weighs not six tons, but 445 tons. It took 63,000 man hours to build it, and it is designed to travel over 100 miles per hour, pulling passenger trains, but I hope you don't go quite that fast. I had a little experience last summer in the State of Washington when a train going 50 miles an hour, which was too fast then, ran into the back of the one ahead of us.

"So as you have carried on in the face of every difficulty here, you are entitled, I think, to the thanks of every citizen of our State, the management and labor and to all the citizens of the community for your great contribution to the war effort. It augurs well for victory and for great days when peace comes. I congratulate you as Governor of the State and personally, I want to say 'Great doing and many more things like this to come.'"

Among the guests were Oswald D. Heck, Speaker of the New York State Assembly; Mayor Mills TenEyck of Schenectady; J. H. Nuelle, President of the Delaware & Hudson Railroad Corporation; G. H. Caley, Vice President and General Manager of the D. & H.; Executive Vice President R. D. Starbuck and Vice Presidents R. E. Dougherty, M. J. Alger, W. C. Bower, W. F. Place of the New York Central; P. W. Kiefer, Chief Engineer, Motive Power & Rolling Stock and a number of other New York Central officers.

Present also were R. C. Muir, Chester H. Lang, H. A. Winne and Robert S. Peare, Vice Presidents of the General Electric Company, J. V. Ennis, Senior Vice President of the American Locomotive Company and Frank J. Foley, Robert B. McColl, James E. Davenport, William S. Morris and S. D. Williams, Vice Presidents of the American Locomotive Company.

Governor Dewey was accompanied by Paul Lockwood, his executive secretary.

Two New Surgeons

Dr. John A. MacNeal has been appointed Company Surgeon at Hillsdale, Michigan. Dr. John F. Curtis

has been appointed an additional Company Surgeon at St. Thomas, Ontario.

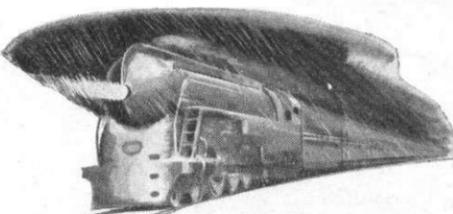
Jackson Soldier Wounded in France

THE 303RD STATION HOSPITAL, ENGLAND. — Shot in the left hand as he fought with his Infantry unit in the Moselle Valley, France, Pfc. Stanley H. Jablonski, 22 of Jackson, Michi-

gan, is now recuperating at this United States Army station hospital in England. He has been awarded the Purple Heart.

"We were in the attack on the outskirts of a town and had been pinned down by machine gun fire," Pvt. Jablonski said. "I heard a shell whistling over and it kayoed me for quite awhile from concussion. I don't know how long I laid there, but when I

"Neither snow, nor rain, nor heat, nor gloom of night stays these couriers from the swift completion of their appointed rounds." Herodotus



Traveling on a POSTAGE STAMP

How 3 billion pieces of wartime mail a year speed over the Water Level Route

NOT ONE of the passengers aboard the 20th Century Limited ever sets foot here. This car is reserved for wartime travelers of a different kind... tiny V-mail... important business letters... registered envelopes packed with war contracts and blueprints... all part of the three billion pieces of mail that now speed each year over the New York Central.

Hour after hour, as the Century bores through the night, deft-fingered

postal clerks sort this cargo of "preferential mail." And tomorrow, on arrival, the pouches and sacks will be ready for immediate forwarding or delivery.

Winter or summer, through storm or fair weather, these "post offices on wheels" provide lowest cost transportation for 96% of the nation's vast mail tonnage. A vital war service of American railroads today. A service that will be even swifter and more efficient on the finer, faster trains of tomorrow.

MILE-A-MINUTE SORTING

Mail from many states and nations is dumped on this table for sorting. Here, trained clerks work all night as their car speeds over the Water Level Route.

LAST BAG ABOARD! Before the Century pulls out, last-minute mail is collected from the station mail room. Many business firms send messengers to the station with mail for overnight delivery between New York and Chicago.

WAITING "OPENMOUTHED" These racks hold bags open. Clerks become expert at tossing in mail as they sort it.

CHECKING MAIL BAGS

Clerks check mail bags for proper sorting and recording.

DOOR TO BAGGAGE AND EXPRESS COMPARTMENT

Access to baggage and express compartments.

OVERHEAD PAPER BOXES

Used for sorting mail by destination.

CINDER SHIELD

Protects mail from cinders and debris.

PIGEON HOLES

For quick mail delivery.

WASH ROOM AND LOCKERS

Facilities for passengers.

TRAVELING MAIL BOX

This letter chute permits passengers to put letters directly aboard the post-office car at stops along the way.

MAGNIFYING V-MAIL

Clerks read photographically-reduced V-mail addresses under a lens. V-mail gets speed preference, and regularly rides the Century. Today, soldier mail is vast; but even more would be welcomed by service men.

"GUARDING THE REDS"

Registered letters, called "reds," are carefully guarded and recorded. Clerks are armed. Pouches must be opened and closed, with recording padlock, in the presence of a second clerk who signs as witness.

"PICKER-UPPER"

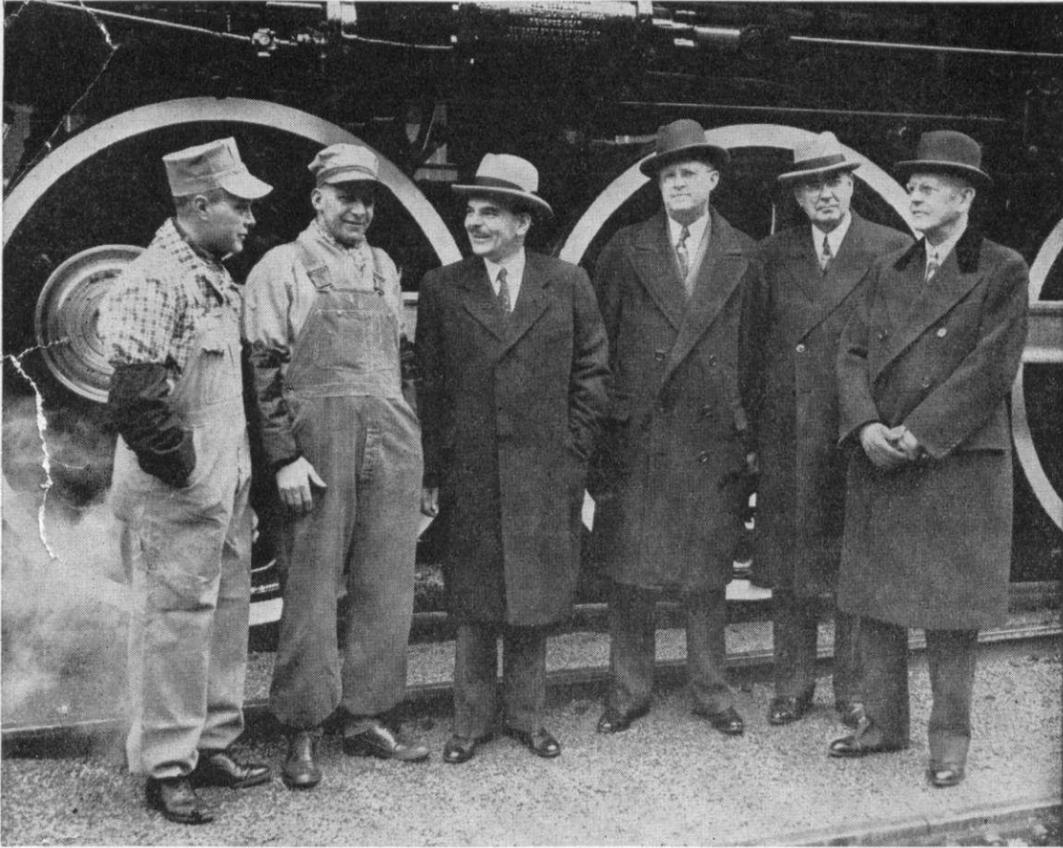
On most trains, this Catcher Arm is swung out to snatch mail bags at way stations, providing fast mail service for even small towns.

BUY MORE WAR BONDS

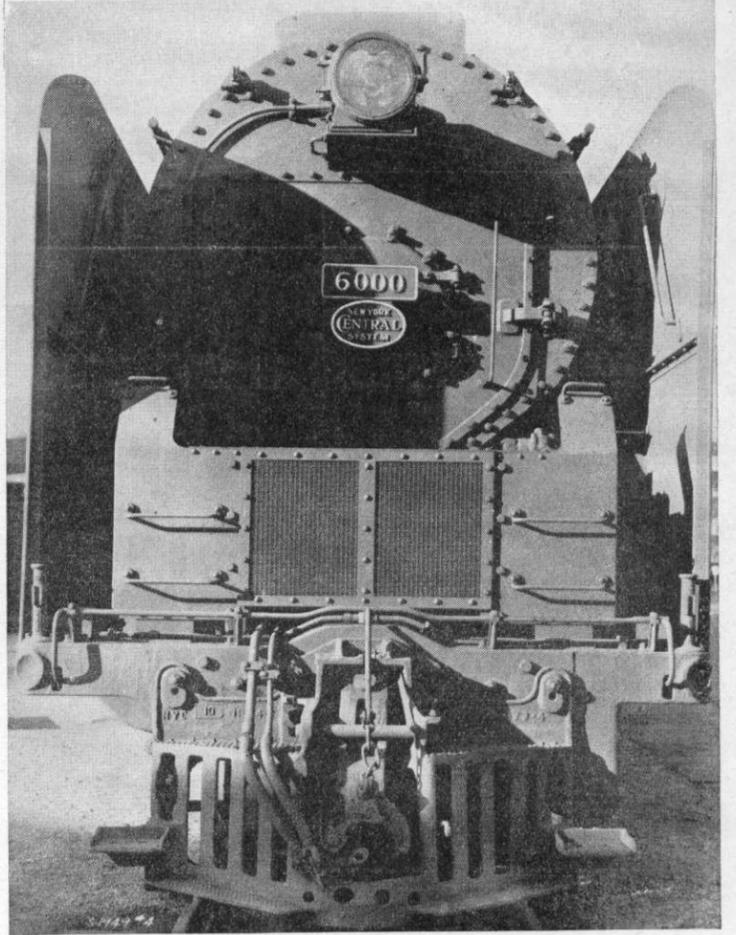


New York Central
ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY

Snapshots Taken at Ceremony in Schenectady When the Niagara Was Delivered to the New York Central by Its Builder



Left to right, Earl Graper, Fireman, John Peterson, Engineman, Gov. Dewey, President Metzman, Duncan Fraser, President of Alco and W. C. Dickerman, chairman of the Board, Alco.



Front of The Niagara, with smoke deflectors on each side. These are made of aluminum on steel frames.



President Metzman and Governor Dewey talk with Alco workmen after the exercises.

slowly falling to pieces. It is even more than a symbol of victory. It is a symbol of the great cooperation that exists in our State between management and labor.

"I understand that collective bargaining has progressed here at the American Locomotive Company peacefully and harmoniously and without one major strike since the beginning of the war. I want to tell the men working in these yards that we are proud and grateful of the magnificent record they have made for Schenectady, for the State, and for the world throughout this war.

"These haven't been easy times to keep production up to the maximum. There have been rising costs of living and greater difficulties getting to and from work, training new men, losing some of your best men to the war and

(Concluded on page 11)



Gov. Dewey in cab of The Niagara. In the cab door stands John Peterson, New York Central engineman.

Governor Dewey Speaks

(Continued from page one)

"I am happy to congratulate all who had a part in designing and building this new mechanical giant, the first of a new series which, because of its great power, we are designating the Niagara.

"We have high expectations as to its performance in making available the speed and power which will enable us to do a progressively better job. We are confident that these expectations will be realized and 25 locomotives similar in design are to be built for us as fast as possible by the American Locomotive Company.

"We are greatly honored today by the presence of the distinguished Governor of the State, the Honorable Thomas E. Dewey. It is a pleasure to present him to you."

The Governor, who received a warm greeting, said:

"I give you my word that I did not bring this snow storm from Albany with me; just to make sure, I checked up and found that you had it before we did.

"Nevertheless, I can not think of a more auspicious occasion than this demonstration of magnificent cooperation between two of the most productive forces in the State of New York, a railroad which for 114 years has carried the life-blood of our State up and down the Hudson River and across the State from Albany to Buffalo and then to the rest of the Nation. Everywhere you go around the United States the New York Central is a standard of comfort and travel.

"I am proud to be Governor of a State which has one of the greatest railroads in the world named for it and we are all proud of its forward-

looking and progressive advances even during war time.

"One of the tests of a crack up of a Nation is what happens to its railroads and when you see the stories of the wrecks on the German lines you know that the beginning of the end is not too far away. On the contrary we find right here in Schenectady that instead of having deterioration we are today dedicating the greatest engine ever produced for the New York Central and that I may say is the symbol of the fact that America is marching toward victory while our enemies are

Features of the 6000 Horse Power Niagara

THE Niagara is expected to affect materially the post-war trend of design for high capacity, reciprocating coal-fired locomotives.

The new locomotive is as high and wide as clearances on the New York Central will permit. Numbered 6000, it will develop more than 6000 horsepower. It is designed for handling both freight and passenger trains in the fastest service and embodies notable advances among reciprocating steam locomotives—in power, availability, economy and efficiency.

The locomotive was turned over at once to the Central's equipment engineering experts for shakedown runs, to be followed by exhaustive performance and capacity tests, which will continue for several months.

Aside from its huge size, the Niagara differs in appearance from preceding locomotives in that it has a smooth top boiler surface, with no steam dome.

This locomotive, of 4-8-4 wheel arrangement, is outstanding for a new design fire tube boiler, the greatest in barrel diameter and length ever used on the Central.

Other advances in design that it embodies are a much larger firebox, giving high combustion efficiency with varying grades of bituminous coal; extra large steam passages, which cut the loss of steam pressure between

the boiler and the exhaust, and a modified trailer truck, permitting a substantial increase in ashpan volume, which makes possible faster and easier servicing.

Steam pressure of 275 pounds is used in conjunction with the 75-inch driving wheels, with which the Niagara was delivered. Later when 79-inch drivers are installed, this pressure will be increased to 290 pounds.

Other features include a smoke deflector arrangement to lift the smoke above the train, and the extensive use of aluminum for sandbox, running boards, cab and related construction.

The locomotive has a new design bed-type tender, with a capacity of 46 tons of coal and 18,000 gallons of water. An innovation, the use of seven large vent pipes permits the locomotive to take on its load of water while running at 80 miles an hour.

By the use of a new running gear arrangement on this tender, the total length of the locomotive and tender is held to 97 feet, enabling the locomotive to be handled on the Central's 100-foot turntables.

In productive power per unit of weight, the Niagara is expected to excel all other Central locomotives.

The Niagara at Peekskill, N.Y., on one of its First "Shakedown" Runs



Falls Marine Returns

Marine Corps Air Depot, Miramar, Calif., Corp. Joseph M. Grady, 23, a Marine from Niagara Falls, is Marine Aviation personnel who has returned here.

Corporal Grady served as an aviation ordnanceman with a fighter squadron of the First Marine Air Wing, stationed on Midway and Green Island and in the New Hebrides and Solomon Islands. He was employed by the New York Central before enlisting in October, 1942. He was promoted in August, 1944.