

CENTRAL HEADLIGHT

Vol. III No. 5

MAY, 1942

WANTED - *FIGHTING* DOLLARS

MAKE EVERY PAY-DAY BOND-DAY



UNITED STATES
DWARSE
BONDS · STAMPS

For Victory Buy War Bonds on Easy Payroll Deductions

Patriotic Savings Campaign to Help Uncle Sam Win the War is Scheduled for May

Series E War Bonds

THE Series E United States War Bonds are issued by, and are direct obligations of, the United States government.

They are issued in denominations of \$25, \$50, \$100, \$500, \$1,000, which are also their maturity values. They mature in ten years from their date of issue.

When the bond is held to maturity its investment yield equals 2.9 percent, compounded semi-annually. They may, however, be cashed any time after 60 days from the issue date at a redemption value fixed by the United States Treasury Department.

After they have been held more than one year, their cash surrender values are greater than their cost.



What Your War Bond Money Buys

Purchasers of Series E United States War Bonds experience a double satisfaction. First, they know they are helping their country to win the war. Second, they are helping themselves to win their struggle for personal and financial independence.

Those employees who feel that circumstances do not permit them more than a modest monthly deduction may find comfort in the fact that in their very numbers there is strength. If each of the approximately 131,000 New York Central employees were to authorize monthly deductions of only \$6.25 each, in a month this would total \$818,750 and in a year would aggregate \$9,825,000.

This yearly total, \$9,825,000, would purchase 46 light bombers at \$210,000 each, or 29 heavy bombers at \$335,000 each. It also would buy 980 75-mm. field guns at \$10,000 each; 245 light tanks at \$40,000 each; 130 medium tanks at \$75,000 each, or 178 pursuit planes at \$55,000 each. It also would purchase 1507 37-mm. anti-tank guns at \$6,500 each, or 490 37-mm. anti-aircraft guns at \$20,000 each, or 196 90-mm anti-aircraft guns at \$50,000 each.

So it goes, this stream of dollars which will reach Uncle Sam just when he needs it most. Our growing army, naval and air forces' requirements are ceaseless. Even a few Bond dollars will be helpful, for a steel helmet that may save the life of a son or brother can be bought for \$5. Six dollars will buy an anti-tank shell; \$150 will purchase a parachute. A propeller for a training plane requires a maturity value of almost four \$100 bonds, to be exact, \$375. An aerial camera, on whose work depends much of the efficiency of the air force, requires \$3,400 of our war savings.

But, regardless of the immediate way in which our Bond money may be spent, we know that our fighting men, soldiers, sailors and air men must have the weapons and munitions which are their stock in trade. To get them they must have our support continuing along the Bond front.

the offer by the Secretary of the Treasury of the United States this will apply only to new authorizations, allotment orders then in effect being continued, unless otherwise ordered, until completed by the purchase and deliverance of bonds to employees who have completed payments.

Buy War Savings Bonds

What the Pay-Roll Savings Plan Does

1. It provides immediate cash now to produce the finest, deadliest fighting equipment an Army and Navy ever needed to win.
2. It gives every New York Central employe the opportunity for financial participation in National Defense.
3. By storing up wages, it reduces the current demand for consumer goods while they are scarce, thus retarding inflation.
4. It reduces the percentage of Defense financing that must be placed with banks, thus putting our emergency financing on a sounder basis.
5. It builds a reserve buying power for the post-war purchase of civilian goods to keep our factories running after the war.
6. It helps employes provide for their future.

Buying Series E War Bonds on Central's Payroll Deduction Plan is Simple, Easy Matter

You Choose Your Own Deductions

Series E U. S. War Bonds are available in denominations of \$25, \$50 and \$100, which cost respectively:

\$18.75 for a \$25 Bond

37.50 for a 50 Bond

75.00 for a 100 Bond

Deductions may be made for either the first or second pay period monthly or for each successive pay period.

The employe may choose his monthly deduction in accordance with the following table:

Optional Monthly Deductions

Maturity Value	Cost	\$1.25 per month for 15 months
\$25.00	\$18.75	3.75 " " " 5 "
		6.25 " " " 3 "
		18.75 " " " 1 "
50.00	37.50	2.50 per month for 15 months
		3.75 " " " 10 "
		6.25 " " " 6 "
100.00	75.00	7.50 " " " 5 "
		12.50 " " " 3 "
		18.75 " " " 2 "
50.00	37.50	5.00 " " " 15 "
		6.25 " " " 12 "
		7.50 " " " 10 "
		12.50 " " " 6 "
100.00	75.00	15.00 " " " 5 "
		25.00 " " " 3 "

If any employe wishes to subscribe for a bond of a higher denomination than \$100 he should make application to the General Auditor-Disbursements, who will arrange for payroll deductions as desired.

Purchase of one or more Series E War Bonds, under the Company's Payroll Deduction Plan, is a perfectly simple matter.

Application cards may be obtained from any employing officer. The subscriber fills out the card indicating the maturity value of the bonds he wishes to purchase and the amount of the monthly or semi-monthly deduction he wishes to authorize, and turns the signed card over to his employing officer. The first deduction will be made on the first payroll prepared following receipt of the authorization properly executed unless the employe designates on the application card that his deductions are to begin with some subsequent month or payroll period.

While purchases are entirely voluntary, it is believed that the patriotic fervor of New York Central employes, already displayed in many ways, will result in a flood of subscriptions from all ranks, according to their means.

The Series E bonds, which mature ten years after date of issue, are offered at 75 percent of their maturity value.

After the close of each payroll period the Company will arrange to purchase bonds for those employes whose accumulated deductions permit the purchase of a bond in the denomination authorized.

These bonds will be registered in the name or names requested in the payroll authorization, and bonds so purchased will be delivered by the government to the employes by registered mail.

If bonds are not received by the purchaser within 45 days after the close of the payroll period in which the final deduction on the purchase price of the bond was made, the employe should notify the Departmental Accountant for the district in which he is employed so that proper investigation may be made.

When the bond is delivered the employe should make sure that it is of the series and denomination he desired, that the bond is dated within the month following that in which the final deduction for the purchase of the bond was made, and that the name or names and addresses are correctly inscribed on the face of the bond.

In case of error the employe should deliver the bond to his employing officer, together with a signed statement covering the correction to be made. The employing officer will forward the bond to the Departmental

Both the Same
The United States Treasury Department originally issued War Bonds as Defense Savings Bonds. War Bonds and Defense Savings Bonds are precisely the same, except for name.

A SYSTEM-WIDE campaign, sponsored by employe organizations and the Company, to give every regular employe of the New York Central System a personal opportunity to buy Series E United States War Bonds by the monthly payroll deduction plan now in effect and thereby help his country to win the war, while at the same time helping himself, will be conducted in May.

The only employes who will not be able to avail themselves of the plan are those working in the Dominion of Canada and who receive their wages in Canadian currency.

The campaign among employes will be under the direction of a joint committee of employe representatives and company financial officers. Under this committee are district committees on the Michigan Central, Big Four, Boston & Albany and other similar districts of the system. These in turn have appointed divisional committees, which in turn appointed local committees.

Every effort will be made to contact each employe personally, in order to explain to him the systematic savings plan under which the purchase of these War Bonds is offered.

Through the purchase of these bonds every employe can play his part in fighting the war, by helping to purchase the guns, munitions, airships and war vessels upon which our liberty depends.

The War Savings Bonds are issued a month will purchase a \$25 bond (cost \$18.75) in three months or a United States Government. They are available to employes in denominations of \$25, \$50 and \$100. Other higher denominations may be had if desired.

These War Savings Bonds are not transferable and may be registered either in the name of one person, in the names of two persons as co-owners, or in the name of one person, with another person named as beneficiary.

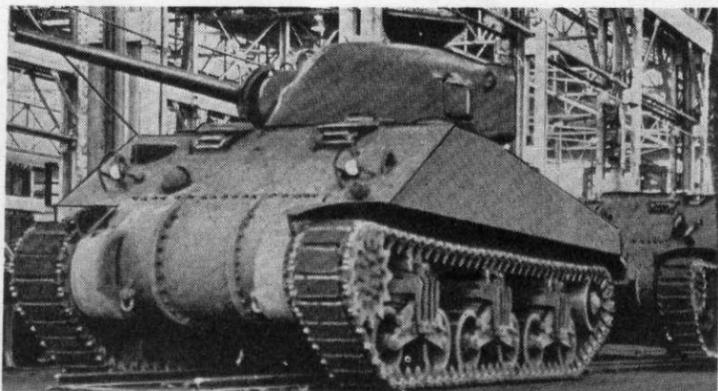
They are undoubtedly the safest form of saving offered in this country today, for behind them is the credit of the national government.

Series E, the bonds offered, are available at 75 percent of maturity value. Thus, a bond bought in May, 1942, for \$18.75, will be redeemable in May, 1952, for \$25, an increase of 33-1/3 percent, which is equal to an interest rate of 2.9 percent a year, compounded semi-annually.

These bonds may be purchased up to a total of \$5,000 maturity value in any one calendar year.

Allotments made at the rate of \$6.25 Unless occasioned by termination of

Your Dollars Will Help Buy Tanks Like This M-4



These medium heavy tanks, now coming off the production lines in volume, cost about \$75,000 each.

Central Headlight

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

Editor

C. W. Y. Currie

Associate Editors

Frank A. Judd
Chicago

C. A. Radford
Cincinnati

Volume 3 May, 1942 No. 5

Your Dollars Can Fight, Too!

"For more than a century and a half this country and all its people have been completely free.

"We intend to remain that way. We intend to continue enjoying the right to think and speak as we like, vote as we please, attend the church of our choice, hold up our heads as free men and women. This is the American way of living and it must be preserved."

EVERY American endorses these words of President Roosevelt. Today, with our national existence at stake, our liberty endangered, we face a crisis unparalleled in our history. No single life in this country can remain untouched by this total war which has been forced upon us by alien aggressor nations. For our own sakes, we must all "enlist" if we are to retain our property, our homes and our hardwon freedom itself. Total war demands total effort. And this, the President says, is a War of Survival.

For most of us, the best service we can do our country is to work like beavers in our present jobs and provide the sure and swift transportation which is vital to the success of our fighting men and the factories upon which they depend for supplies, arms and equipment. On the other hand, every department of the New York Central already has contributed valued employes to our country's armed services.

We believe every New York Central man and woman is conscious as never before of the fact that on the speed, dependability and safety of our transportation service rests in large part the victories which we confidently expect our soldiers and sailors to win.

While we expend our physical and mental strength in our daily work there is still another important way in which we can serve. That is by buying War Bonds.

Each purchase of a War Bond is an investment in safety for our country today and in personal security for ourselves in the years that lie ahead. There is no surer way to help both our country and ourselves.

In other words, those of us who for various reasons are forced to forego actual combat service can still say it with our dollars — by buying War Bonds.

In a war-mad world, shaken by cataclysmic economic convulsions, where can we find an investment which has behind it credit as good as that of the United States Government?

War Bond dollars do double duty. They work not only for our country, but also for ourselves. We can save as we "Fight."

In an organization as large as ours it takes only a relatively small individual effort to produce a large result. Even \$6.25 a month from each employe would mean more than \$818,750 a month, or \$9,825,000 a year. Ten years later we would receive all our money back, with interest.

On the other hand, if we lose this war, we lose everything, including our freedom.

For all these reasons we commend highly the intensive campaign undertaken at the suggestion of the United States Treasury Department to enroll all New York Central employes in the purchase of War Bonds through payroll deductions.

We know that the campaign will meet with the overwhelming response it deserves.

There are other important considerations. If we do not contribute in this way to help finance the war, it is inevitable that the government will take from us in other, and perhaps distasteful, ways, as much or more than we invest in War Bonds. Accordingly, it is not only patriotic, but also politic, to buy all the bonds that our means permit.

When the Bonds mature, ten years from now, many a purchaser undoubtedly will find that he has a nest egg that may be invaluable at the moment. Pave the road to victory with War Bonds!

BUY 'TIL IT HURTS!

We know every New York Central employe is sure to contribute all the "silver bullets" that he or she can afford — and perhaps even more.

BUY!

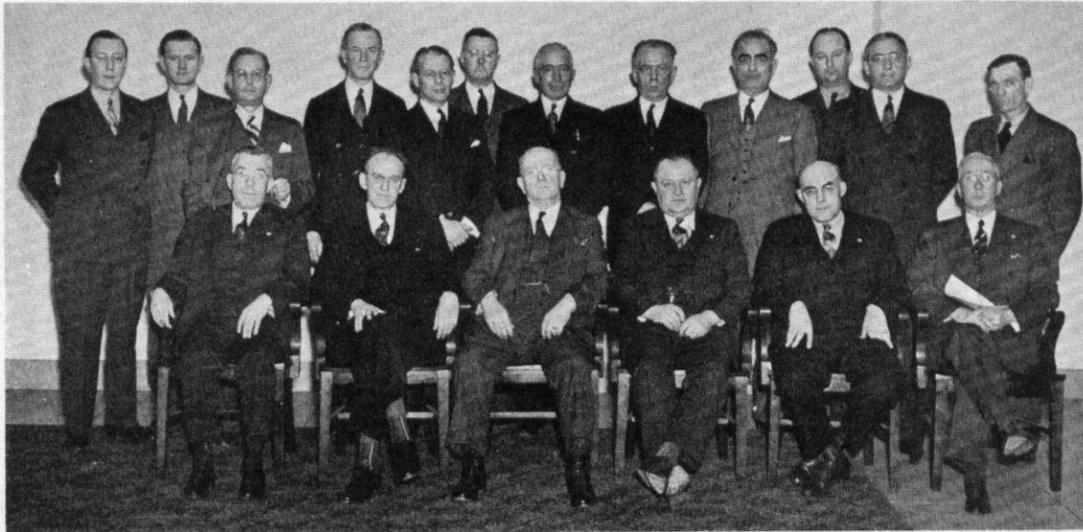
To Go to Army

The ticket sellers' department at La Salle Street Station, Chicago, recently lost two of its members to the army: W. D. Thompson, who is in the Officers' Training Camp F. E. Warren, in Wyoming, and T. A. Mace, who is at Camp Grant, Rockford, Ill.

16 Go to War

From the Stores Department, Michigan Central Route, comes word that 16 of its employes already have been called into military service. Twelve are from Detroit, two from Jackson, one from Niles, and one from Windsor. Five more are expected to be called within the next 30 days.

War Bond Committee Meets in New York City



In the group are: T. A. Rodgers, A. E. McCormick, H. E. Green, E. J. LeClair, J. Anderson, M. M. Moran, R. Freccia, T. M. Hadley, W. O. Cooney, B. M. Diller, G. O. Price, J. A. Cleary, W. F. Place, L. W. Horning, C. R. Dugan, R. T. Lund, Secretary, R. R. Richards, and E. W. Abriel.

600 Cars of New York Apples Go West

Shipments of New York State apples to Chicago and the Middle West during the 1941-42 season, just ended, totaled nearly 600 cars, according to W. F. Schnaak, Perishable Agent, Chicago.

Movement of apples from the Empire State begins in October and continues through April. Shipments by months this season were: October, 34 cars; November, 71; December, 107; January, 123; February, 99; March, 92, and April, estimated at time of writing, nearly 50 cars.

Most of the apples are grown in the western part of the state. About 75 per cent of the cars arriving in Chicago are sold locally and the remainder diverted to nearby points in Illinois and Wisconsin.

At present, the movement of vegetables from Florida is getting under way, and pineapples from Cuba are beginning to arrive in Chicago. Later watermelons will arrive from our southern states.

Incidentally, Mr. Schnaak's story, "New York Central Helps Feed Chicago's Millions" and his description of the Chicago fruit and vegetable marketing facilities, printed in the March issue of the Central Headlight, has attracted wide and favorable attention.

A. D. Nesbitt Resigns

A. D. Nesbitt, former Manager of Telegraph and Telephones at Cleveland, left the New York Central on April 1 after 28 years' service to take a position as General Counsel for a large chain store corporation operating in Washington, D. C., Maryland and Virginia.

While working as a telegrapher he attended high school, and later, as train dispatcher and wire chief, went through law school, receiving a doctor's degree. Before passing the bar he put himself through Fenn College and received his electrical engineering degree. He taught night classes in both his law school and college.

Send "Smokes" Monthly

All employes of the East Buffalo Car Shop, who have enlisted or have been inducted into the Armed Forces of the United States, are being sent a carton of cigarettes each month.

Funds for this are obtained by the contribution of odd pennies by all department employes each pay day.

The committee in charge is headed by Foreman A. F. Zobrest.

Cigarettes were sent to the following:

Privates John Yaskow, Alfred V. Krasner, Earl C. Vogt, Edwin Boldt, Joseph E. Klus, Alex E. Wojciechowski, Gerard Mietus, George E. Keitz, Adolf Meister, Robert W. Gannon, Sergeant Edward Panek, Privates John Zloty, George W. Roetzer, Henry F. Ciesak, Elmer Meister, Walter M. Orlowicz, Frank W. Labza, Edward R. Nowak, John Napiecek, Joseph V. Muszynski and Henry Kaczorowski.

★ ★ ★ ★ ★
Buy War Savings Bonds
★ ★ ★ ★ ★

Adios But Not Goodbye

To the Editor:

We, the youth of the Prior Service Records Department, love our country, for it has given us opportunity and every blessing vouchsafed by a beneficent God. "We love America, that America bounded by the seas, warmed by the wide air, domed by heaven's blue and lighted with eternal stars." We love it because we love liberty, at whose altar we worship and will always worship.

With this tradition of deep and abiding love in our hearts we, the fellow employes of the Prior Service Records Department, salute the eleven members of our department, Messrs. Chaklos, Winter, Wilt, Burchett, Gering, Masulla, Etzold, Hamilton, Glynn, Cory and Stewart and bid them Godspeed.

As defenders of freedom we say adios but not goodbye and wish them all a safe return.

Eugene V. Downey
New York, April 24, 1942

McCraw Now Major

Congratulations are in order for Captain Henry G. McCraw upon his promotion to Major at Camp Edwards. Major McCraw, former clerk in the Master Mechanic's office in Boston, has been stationed at Camp Edwards since October, 1940. He is in charge of all transportation.

F. L. Wortman

Ferdinand L. Wortman, Dairy Agent, Office General Freight Agent, New York, died suddenly of a heart condition April 17 at his home in Jersey City. He was born July 30, 1891.

He entered the service of the New York Central October 11, 1906 as a scale boy at Franklin Street Station, Pier 23, New York. He moved to the Dairy Department November 1, 1920 as Chief Clerk for the Eastern Dairy Agent and was appointed City Dairy Agent May 1, 1925; Assistant Dairy Agent August 1, 1927 and Dairy Agent, August 1, 1940.

His wife and two brothers survive.

P. E. Cumming

Philip E. Cumming, Pass Clerk in the Office of Superintendent, Grand Central Terminal District, New York City, died April 21 in his home at 209 Brookside Avenue, Mount Vernon, N. Y. He is survived by his wife; a daughter, Mrs. John Dwyer of Mount Vernon, and a brother, Milton K. Cumming of Bronxville.

Mr. Cumming, who was 53, entered service in 1907 as Stenographer in the Police Department.

Wins \$100 War Bond

There really is such a thing as Luck says Ray Gaub, located in the Industrial Agent's office at Cleveland. For years he has been taking chances on drawings and contests of one kind or another, never receiving anything in return.

His luck changed the other day, notification being received that his ten cent chance on a recent drawing had won a \$100 War Bond.

Flags are Raised in Mattoon and St. Louis

Sunday, March 22, was a Red Letter day at Rankin Yards, St. Louis. In an impressive ceremony, a beautiful American flag, 6 feet by 11 feet was dedicated by the local employes under the leadership of Charles Aye, Car Foreman.

The flag pole was furnished by the company and the flag was a gift from M. C. Englehardt, Company Electrician.

Neal Capaldo, Post Commander of Terminal Railway Post No. 85, American Legion, presided. As the flag was raised by Miss Helen Gwinner, Clerk at Rankin Yards, two buglers played "To the Colors." A forceful address on the Flag was delivered by John Grotewil of the Legion.

On April 2, in the presence of several hundred people, an American flag was raised in front of the offices of the Master Mechanic and District Car Foreman in Mattoon, Illinois.

The flag, 5 feet by 10 feet was a gift of the shop employes. The flag pole, 65 feet in height, a gift from the New York Central, was placed in position by the local Public Service Company.

The master of ceremonies, Master Mechanic E. J. Buckbee, was assisted by George Miller, Local Legion Commander and a number of his legionnaires; also the High School R.O.T.C. and Drum Corps. Mr. Buckbee presented several officials of the company.

R. P. Fisher

R. P. Fisher, Chief Clerk to Superintendent of Equipment, Cleveland, died at his home, March 28.

Mr. Fisher entered the service of the New York Central as a Clerk on October 26, 1900. He also served as Train Master at Hillsdale, Mich. from September 1, 1924 to October 1, 1931.

He was born January 28, 1882 at Elkhart, Indiana.

W. C. Massett, Chief Clerk to Supervisor of Electrical Appliances at Cleveland, was retired on March 31, after 35 years of service. A dinner in his honor was given March 30.

Le Roy Schmidt, Electrical Helper, in the Building Department, Central Terminal, Buffalo, has been inducted into the service. A party was given for him on April 4. H. W. Hoffman, Chief Engineer, presented a leather bag to him on behalf of his co-workers.

Red Cap Saves Child

Harold Green, a Red Cap at the Rochester Station, has received widespread commendation for rescuing a child endangered by an oncoming train at the station.

A little girl, about six years old, running after her hat which a gust of wind had blown off, was about to dash in front of a train when Green overtook her.

Last month Green won an award for outstanding service in conducting his regular duties. He was given a testimonial dinner at the Hotel Seneca.

Whistles Toot as Mike Nieb Retires

Mike Nieb, Engineman in Grand Central Terminal District, New York City, retired March 31 at the age of 65 after almost forty years of service. As an Engineman in storage service, he brought the Pacemaker down to the Terminal from Mott Haven Yard for the last time while passing locomotives tooted in greeting.

At a farewell gathering in Mott Haven, brief talks were made by Joseph Carkhuff, Assistant Superintendent, H. A. Offerman, Trainmaster, E. H. Gunther, General Yard Master, and S. D. Hoffman, Road Foreman of Engines. Mr. Nieb received a gift from the members of the Remembrance Club.

Mr. Nieb entered service as a fireman in 1902 and was promoted to engineman in 1905. He lives at 988 Jackson Avenue, The Bronx, but from now on until late Fall he will be found in his summer cabin on Lake Purdy, N. Y.

Fred C. Holtz Retires

Fred C. Holtz, Head Station Accountant, New York, who retired March 31, was honored at a luncheon held in the Hotel Shelton, April 2. L. V. Porter, Vice President and Comptroller; R. P. Ahrens, Treasurer; Assistant Comptrollers E. A. Clancy, J. S. Conover, Adam Haugh and G. H. Albach; W. H. LeValley, Auditor Station Accounts & Overcharge Claims; F. E. Robbins, Chief Traveling Auditor; the various District Station Accountants, and other office and road associates and friends were present. A Defense Bond was presented to Mr. Holtz.

Mr. Holtz was born at Adrian, Michigan, on March 5, 1872. He entered the service as a clerk in the freight office at Adrian in 1898 and later held similar positions at South Bend, Indiana, Toledo, Ohio, and Cleveland. In May, 1908, he became Traveling Auditor, serving in that capacity until October 1, 1921, when he was appointed District Freight Accountant at Toledo. On April 1, 1932, Mr. Holtz was appointed Station Accountant with headquarters in New York, and on September 1, 1937, Head Station Accountant.

He will reside in Toledo.

J. N. Podmore Retires

J. N. Podmore, Division Engineer, Toledo, retired April 30, after almost 44 years' service.

J. A. Stocker, District Engineer, has announced the following appointments: To succeed Mr. Podmore, R. R. Smith, with headquarters at Toledo.

G. H. Smith, hitherto of Chicago, to be Division Engineer of the Ohio Central Division, with headquarters at Columbus, O., vice C. V. Bucher, transferred.

G. T. Donahue, to be Division Engineer of the Western and West Divisions, with headquarters at Chicago, vice G. H. Smith transferred.

J. C. Houston, to be Supervisor of Track, Subdivision No. 23, with headquarters at Columbus, O., vice J. R. Scofield, transferred.

I. H. B. Girls Busy

The Indiana Harbor Belt Athletic Association Girls' Bowling League is in its second season and there is plenty of excitement each week in the fight for first team position. Just to keep in trim, Elsie Sanderson, Florence Buhring, Florence Vezina, Mildred Young, Mary Catherine Liesenfelt and Essie Wylie have entered the Chicago Herald American bowling tournament, competing for doubles, singles, and team prizes.

Extinguish Tie Fire

John Lamb, Engineman of Train 492, Harlem Electric Division, discovered a tie burning at Claremont Park, N. Y. recently. He immediately stopped his train and with the assistance of Conductor James A. Walsh the fire was extinguished. Had not immediate attention been given by this crew the fire could have proved to be serious inasmuch as it was in a bracket tie which supports the third rail.

C. A. Van Valkenberg, Timekeeper, Gibson Transfer, accompanied by his wife, spent his vacation in Mexico.

When Mike Nieb, Engineman, Retired After 39 Years



Many friends and officials wished Mike Nieb long health and happiness when he retired as Grand Central Terminal District Engineman. Behind Mr. Nieb, in center, stand H. A. Offerman, Train Master; J. Carkhuff, Assistant Superintendent, and E. H. Gunther, General Yard Master.

Sparks from Rolling Wheels

A farewell stag party and dinner was given at Bluff Crest, Indianapolis, to M. J. Quinn by fellow Store Department employes, Beech Grove, March 12.

Mr. Quinn was in the General Storekeeper's office and departed for service as First Lieutenant with the 753rd Engineers Battalion, Railway Shops, sponsored by the New York Central, on March 15.

Andrew Liesenfelt, Chief File Clerk, was the March winner of a \$25 defense bond subscribed by employes of the office of the Vice President, Chicago. This is the first of a series of monthly awards.

W. H. Wood, Superintendent, Mohawk & Hudson Divisions, announced,

on April 1, the appointment of J. V. Hughes as Trainmaster of these divisions.

W. A. Murray, Engineer, Maintenance of Way, on April 1, announced the appointment of C. V. Bucher as Division Engineer, Pennsylvania Division, with headquarters at Jersey Shore.

Mrs. Mary E. Helper, telephone switch board operator at Jersey Shore Jct., for 10 years, suffered a stroke and died in the Community Hospital at Jersey Shore. She was 53 and had more than 20 years' service.

William Conroy, pensioned C. R. & I. Engineering Department Clerk, Chicago, died suddenly March 19. Mr.

Conroy was 75. He retired March 1, 1938, after serving the New York Central for over 50 years.

Tom Duffin, C. R. & I. Painter Foreman, retired recently. He entered the service June 1, 1914.

Charles P. Rath, Claim Agent-Chief Clerk in the Chief Claim Agent's office at Chicago, announces the arrival of a daughter, Rosemary, now two months old.

The men of the Beech Grove Upholstery Shops gave a farewell party for W. K. Allen and L. Logsdon, who have left for the Army. Each was presented with a military toilet set. Albert Eikhoff, also of the Upholstery Shop, was inducted in the Army earlier in the year and received a pen and pencil set.

The Shops are also represented in Service by the following men:

R. L. Thorpe, A. Nemith, Jr., H. F. Thompson, J. E. Anderson, Wallace

Assistant Engineer Arthur Vickers Retires at Seventy



Arthur Vickers retired March 31 from the Architectural Department, 466 Lexington Avenue, after 20 years of service on the System, interrupted by 12 years of private practice. He worked for other railroads before coming to the Central in 1909, as Assistant Architect, Exterior Zone. He is shown (right) being presented by J. P. Gallagher, Architect, with a watch from his friends and associates in the Engineering Department.

Mason, Jr., J. A. Di Ulio, E. V. Stevens, O. C. Krauth, D. E. Johnson, E. M. Swartz, J. D. Templin, J. A. Striby, H. A. Bogard, H. J. Bramlett, F. L. Peaveler, J. W. Holly, J. E. Henninger, G. J. Pazder, Jr., R. E. Banks, L. J. Bass, O. B. Klinglesmith, E. E. Long, W. W. Spence, H. W. Harshman, H. R. Wallace, J. F. Plemen, Jr.

Now that the second Mercury has been through the shops and received her spring beauty treatment, the shops have been busy overhauling Mercury No. 1 so that she too could face her public with a wave in her hair.

The first of this year's cars to be air conditioned are starting through the shop. Everyone realizes the great need there is for rolling stock and is working at top speed, so that these cars will be out of service as short a time as it is possible.

W. A. Gregory, Carman Apprentice and S. P. Burchfield, Laborer, Car Department, Sharonville, Ohio, were inducted recently.

M. E. Daley, Laborer, Car Department, Sharonville, Ohio, recently enlisted in the Coast Guard. He is the son of E. M. Daley, General Yardmaster, Sharonville, O.

Charles Hill, formerly of the Adjustment Department, has been assigned to the Traveling Auditor's staff.

Mrs. Dorothy Wilkie, who recently gave up her position as a Mechanical Device Operator in Detroit for a better job, that of looking after Mr. Wilkie, entertained her former fellow employes at her home recently.

The General Departmental Accountant's Office, Detroit, reports:

Ray Rutherford, a member of the M. of W. Distribution Group in the G. D. A. office, recently lost his mother. He had not had an opportunity to visit his mother for some time, as she lived in Oklahoma, and notice of her sudden death was a shock.

Miss Sadie Shannon of the Accounting Department Typing Bureau, attended the funeral of her sister, Julia, in Yonkers, N. Y. The sister lived with Miss Shannon in Detroit until recently, but moved to the home of relatives in Yonkers March 2 because of ill health.

Miss Shannon accompanied her sister on this trip, and has expressed gratitude to railroad employes for the kindness shown them on the trip, special reference being made to the train crew on train No. 10, March 2.

Two more marriages in the office, this time in the Key Punch Department. Miss Thelma Farmer was married February 1 to Joseph Fitzgerald in Bryan, Ohio, and Miss Edith Cassidy will become the bride of Lew Vial some time in April. This wedding will take place in Phoenix, Arizona, where Mr. Vial is in the army.

Another Detroit minstrel show is in the making. So pleased were the 700 who saw it last year that the new presentation is expected to draw an even greater crowd.

Just another boy named Joe! He is Joe Bouldin of the Timekeeping Department of the G. D. A. office in Detroit, and entered the Navy last month. This young man, whose unselfish and sociable nature has won him many friends, is, along with many others, going to be missed around the office for the duration.

A motor trip to Florida and return was enjoyed by C. A. MacFarlin recently. He is a member of the timekeeping group.

Charles Bott, former Car Oiler, Junction Yards, Detroit, is now a member of the U. S. Coast Guard, and Harold Augustyniak and Howard Stites, also former Car Oilers, are in the Army.

George H. Pratt, Engineman, Detroit, retired on March 1.

Buy War Savings Bonds

44 Years' Work Ends for M. C. Engineman



One hundred and twenty-five friends and associates of A. D. "Mac" McLarty gave him a chicken dinner and a bag, in Jackson, as he ended 44 years of service. Left to right are George Schempf, Engineman; E. J. Burck, Master Mechanic; Engineman McLarty and J. A. Conklin, Engineman.

Gibson Pair Wed

From the Office of Auditor of Freight Accounts, Gibson, Ind., comes the following:

Best wishes are extended to Miss Helen Gumm, Comptometer Operator, and Ernst Fischer, Machinist at Gibson Shops, who were married April 11. Mr. and Mrs. Fischer are making their home in Calumet City, Ill.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Buy a Share in America
★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Cited by MacArthur

First Lieutenant Frank Schaf, Jr., son of Frank Schaf, Sr., Manager of the Telegraph and Telephone Department, Cincinnati, is the first Cincinnati to receive a War Department "Silver Star" citation by command of General MacArthur. The citation reads as follows:

"For gallantry in action at Fort Mills, Corregidor, P.I., Jan. 5, 1942. An 'H' style aerial bombardment began while quantities of a chemical agent were being disposed of under the supervision of Lieutenant Schaf.



First Lieut. Frank Schaf, Jr.

"Realizing that a heavy concentration of this chemical would force masking of nearby troops and lessen their effectiveness, Lieutenant Schaf left his place of shelter during the bombardment without regard for his personal safety and closed the valves of the chemical containers, thus materially aiding our forces in their defensive efforts."

Lieutenant Schaf, 23, at this writing is still at Corregidor. His parents received a letter from him dated February 19, in which he described Japanese prisoners at Corregidor as being well educated and able to speak English, a number of them having been educated in this country.

He has been serving with the defenders of the Philippines since June, 1941. He is a graduate of Purcell High School and the University of Cincinnati. He completed the ROTC advanced course at the University and was called to active duty in November, 1940.

209 Years of Service Represented Here



This New York Central train crew of five was photographed in front of their locomotive at the Philipsburg, Pa., Station, during a celebration which marked the final run of Charles H. Williams, Engineman, before his retirement. Mr. Williams had 49 years of service. He stands at the extreme left. With him are Edward Fry, Trainman, 41 years of service; James Lupton, Trainman, 42 years; Gus Pelka, Fireman, 27 years and Clifford Jackson, Conductor, 50 years.

General Agent Hinchman Dies

Carl E. Hinchman, General Agent and Superintendent, Car Service, Indiana Harbor Belt, at Gibson, Ind., died April 12, after illness of two weeks. He was 64.

Mr. Hinchman was born in Rushville, Ind., January 18, 1878, and began his railroad career as a clerk for the Lake Erie and Western in January, 1895, at Indianapolis. In April, 1910, he transferred to the Chicago, Indiana & Southern, now part of the New York Central System, at Cleveland, and in December of the same year went to the Car Service Department, Indiana Harbor Belt, at Gibson, Ind., as Chief Clerk. He was promoted to Superintendent, September 1, 1911, and held several other positions until May 1, 1937, when he was made General Agent and Superintendent, Car Service.

Mr. Hinchman is survived by his wife, Mrs. Christine Hinchman, and his 92-year old mother, Mrs. Augusta L. Redeker. His body was taken to Indianapolis, where his mother lives, for burial.

G. W. Abbott Dies

George W. Abbott died at his home in North Scituate, Mass., March 7. He entered the service at Albany, April, 1901, and was employed in various capacities until June 1, 1923, when he resigned to enter private business.

He was Division Engineer at Boston from September 1, 1913 until March 1, 1921, when he was promoted to Principal Assistant Engineer.

Honored on Anniversary

Miss Mary E. Meegan, on April 13, celebrated her 25th anniversary with the New York Central, Boston & Albany district. She is employed in Worcester, Mass.

Miss Meegan was the guest of honor at a party attended by more than 100, among whom were three general passenger agents from Boston, Ira G. Rasp of the New York Central; C. F. Palmer of the Boston & Maine and J. V. Whalen, New Haven. Miss Meegan received several war bonds and other gifts.

The committee of arrangements consisted of M. T. Borgan, Traveling Freight Agent, H. M. Smith, District Passenger Agent and Ellen E. Vail, Passenger Department.

Jackson Men Lose

Jackson, Mich. bowlers have been unfortunate in their competition with Detroit. On February 28, the Jackson Building Department was nosed out by the Detroit Building Department. Again on March 28, in a return match in Detroit, the Jackson men were beaten by both the Detroit Building Department and the Electrical Department.

McKinney Retires

With the recent retirement of William S. McKinney, known familiarly as Bill or Mac., the Central has lost one of its most competent employees. As far back as most memories go, he was Bridge Inspector in the Office of Engineer of Structures, New York.

During his 42 years of service Mac played an important part in such major repair jobs as the cantilever bridge over the St. Lawrence River at Cornwall, Ont., the Harlem River Drawbridge, and many others.

Mac's warm personality is going to be missed from his accustomed haunts, for he is retiring to a little farm in his native Tioga, Pa. At his farewell to his engineer associates, their spokesman, Leslie Quinby, expressed their affection for Mac in a speech that touched humorously upon some of the



W. S. McKinney

incidents of the latter's long career and presented him with a streamlined toaster and a 12 gauge shotgun "to make life pleasant for Mac and tough for the woodchucks."

Seventy-eight Attend Camera Club's Annual Dinner



Scene at head table, with W. A. Pasfield speaking. At his left is Charles McCarthy, President.

Cleveland Union Terminal Doings

Almost every day now the Cleveland Union Terminal resounds with martial band music, giving the draftees a royal send-off; the Concourse is jammed with friends, parents, relatives and well-wishers. No one witnesses these parting scenes without feeling the seriousness of the occasion.

Members of the E. & M. Office, Cleveland, recently purchased a new American Flag for the office.

Another "blessed event" has occurred in our department. Earl Bracale, Assistant Local Storekeeper, is the daddy of a daughter, Joanne.

An oldtimer, Mr. Ingersoll, who retired as Train Dispatcher at the old Union Station about 21 years ago at the age of 70, dropped into the office on his way to the Cleveland Veterans meeting, April 6. He reminisced over his half a century of service with the New York Central, and we all remarked at his spryness in spite of his 91 years. His peaches and cream complexion is the envy of the girls.

R. E. Dobbins, Sheet Metal Worker, recently underwent a serious operation at the Cleveland Clinic which was successful. The boys took up a generous collection to keep him in cigarettes and sweets. L. H. Palmer, Engineering Draftsman, has been on the sick list.

Mr. and Mrs. W. C. Wilson returned from their annual vacation in Mexico, and as usual have added to their collection of Mexican handicraft.

Deepest sympathy is extended to Miss Fannie Davis, the Terminal Chief Telephone Operator, in the loss

of her mother and to B. J. Brooks, Groundman, in the loss of his father.

John A. Kramer, Clerk in the CUT Accounting Department, died after combined service with New York Central and CUT Co. of approximately 20 years, all in a clerical capacity. He first joined the N. Y. C. as a Clerk in the Auditor of Freight Accounts office on May 17, 1922, transferred to the Collinwood Locomotive Shop in 1925, District Superintendent Motive Power Office in 1927, CUT Elec. Locomotive Shop in April 1930, and finally to the CUT Accounting Department, in June, 1940. Johnny had a pleasing personality.

For Army Day, April 6, the Army Air Corps had an inspiring exhibit in the Terminal. Prior to this there was an exhibit of model airplanes for the Navy Air Force, in conjunction with a Coast Guard display.

Bob Long, formerly in the Coal and Ore Department at Cleveland, and prior to that time in the Freight Traffic Department at Cincinnati, is now serving with the United States Army. He is on the West Coast.

Lens Fans Eat

The month of April should be long remembered by every member of the Camera Club, New York, as a milestone in the Club's activities.

The Club's Second Annual Dinner was held April 8 at the Hotel Sheraton and was a big success. Seventy-eight members and guests were present.

Sixty prints, all the work of the members, adorned the walls of the dining room and were reviewed by the guests before sitting down to a dinner of stuffed chicken and all the trimmings.

The "New Yorkers" under the baton of F. A. Francis supplied appropriate music during the meal and Nick Geradi, with his guitar, sang cowboy songs.

After the meal, Earl Buckley, well known critic, lecturer and teacher of photography spoke on "Photographing the Passing Scene," stressing that now is the time to photograph the scenes around us, as the record will be invaluable in the future. The amateur photographer, he said, is the best one to do this. The guests then made themselves comfortable to enjoy the movies and Kodachrome slides, which were shown until 10 P. M.

Mr. Buckley also honored the club with his presence on April 10 to judge and criticize the club print competition. Many fine prints were entered and the balloting was close.

The meeting of April 24th was devoted to the subject of "Composition" with Valentino Sarra, professional photographer of note and best known contributor to "Popular Photography," as speaker. Sarra's remarks gave the members a broader conception of the meaning of what is good and bad composition.

Harland Highsmith, Bridge Carpenter, died at his home in Mt. Carmel, Illinois, April 8.

Grover McGill, Conductor, Mt. Carmel, was found dead in bed at Lyons, April 8.

★ ★ ★ ★ ★ ★ ★ ★ ★ ★
Buy Bonds for Victory
★ ★ ★ ★ ★ ★ ★ ★ ★ ★

Bauer of Beech Grove Honored

Ferdinand Bauer, Superintendent of Beech Grove Locomotive Shops, retired on March 31, completing fifty-five and a half years of service with the company.

A dinner attended by about 200 was tendered Mr. Bauer at the Claypool Hotel, Indianapolis, April 6. He was praised by fellow officials and received a number of gifts. One was an oil portrait of Mr. Bauer by Miss Bernice Berger, daughter of Charles Berger, Paint Foreman in the Locomotive Department.

Mr. Bauer's career with the company started September 14, 1886, and covered service at Urbana, Bellefontaine, and Indianapolis, in addition to the years spent at Beech Grove, where he had been Superintendent since Nov. 1, 1932.

He is succeeded at Beech Grove by George W. Birk. K. D. Read, Superintendent of the B. & A. Shops, West Springfield, Mass., will succeed Mr. Birk as Assistant Superintendent of the Shops.

Seven Promoted at Beech Grove

The following promotions in the supervisory force at Beech Grove have been effected:

Otto Hildebrandt, Assistant Foreman, to Foreman.

J. H. Staley, Piece-work Inspector, to Assistant Foreman.

J. J. Stopek, Work Inspector, to Piece-work Inspector.

Harold Steele, Carman, to Work Inspector.

K. E. Flora, Work Inspector, to Piece-work Inspector.

Amos Stevens, Carman, to Work Inspector.

R. L. Passehl, Carman Helper, Apprentice, to Shop Draftsman.

Equipment Engineers Win N. Y. Bowling Tourney



With the Handicap Trophy already retired, the Equipment Engineers were forced to go all the way to the final night to win the W. K. Vanderbilt Cup in the Scratch Tournament at New York. Two up on the Passenger Traffic team, they had to hit the wood for 935 to win. Left to right: "Jack" Graves, "Johnny" Holbert, Captain "Billy" Switzer, "Charlie" Somborn and "Herb" Boehne.

Maurice Appointed to Succeed Russell

C. H. Maurice has been appointed Auditor Passenger Accounts, Detroit, succeeding J. J. Russell, who retired March 31 after more than 53 years of service, it is announced by L. V. Porter, Vice President and Comptroller. At the same time, Mr. Maurice announced the appointment of G. J. Paris as Assistant Auditor, Passenger Accounts.

Mr. Maurice began his railroad career with the Central Vermont in January, 1906, as Station Agent and Telegrapher, and continued with that road until January, 1917, when he was made Traveling Auditor for the Rutland. He was made Auditor of the Rutland in August, 1928, and Comptroller, May 1, 1941. On Nov. 1, of the same year he became Assistant Auditor, Passenger Accounts, for the New York Central.

The new Assistant Auditor Passenger Accounts, Mr. Paris, formerly was Chief Clerk in the Miscellaneous Department.

W. B. Shone Retires

William B. Shone, Chief Clerk to the Superintendent of Shops, East Buffalo Car Shop, has retired after 48 years of service.

Mr. Shone entered railroad service at East Buffalo, under the District Master Car Builder, as Clerk on September 1, 1893, and was appointed A. R. A. Inspector on July 1, 1912 and promoted to Chief Clerk to the District Master Car Builder on April 21, 1920.

On March 31 a dinner was held at the Central Terminal Restaurant in honor of Mr. Shone, which was attended by shop supervisory and clerical personnel, including Stores Department and Division General Car Foreman's staff with whom he was formerly associated.

Upon return to the Shops another surprise awaited him as the entire supervision and clerical force, together with his dinner friends, had assembled during his absence. After remarks by Superintendent of Shops, A. H. Faerber, and others present, Ralph L. Chandler, Division General Car Foreman, presented him with a combination radio and phonograph and a leather folder containing an autograph of all his shop associates and friends.

Supervisory and Clerical Forces of the East Buffalo Car Shop held an old time bowling party at Seven Dolor's Club Rooms, March 28.

The Piecework Inspectors, captained by Chief Piecework Inspector Edgar, took the Shop Foremen, captained by General Foreman, Hugo Jaeger, for three games. The Office Force took the Assistant Foremen into camp for three games.

Leppert Honored in Bellefontaine

In honor of J. W. Leppert, who was transferred to the position of Enginehouse Foreman at Kankakee, effective March 16, a stag party was held in K. of C. Hall, Bellefontaine, March 14. Music was furnished by an orchestra composed of R. L. Ather, R. H. Burkett, Melvin Leppert, E. C. Reed, Charles Kely and Mr. Leppert himself.

Mr. Leppert has been employed on the Ohio Division for more than twenty-five years and had been General Foreman at Bellefontaine for more than 19 years.

Among those present were F. H. Winget, Master Mechanic; J. J. Karibo, retired Master Mechanic, L. A. Champ, Trainmaster; P. J. Bivens, Storekeeper; Mayor Robert B. Cook, and Police Chief A. D. Paden.

Mt. Carmel Boy Lost with Langley

Paul (Tommy) Stroup, son of Engineer and Mrs. C. S. George, Mt. Carmel, went down with the Langley, an aircraft carrier sunk in Southwestern Pacific waters. This is the second railroad boy from Mt. Carmel, reported missing in the past month.

Mrs. Chas. Eaton, 65, died at her home in Mt. Carmel, March 25. Her late husband, Charles Eaton, Conductor, preceded her in death two weeks earlier.

Raymond E. Frick, Fireman, of Mt. Carmel was inducted into the Army, March 17.

Buy Your Coal NOW, While You Can Get It

HELP the war effort by buying next winter's supply of coal NOW and filling your coal bins to capacity.

Not only do this yourself, but influence your friends and neighbors to do the same. Why?

1. Equipment for transporting coal is available now.
2. Much of this equipment will be needed to carry the heavy war shipments sure to come later in the year.
3. Coal consumption is expected to increase, and war industries will get priorities on all coal shipped.
4. Prices are now at their lowest point.
5. Rationing and cold homes, affecting your health, might unavoidably result unless all bins are filled now.

Be patriotic! Buy your coal now! Help clear the tracks for war supplies and for VICTORY!

Detroit Officers Install Flags

Employees of the Auditor Passenger Accounts office, Detroit, on April 9, presented two beautiful silk American flags to the offices, one each to the sixth and seventh floors.

In behalf of the union, which sponsored the collection for the flags, Don Morris, President, introduced Dick Owen, who made the presentation speeches.

In the sixth floor ceremony, Spanish-American War Veteran, Emil Yost, flanked by Color Guards Tom Moriarty and Al Girard, World War I veterans, carried in Old Glory and placed it in the standard, while office employees stood at attention. World War Veteran Werner Klebe led the assembly in singing the National Anthem.

On the seventh floor, Mr. Klebe carried the Flag while two future soldiers, Bill Weddigen and Francis Asam, acted as color guard.

Cupid has been busy in the office of the Auditor Passenger Accounts, Detroit, lately. Francis "Bud" Bockenstette, we find, was bit by one of Dan's wildly shot arrows and will stroll the center aisle on May 30 with Edith Mikendo.

With the approach of warm weather the dozens of Red Cross knitters in the office of the Auditor Passenger Accounts, Detroit, will be given a breathing spell from their labors. Many a Red Cross charge and many in the armed forces are wearing articles knitted by these hard working girls.

Concord had its minute men, but the Auditor Passenger Accounts, Detroit, has its Jimmy Rodgers, which amounts to the same thing. Up until April 15 he had sold \$3,200 of Defense Stamps and Bonds to folks in his office. Viva Jimmy!

Ill in Cincinnati, Clyde W. Stoutenburg thanks everyone from the bottom of his heart for their many remembrances, especially during the Easter season.

Army and Navy men and some Canadian forces were guests of the

Mrs. Jones Retires

A farewell party was given recently for Mrs. Mary F. Jones at the Alpine Village, Cleveland. The party was attended by forty-eight of her co-workers from the Orange Avenue Terminal. Mr. Uhl, Chief Clerk of the Inbound Department, presented her with a leather purse and money; the money she used to buy herself a wrist watch. She was also presented with an orchid corsage by the office force, and during the evening one of her young admirers from the office, Julius Martin, presented her with another orchid.

Herman Pircher, Master of Ceremonies at the Alpine Village, had all join hands and sing Auld Lang Syne.



Mrs. Mary F. Jones at party given her on her recent retirement in Cleveland. With her is Herman Pircher, Master of Ceremonies.

Mrs. Jones was born January 1, 1873, in Uniontown, Ky. She entered service of the New York Central March 11, 1918, leaving April 1, after 24 years' service. Mrs. Jones has an excellent record for attendance and capability. She is leaving for the sunny south to make her home in Mobile, Ala., where her sons are located, and she is going to have WELCOME on her door mat for all her friends from Cleveland. Her youngest son, E. L. Jones, is a Captain in the U. S. Army, 132nd Division, Fort Dix, N. J.

Martin Acker, Coach Cleaner, retired March 31, after forty years' service, all at Jackson, Mich.

Women's Advertising Club of Detroit at a party held April 12, in the U.S.O. Lounge, Michigan Central Station, Detroit.

Entertainment included a concert by the Wurlitzer Boys' Band, selections by an accordion quartet, and community singing, led and accompanied on the piano by Miss Rosalie Harris.

Refreshments were provided by members of the Women's Advertising Club, a number of whom serve on alternate Sundays as U.S.O. hostesses to troops in transit. Dancing followed.

Only the day before the party, the painting and renovating of the lounge had been completed by the Michigan Central staff.

Our roving reporter, noticing a brilliant flash in the Auditor Passenger Accounts Local Comptometer Department, Detroit, investigated and discovered the flash was the sunlight reflected from the diamonds on the engagement ring of Agnes Petrina Adamo. The name of the lucky man — Patrick R. Smith.

Home talent again blossoms forth in the General Departmental Accountant's office in Detroit, in the coming production of the Second Annual Minstrel show. So successful was it last year that a "sell out" is expected.

Minerva Frizzell of the Typing Bureau spent two weeks in St. Petersburg, Fla., while the New York Yankees were there for spring training, but the glories of Florida may as well have remained unseen, for her vacation conversation is largely, "I saw the Tigers beat the Yanks."

Frances Dowdell and Mary O'Connell of the Typing Bureau spent several days in New York recently.

Seventy-two percent of the employees of the Michigan Division Car Department are buying War Bonds through payroll deductions.

Frank E. Blair, Jr., Stationary Fireman in the Car Department, Jackson, Mich., has enlisted in the armored division of the Army.

Anthony Klinko, Coach Cleaner at Jackson, is in the U. S. Veterans' Hospital at Dearborn, Mich.

With a goal of a closer spirit of cooperation and unity of purpose in the war, 50 employees, representing all departments of the Michigan Central at Jackson, Mich., got together for a smelt dinner, March 25, at Sherm's Cafeteria in that city.

Sponsors of the undertaking express the hope that this will be the first of many more gatherings, and an invitation is extended to all Jackson employees.

Brief remarks, pertinent to the occasion, were made by various department heads and employees, and the affair was hailed as a huge success.

The first days of spring turned one young man's fancy toward amorous thoughts—as the diamond on Margaret Schunder's engagement finger attests. Margaret, a typist in the office of the Auditor Passenger Accounts, Detroit, revealed the lucky man was a Detroiter named Walter Olger.

Members of the Detroit District Station Accounting Bureau were dinner guests of Mr. and Mrs. Walter Frank April 9. After the dinner (prepared as only Mr. Frank can), they were entertained with dancing, singing and moving pictures climaxed by a demonstration of painless surgery. Incidentally, some of the movies revealed that while some members of the bureau may excel at the office, they are not so good as golfers and actors.

Employees in the Office of General Superintendent, MP&RS, New York, extend sympathy to Al Wilson because of the recent death of his wife.

Larry Holstein and Peter Denzel of the GSMP&RS office N. Y. have joined the Armed Forces—Larry in the Navy and Pete in the Army Tank Corps. The boys were recipients of gifts.

Dave Chamberlin of the Superintendent of Equipment office, New York, has enlisted and is now with an Anti-Aircraft unit. He was presented with a wrist watch.



Vol. III No. 5

MAY, 1942

Father of Slain U. S. Hero Gives Check in G. C. T.

A check for \$170,062, subscribed by the New York Central System's 131,000 employes, was publicly presented to the Army, with the suggestion that it be used toward the purchase of a bomber, at a colorful ceremony in the Main Concourse of Grand Central Terminal, Sunday, April 19. A crowd, estimated at 8,000, listened to the speeches. The Hon. James A. Farley, former Postmaster General presided.

A detachment of troops from one of the harbor forts was present and an army band played. A temporary platform was erected between the baggage counter and the information booth and on this platform sat representatives of the employes in Chicago, Indianapolis, Worcester, Pittsburgh, Collinwood, New York and other New York Central cities. On the floor in front of the platform were uniformed representatives of various railroad departments.

The check was presented to Col. A. Robert Ginsburgh, Aide to the Under Secretary of War, by Russell M. Church, a Draftsman in the Central's Rolling Stock Department at New York. Mr. Church's only son, Russell M. Church, Jr., an army pilot, was killed December 16. After his plane had been struck by anti-aircraft fire, he made a half mile glide across 25 Japanese planes parked on an airfield at Vigan, Luzon, Philippine Islands, machine gunning and dropping his bombs as he flew. The first news of his death came from Radio Tokyo, which announced the Japanese, recognizing his heroism, had buried him with full military honors and had erected one wing of his plane over his grave.

From Massachusetts, where Patriots Day was being celebrated, Governor Leverett Saltonstall broadcast a message commending the fund and this display of patriotism on the part of New York Central System employes.

C. D. Tilden, an Electrician in the Collinwood Locomotive Shop, one of the 18 employes who initiated the bomber fund, was one of the speakers. The exercises were broadcast by Station WNEW. Mr. Farley said in part:

"It is heartening to be present at a ceremony such as this today. It is a ceremony which is identified with patriotism of the highest type. Regardless of the amount involved, the importance of this fund is its significance as a symbol. The determination of these men to have an individual and personal part in helping to win the war and defend their liberties is an attitude which I am sure both the War Department and the country will be quick to applaud. It is important as showing the way our people are reacting psychologically to this cataclysmic struggle—a conflict for our homes, lives and freedom, into which we have been thrust by overseas foes motivated solely by envy and greed.

"This voluntary action by the employes of a great railroad system indicates an attitude of mind and a ready willingness to act that well might be emulated by all our people.

"Best of all, this fund was started by Central employes of the rank and file. It came from the bottom and not from the top."

The employes who represented their fellow subscribers were: J. Barcklow, New York; A. P. J. Sager, Mott Haven; M. Cronin, Harmon; W. Hayduk, Electric Division; T. J. Gilleran, Hudson Division; E. H. Wechsler, Hudson Division; E. Thress, Ashtabula; C. S. Stahl, Erie; J. A. Brothers, Beech Grove; F. Dwire, Indianapolis; F. B. McCullough, Indianapolis; W. K. Brandum, Beech Grove; C. C.

\$170,000 Bomber Fund Given to Army by N. Y. C. Employes



At top, scene at presentation of Bomber Fund Check in Grand Central Terminal, April 19, as Army Band, not shown, played the National Anthem. Below, Russell M. Church, father of war hero, is shown presenting check to Col. A. Robert Ginsburgh. At left is former Postmaster General James A. Farley.

Stoner, Indianapolis; H. K. Jepson, Urbana; R. Stump, Blue Island; E. Keene, Chicago; F. P. Merritt, Detroit; E. C. Planck, Decatur; C. L. Merritt, Boston; W. H. Clifford, Worcester; A. J. Kinney, McKees Rocks; W. E. Zimmerman, Pittsburgh; Mrs. G. E. Holtorf, New York; Miss H. Dober, Detroit; C. D. Leach, Chicago; R. Allen, New York; B. G. Kelley, New York; T. O'Grady, Chicago; W. Quigley, Weehawken; C. Moore, Weehawken; Mrs. H. R. Christian, Detroit; R. W. Stone, New York; H. F. Green, Rochester; W. Hauck, New York; C. D. Tilden, Collinwood, and S. C. Blood, Collinwood.

Enright Succeeds Taylor in Chicago

D. V. Enright was appointed Manager of the Taylor Street Warehouse, Chicago, April 1, to fill the post left vacant by the retirement of W. O. Ferguson on that date. Mr. Enright had been in charge of auto and loading operations at 23rd Street.

Maurice Succeeds Russell as Auditor

L. V. Porter, Vice-President and Comptroller, announced the appointment, effective April 1, of C. H. Maurice as Auditor Passenger Accounts, with headquarters at Detroit, vice J. J. Russell, retired.

Mr. Maurice appointed G. J. Paris as Assistant Auditor of Passenger Accounts.

Only Free Men Buy Bonds

Gets 121 Members

Since his inauguration, in January, as President of Metropolitan Chapter, New York Central Veterans Association, H. A. Offerman, Trainmaster, has personally enrolled 121 new members in the Chapter.

This brings the total new members secured since January 1 to 175. Many of the new members are train service employes.

First Railroad Stock Traded on N. Y. Exchange was M. & H.

The first railroad stock to be traded on the New York Stock and Exchange Board, which celebrates its 150th Anniversary May 1, was that of the Mohawk & Hudson Rail Road Company, the first of the roads composing the present New York Central System. The first transfer recorded by the Exchange was on October 1, 1830, at the price of \$110. Par value was \$100.

The Mohawk & Hudson was incorporated April 17, 1826, with a capital of \$300,000. There were 33 original subscribers to the 3,000 shares of capital stock, only 12 of whom took 100 shares or more. Almost all of the stockholders, who were of necessity men of imagination, were residents of New York City.

Actual construction of the road, which ran sixteen miles between Albany and Schenectady, did not begin until August 10, 1830. It was only after that time that public interest in the stock developed.

During that year 3,556 shares were transferred and on December 31 twenty shares sold for \$140. Trading continued heavy during 1831 and the price rose to \$196¾ until September 14, when 2,000 more shares were issued. The price fell to \$145 and during the next month 5,492 shares were traded.

The increased active trading in the stock was whetted by the first operation of a train over the completed track on August 9, 1831. The famous first run was made by the DeWitt Clinton, pulling three coaches full of distinguished guests.

From August 10 to December 31, 1831, net earnings of the pioneer railroad were \$8,842.66.

Carroll Stevenson has been transferred from the Equipment Engineering Office at New York to the position of Shop Draftsman at Beech Grove Passenger Shops. Mr. Stevenson is originally from Beech Grove.

Central Rushes Oil From West to East

F. E. Williamson, President of the New York Central System, announced April 13 that during the month of March the Central had transported 34,299 carloads of oil, both crude and refined, to the eastern seaboard.

"This is about two and one-half times the volume of this traffic moved in March, 1941," Mr. Williamson said, "and means that every ninety minutes throughout the month, day and night, a train of about sixty-five cars laden with oil was speeded over the New York Central System."

Mr. Williamson cited this as an instance of the extent to which the railroads, as the strain of the war crisis grows, are able to "pinch hit" for the water carriers which normally carry the bulk of this traffic, and whose service has been disrupted by submarine activity.

Mr. Williamson added that the volume of oil moving continued to be heavy during the early part of April, when the daily average of cars moved was about ten per cent higher than during the month of March.

War Bonds Go Fast at Collinwood Now

Employees at Collinwood Locomotive Shop are taking well to the payroll deduction plan which has been established in connection with the purchase of War Bonds. As of this writing, approximately 75% of the total Shop force has subscribed. The Office force is approximately 95% subscribed, whereas the Car Shop has reached the ultimate, 100%. For the Locomotive Shop and the Office this goal is expected to be reached soon.