

# CENTRAL HEADLIGHT

Vol. VI, No. 5

MAY, 1945

## Dies on Iwo Jima



Private Frank B. Graber, 23, of the U. S. Marines, was killed in action on Iwo Jima, February 26. Prior to his enlistment in August, 1942, he was a yard brakeman in the Cincinnati Terminal. His father, Carl J. Graber, is a yard conductor in the same terminal. Both parents survive.

## War Bond Purchases Still Vital, Says President Metzman

To the Men and Women of the New York Central System:

THE SMASHING SUCCESSES of our Armed Forces in Europe and in the Pacific have encouraged all of us in a feeling of optimism as to an early peace. While earnestly hoping for this end, we must not forget that the terrific pace of the advances made is possible not only because of their valor, their leadership, and their number, but also because our fighting men are abundantly supplied with all the food, munitions, and other things, in the huge quantities required to sustain them.

It is unthinkable that we should not continue to fully sustain them, and the Government looks to you and to me, and to every other citizen to provide through our purchases of War Bonds the money that is necessary for this purpose.

You have all contributed to the war effort—by your devotion to duty in maintaining essential rail transportation, by purchasing War Bonds, by giving to the Red Cross blood bank, and in many other ways. But Uncle Sam now calls upon us again, most urgently, to purchase additional War Bonds.

At the request of the Association of General Chairman of the Standard Railroad Labor Organizations, and in cooperation with it, the New York Central has organized an intensive campaign during the months of April, May, and June, designed to reach every em-

ployee, seeking increased subscriptions on the part of those now buying Bonds under the Payroll Deduction Plan, and to enroll those who are not.

The Payroll Deduction Plan was established at the express request of the United States Treasury Department, not only in the railroad industry but in all other industries of the country, to provide a source of continuing financial support upon which the Treasury may depend.

We all, of course, want to do everything we can to speed the day of complete victory, and when asked in the present campaign to buy more War Bonds, should remember that in helping the Government, we are making a sound investment for the future.

Yours sincerely,

*G. Metzman*  
President

April 9, 1945

## Bigger Payroll Bond Total for System Needed

THE Battle of the Bonds is on! An intensive campaign is under way all over the New York Central System to increase the number and amount of continuing subscriptions under the Payroll Deduction Plan. Bonds fully paid for during April, May and June, will be credited as participation in the Seventh War Loan drive.

General, divisional and local committees, representing the Company and the Association of General Chairman of the New York Central System, are making a personal canvass of all employes to explain and promote the campaign.

Committeemen are pointing out that with the knockout blows now being delivered at the Nazis and the Pacific war going into high gear, Uncle Sam more than ever needs every dollar that can be subscribed.

Canvassers are urging those employes who have not already done so to sign up under the Payroll Deduction Plan, and those already purchasing bonds to increase their subscriptions.

The men and women of the New York Central have, in many ways, given splendid support to the national effort, but twenty-seven per cent are still not buying War Bonds under the Payroll Deduction Plan.

The current campaign is a challenge. It provides an opportunity for the safest investment an American can make in his own and the nation's future; it provides Uncle Sam with the funds to keep our fighting forces supplied; and it will do much to help prevent ruinous inflation.

If you are already enrolled under the Payroll Deduction Plan, sign up for another Bond; payments may be made in as many deduction periods as you wish.

And if you have not subscribed for the purchase of any Bonds, now is the time to begin.

## Gets Silver Star for Rescuing Comrade

With pardonable pride, Passenger Brakeman, C. M. English, Detroit, reports his son, Pfc. Dean K. English, has been awarded the Silver Star for gallantry at Palo, Leyte, P. I., October 25, 1944, when, with the aid of an-

other soldier, he exposed himself to danger from exploding ammunition in a burning ammunition dump 50 yards from his position to carry a wounded man to a first aid station.

In addition to the danger of injury by exploding shells, the fire illuminated him as a target for enemy snipers.

## Lieut. Schoeps, Pilot of N.Y.C. Bomber, and 3 Reported Dead Father in Chicago, Despite War Department Notification, Still Hopes Son Lives—Had 52 Missions

First Lieut. Joseph T. Schoeps, 22, of Chicago, the pilot who was at the controls of the "New York Central II," the replacement Marauder bomber presented to the Army Air Forces by the employes of the New York Central, when it was shot down over Germany, January 1, is probably dead.

Fear that he had been killed when the bomber was hit by flak and exploded on its 103d mission, was confirmed recently by his father, Ernest Schoeps, an electrical assembler for the Mills Industries, Inc., Chicago, who was notified by the War Department that his son had been killed on the same day the Central bomber was lost. The report came from the Red Cross in Germany.

Despite this official notification, however, the elder Schoeps still hopes that his son may have survived.

Reports received so far indicate that of the other seven members of the crew, Major Hugh S. Teitworth, Jr., Co-Pilot, of Pomona, Calif., First Lieut. Camillo W. Tensi, of Union City, N. J., and S/Sergt. Arlyn L. Lones, of Freenville, Tenn. were killed and S/Sergt. Jimmie A. Reesha, Radio Gunner, of Los Angeles, is a prisoner of war.

Reports on the remaining three crew members have not been received. There is some hope that they survived, as several parachutes were seen to leave the plane after it exploded.

They are Second Lieut. Edward J. Purdy of Minneapolis, and First Lieut. Thomas F. Rawson, Navigators, and Private Gerald R. Draper, Armorer Gunner, of Moline, Ill.

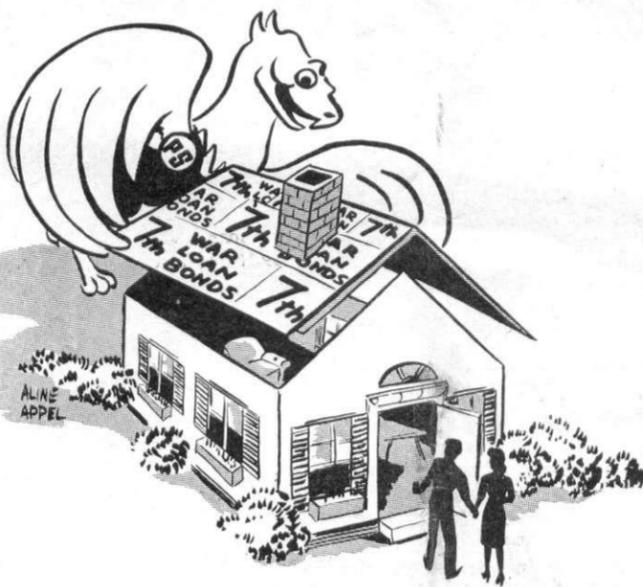


First Lieut. J. T. Schoeps

Lieut. Schoeps was 22 years old and joined the Air Forces July 10, 1941. He participated in the bombing of the Normandy beaches before the D-Day landing and had 52 missions to his credit.

Lieut. Schoeps had won many awards, including a Presidential Citation, the Air Medal, with 16 Oak Leaf Clusters, a citation from General DeGaulle and the Croix de Guerre for support of the French Army in battle in Italy in May, 1944.

## Cover the Future!



## Saved Wounded Man Under Fire N.Y.C. Man Wins Bronze Star

SERG. GEORGE V. CALLAGHAN recently was awarded a Bronze Star Medal for heroism in Belgium on January 19 when he was still a private first class.

Sergt. Callaghan, during heavy fighting near Bech, although surrounded, elected to remain and care for a wounded comrade. That night, when trying to get help he was fired upon by an enemy patrol but returned to the wounded man, giving him first aid for the next four hours.

Later he was able to get his comrade to the rear, thus saving his life.

Sergt. Callaghan was a trackman at Lake Clear Junction, N. Y. and entered the service June 20, 1944.

He has two sons, one two and one-half years old and one ten months.



Sergt. George V. Callaghan, of Lake Clear Junction, N. Y., who won the Bronze Star for heroism in Belgium.

## P. & L. E. Fireman Dies Over Germany on First Mission



Sergt. James A. Dietrich, a former Pittsburgh & Lake Erie locomotive fireman, who had been missing in action over Germany since November 2, is now known to have been killed on that date. It was his first mission with the Army Air Forces. Sergt. Dietrich made his home in McKeers Rocks. His wife, mother, four brothers and two sisters survive.

## Get Your "N.Y. Central Report to Employes"

With each copy of this issue of The Headlight you should receive a copy of the Company's annual report to employes for the year 1944. Ask for it!

# Central Headlight

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May, 1945

No. 5

## "I Have Never Advocated War, Except as a Means of Peace" — General U. S. Grant

WE believe that General Grant spoke for all of us. But now we can speak for ourselves — with a voice that will not only destroy our enemies but help us build for peace.

With close to 30,000 New York Central employees in the Armed forces, and a total of approximately 400 New York Central men recorded as having died in the service of their country, every Central employe gratefully extols the victories that our Army and Navy have won so gloriously and hails the nearing prospect of peace and final victory on the Western Front.

Yet, at the same time, we all appreciate to the full the warnings of our military leaders that a long and terrible period of warfare with the Japanese still confronts us in the Far East. Mountains of supplies must continue to go forward thousands of miles and huge costs must still be met. Our country still needs our help and calls upon us, most urgently, to subscribe during the Seventh War Loan Drive and increase our purchases of Series E War Bonds through payroll deductions. The Seventh War Loan Drive and the current New York Central campaign are a challenge to us all!

One additional \$25 Bond purchased by each employe during the three months of the Seventh War Loan would provide Uncle Sam with two and one half million dollars to buy the things our fighting men need, and would return to the purchaser three and one quarter million dollars in ten years to help us build for peace.

That same performance repeated each three months for the duration of the war would produce like results — for Uncle Sam and for us.

The war is not over. It will not be over when the Nazis are defeated. It will not end with the Seventh War Loan. It will not be over until the last gun is fired and as long as it lasts, Uncle Sam needs our help.

Shall we meet the challenge?

Paper now enters into the manufacture or packaging of more than 700,000 military items of supply. These increased uses, together with depleted man power at the sources of paper material have created a critical shortage. In response to the government's paper conservation request, this issue of the Central Headlight is reduced to eight pages. Similar action may be necessary in succeeding months.

We are sure our readers and contributors will understand the situation.

## Letter of the Month

A.A.F. Com. Hosp. us as we might have been at home. Plattsburg Bks., N. Y. We felt welcome aboard the Empire and not as though we were intruding, as always before.

Mr. B. J. Bohlender,  
Mgr. Dining Service,  
New York, N. Y.

In the Army, when a man does a job and does it well, he is commended. There are four of us boys, plain, common soldiers, who feel that two men in your Company deserve that reward.

Having been in the Army four years, traveling all railroads in the country, we were treated as guests for the first time aboard the Empire State Express, en route from Cleveland to Albany, February 26, by our steward, Mr. Monahan, when we presented our G.I. meal tickets. Both Mr. Monahan and our waiter, E. U. Clark, treated

These two men are not just treating us boys decently. After the War is over, if we get jobs and have money to travel, publicity then can not sway us, G.I. orders will not route us. We shall damn sure go where we are welcome, not only when times are tough, but when they are rushed and crowded, too.

We want you to know that we know when we board the Empire with Messrs. Monahan and Clark, and present a meal ticket, we feel we are not imposing on any one.

(s) Sgt. L. W. Troup, Auel C. Casey, Noah Martin, Cecil M. Colburn.

## New York Glee Club Concert on May 18

The second Spring Concert of the Glee Club of the Manhattan A.A. will be held at the Junior League Club, 221 East 71st Street, New York City, May 18.

The Club, under the direction of Thales B. Weeks, with Frederick Williams, Accompanist, will present a varied program of selections chosen from music representative of our Allied Nations.

The Glee Club will present as guest artist, Miss Julia Adams, lyric soprano, of Bridgeport, Connecticut, who is well known on the concert stage in both New York and Connecticut. Miss Adams, a graduate of the Juilliard \$2.

School of Music, New York, broadcasts from station WLCC at Bridgeport, and over WABC New York on the Frank LaFog programs.

## Model Locomotive Construction Book

The second in a series of popular priced Plan Package books, giving detailed construction plans, photographs and text for various types of locomotives, has been issued by the Model Craftsman Publishing Corporation, Ramsey, N. J.

Included in this book are the plans for three New York Central locomotives — Mogul, Hudson and dual-duty Mohawk types. The book is priced at \$2.

## Harold S. Vanderbilt Bowling Trophy Presented



F. A. Yeager, right, President of Manhattan Athletic Association, presenting the Harold S. Vanderbilt bowling trophy to E. L. Johnson, Assistant Chief Engineer, MP&RS, who represented the Equipment Engineers, winners, in the Scratch tournament, at a dinner April 11, in the Railroad "Y," New York. The YMCA trophy, won by the Passenger Traffic Department in the Handicap tournament is shown in front.

## THE ROUNDHOUSE

By  
Sim Perkins

THE percentage of our fighting sailors and soldiers who, in addition to giving their blood and risking their lives for their country, also buy War Bonds regularly, thus building their own financial bridgehead, is surprisingly high, considering their relatively low pay. Therein lies one of the great differences between our men and the Japs.

A Nip private, or even a non-com, would have one heck of a time trying to scrape together even a minimum payment, \$1.57 weekly, on a \$25 E Bond, for the Japanese army scale of pay is as low as its ethics, as witnessed by the following salaries per month, none of which equals that of a New York Central office boy, 1945 model:

Colonel, \$71.30 to \$85.10; Major, \$39.10 to \$50.60; Captain, \$27.60 to \$35.65; First Lieutenant, \$19.55 to \$21.66; Sergeant \$5.29 to \$6.90; PFC (still "per month") \$2.07.

So many New York Central men in the Armed Forces have been decorated that some people are confused as to what the medals represent. Aside from the Purple Heart, which goes to all wounded in combat and to the next of kin of those who are killed, there are nine medals that American soldiers may win. In the order of their importance they are:

The Medal of Honor, (Congressional) for extraordinary heroism in action; the Distinguished Service Cross, for gallantry in action; the Distinguished Service Medal, for unusual non-combat distinction; the Legion of Merit, for non-combat achievement; the Silver Star for gallantry in action; the Distinguished Flying Cross, for achievement in flight, in or out of action; the Bronze Star, for heroism in combat, or in support of combat, but not in the air; the Soldier's Medal,

for heroism in combat and the Air Medal, for achievement in the air.

The Bronze Star is the newest of the medals, having been in use only for a year or so. It can be won anywhere except in the air, even by a flier who is afoot or afloat.

Instead of the Distinguished Service Cross, sailors, Marines and Coast Guard men get a Navy Cross and in place of a Soldier's Medal they can win a Navy or Marine Corps Medal.

Units of the First Military Railway Service, who followed the advance of the Fifth Army in Italy, lived in style when stationed, for a period, in Rome. Their headquarters in the Italian capital were in the spacious offices and waiting rooms of the handsome, stately Rome Terminal Station, built by Mussolini in connection with his proposed World's Fair, which never materialized.

This great station is described by the railroad soldiers, some of them Central men, as unsurpassed for magnificence in the world. It is constructed of marble and has three levels, all with indirect lighting, which adds to its beauty.

Pfc. Raymond DeGenova of Schenectady, a furloughed New York Central mechanic, was the engineman on the first train operated by the M.R.S. between Leghorn and Florence, Italy, on March 27. The schedule for the 50-mile trip has been set at approximately two hours. The line was an early target for allied bombers and had to be rebuilt by the M.R.S.

Eight miles out of Florence, on the first run, DeGenova saw a piece of scrap iron, placed probably by saboteurs. It was knocked off the track by an undercarriage guard rail.

T/Sergt. E. A. Halladay, former Assistant Station Master at Cleveland Union Terminal, recently wrote that the pen and pencil sets given by the company at Christmas to all employes in the Armed Services whose addresses could be obtained, had become a novel means of identification among New York Central men in the Army. The little red markings on the ends speak for themselves.

Through this means Sergt. Halladay has met, he says, more than 40 furloughed Central employes, some of them near the German border. Among them was Sergt. Peter Lee, formerly a fireman on the Erie Division, who previously had worked at the Linndale Roundhouse.

Sergt. Halladay says the pen and pencil sets have proved most welcome and useful, in addition to making New York Central soldiers acquainted with one another.

## Garden Prizes for Winners of "Green Thumb"

R. D. Starbuck, Executive Vice-President, announced March 30 that, in view of the paramount importance of Victory Gardens this year, the Company would continue the practice of permitting employes and others to cultivate unoccupied portions of the right of way.

GARDENERS young and old have a chance to win War Bonds and other valuable prizes in the \$2500 Green Thumb Contest, plans for which have just been announced by the National Victory Garden Institute.

Because it was so successful in helping to produce thousands of better Victory Gardens in 1944, the Institute is sponsoring the contest again on a broader basis. This decision was made at a recent garden conference held by the Institute in Chicago at which Mrs. Catherine Benzo, of Norway, Mich., a sixty-nine-year-old grandmother, was acclaimed the Nation's champion Victory Gardener and was presented with a Bond as first award.

The rules are simple. It is not necessary for the contestant to have an individual garden as working in a family garden makes one eligible. However, each contestant must enter a completed Green Thumb Record Book with his local Victory Garden chairman or sponsor not later than October 1, 1945. The record book is available to all gardeners entering the contest. It provides a means of keeping a valuable record of what, when and how much is planted and harvested.

"A few months ago there was a let-down in interest in Victory Gardens," said E. J. Condon of Sears, Roebuck & Company, the newly elected President of the National Victory Garden Institute. "However, as the food situation grew worse and points were restored, interest in gardening zoomed overnight. Today there is every indication that there will be more gardens and better ones this year than there were in 1944. Late President Roosevelt, the War Food Administration, the Office of Civilian Defence, Office of Price Administration and other agencies are stressing that we need Victory Gardens as never before.

"While food production and preservation are very important, there are other reasons for having Victory Gardens. Millions of tons of food were produced in home gardens last year. These products for the most part were consumed or canned at the place where grown, thereby relieving a critical shipping situation, releasing approximately 400,000 freight cars. Victory Gardens save containers and manpower; help to hold down inflation; release food for our armed forces and our allies and assure an adequate diet for the home front.

"Thousands of families are learning for the first time how good home-grown vegetables taste and how much fun it is to grow them."

Details on the Green Thumb Contest and Record Books will be available from local and state garden chairmen and defense councils or from the Agricultural Relations Department of the New York Central System, Rochester, New York.

## In Philippines



Sergt. Thomas R. Rush, furloughed employe of the Central's Marine Department at Weehawken, is with a regiment of Amphibian Engineers under General MacArthur's command. He was inducted August 3, 1941. His home is in Weehawken.

**Major W. J. Gannon, of G.C.T., Now Signal Corps Liaison Officer in Burma**



HEADQUARTERS SOUTH EAST ASIA COMMAND, Kandy, Ceylon — Among his other chores as air conditioning and refrigeration expert for the New York Central Railroad at New York's Grand Central Terminal, Maj. William J. Gannon used to keep the world-famous Grand Central Oyster Bar in prime order. Today, as U.S. Army Signal Corps liaison officer with the British 36th Division, in Central Burma, Gannon's job is to help get the messages through for one of the most isolated units in the theater — and, in his spare time, to wage personal war against the Japs! A crack shot, formerly with the Second Corps Area rifle team which won honors at Camp Perry, Ohio, the Major likes nothing better than to prowl the jungle doing some sniping on his own account.

Nicknamed "Timber" by his British buddies, he formerly commanded a pole-line construction training battalion at Camp Kohler, Calif. A CMTC graduate, he was called to active service in December, 1940. His home is 3180 Parsifal Place, The Bronx, New York City.

**Sergt. Chamberlin Wins Bronze Star**

Sergt. David L. Chamberlin, furloughed from the office of Superintendent of Equipment, New York, recently was promoted to Master Sergeant, as his Anti-Aircraft unit approached the Rhine.

He was awarded the Bronze Star Medal by General Omar Bradley for his part in the D-Day battles.

**Gunton, New Yorker, In Iwo Jima Invasion**

Corp. Richard J. Gunton of the office of Superintendent of Equipment, New York, who plays the drums in the Marine Band of the Fifth Marine Division, took part in the invasion of Iwo Jima. Recent correspondence from Dick indicates he's still beating the skins.

**G.C.T. District Engineman Ends 44 Years of Work**



William F. Eversman, Engineman, G.C.T. District, New York, was bid a fond farewell to railroad service by his associates and friends when he retired March 31 at the age of 69. Surrounded by members of his family, Mr. Eversman stands center, holding a purse presented by G.C.T. Remembrance Club, beside Trainmaster H. A. Offerman. Ending 44 years of service, Mr. Eversman piloted the Wolverine from Mott Haven Yard to the Terminal. He lives at 41 Maple Street, Ridgefield Park, N. J.

**Lieut. R. J. Watson Wins Distinguished Service Cross**

Lieut. Robert J. Watson, 23, furloughed Assistant Signal Maintainer, St. Lawrence Division, recently was awarded a Distinguished Service Cross for gallantry.

He has been in the Army since October 14, 1940, and has his home in Watertown, N. Y. Lieut. Watson previously received the Bronze Star for heroic action in Belgium.

He was wounded last December in France, to which he was sent last October, after ten months' service in the Pacific area as a non-com. He was commissioned May 12, 1943.

He received the Distinguished Service Cross for his work with a combat patrol over a period of four days. Under heavy fire, the patrol was forced to take up defensive positions in a church and withstood three attacks, during which Lieut. Watson called for artillery fire upon his own position, directing the fire from the steeple.

**Lieut. Arciero Returns from Pacific**

Marine Corps Air Depot, Miramar, Calif.—Marine First Lieut. George D. Arciero, 23, Pelham, N. Y., has returned here from the Central Pacific, where he was a pilot with a Fourth Marine Air Wing fighter-bomber squadron.

Based in the Marshalls, he flew bombing and strafing sweeps against Jap gun positions, troop concentrations, supply and fuel dumps on Nauru, Mili, Jaluit, Wortje and Maloelap. He is credited with a direct hit on an oil dump on Tiniet Islands in the Jaluit atoll last January. He flew 41 missions, logging 350 combat flying hours.

Lieut. Arciero was employed by the New York Central Railroad in New York City before entering flight training in August, 1942.

**Brakeman Trains for Lieutenancy**

A NORTH COAST PORT, ENGLAND — Walter H. Schermerhorn of 301 Washington Ave., Hampton Manor, New York, has been accepted for training as an infantry officer at an Infantry Officer's School in France. Formerly he was a technical sergeant in the supply section of an Army Transportation Corps port.

Before entering the Army in October, 1940, he was a brakeman for the New York Central Railroad.

**Hanna Now a Pfc.**

AN VIII AIR FORCE SERVICE COMMAND STATION, England — Recently promoted to Private First Class was Frank Hanna, formerly a demurrage clerk in New York for the New York Central Railroad.

A Signal corpsman at this important strategic air depot from which Eighth Air Force fighter bases are supplied, he has been overseas since December, 1943. He entered the service in February, 1943.

**Bronx Boy Is Radio Man in Belgium**

826TH ENGINEER AVIATION BATTALION — Pfc. William G. Martin, Bronx, New York, a member of the 826th Engineer Aviation Battalion, IX Engineer Command, has been recently assigned the duties of Radio Operator for his company.

P.F.C. Martin joined his present unit in June, 1943. His Battalion was active in England building concrete airbases, and landed in France on D-day plus 6. Martin has been radio operator for several reconnaissance parties whose duties were to locate sites for advanced air strips. His unit was instrumental in completing numerous airfields ahead of the fighter-bombers of the Ninth Air Force. Since the invasion of Normandy, the battalion has moved through France building air strips and repairing captured German bases and was recently in Belgium.

Prior to his induction in January, 1943, Martin was employed as a telegraphic-leverman for the New York Central Railroad. He has been overseas twenty-one months.

**Major Delacroix Davis, Jr., N.Y.C. Engineer, in England with Reconnaissance Wing**



325TH RECONNAISSANCE WING, ENGLAND — Major Delacroix Davis, Jr., of Boulder, Colorado, is one of the key men needed on the ground to keep Eighth Air Force planes in the air on their around the clock missions over Germany. As group engineering officer at this base, he supervises maintenance and repair of all aircraft that fly in support of the heavy bombers.

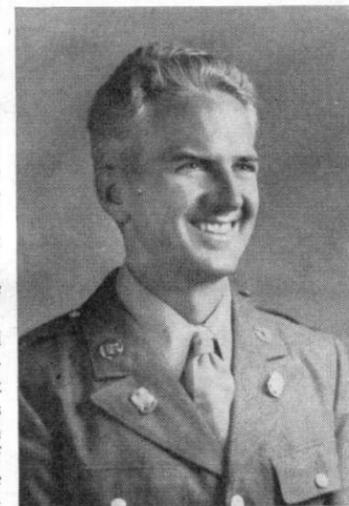
Mosquitoes and B-17 Flying Fortresses take off from here for lone missions over Europe and the North Atlantic, gathering weather data for future air and ground operations against the enemy. Mosquitoes are used as photographic reconnaissance planes as well, filming German installations by day and night to scout the way for Eighth Air Force heavies, then returning after raids to picture the damage done.

Major Davis, the son of Mr. and Mrs. Delacroix Davis, Sr., 116 Mosholu Parkway, the Bronx, New York City, is married to the former Miss Marjorie M. Anderson, 2127 Sixteenth Street, Boulder. He is a graduate of Evander Childs High School of the Bronx and of the University of Colorado.

An engineer for the New York Central Railroad and a member of the American Society of Mechanical Engineers, he entered the army in April, 1941 and attended ordnance school at Aberdeen, Maryland as well as Air Corps technician's school at Chanute

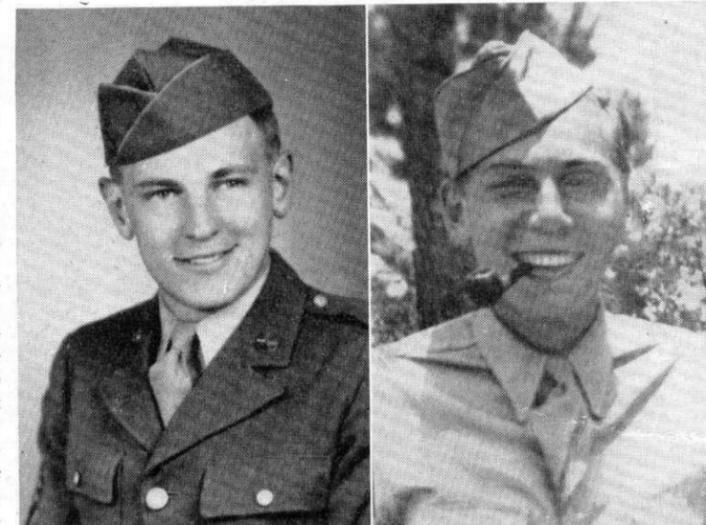
Field, Illinois. He has been overseas since January, 1943, having served in Africa and Italy before coming to England.

**In New Orleans**



Sergt. George J. Ferris, furloughed employ in the office of Superintendent of Equipment, New York is at Camp Plauche, New Orleans. He was a prominent figure in the New York Central Athletic Association basketball teams and is carrying on similar activities at the camp.

**New Yorker's Sons Both Mentioned in Dispatches**



Sergts. Kenneth and Walter Whitaker, left and right, above, sons of H. H. Whitaker, Leading Draftsman, Equipment Engineering Department, New York City, were both mentioned recently in news dispatches from Europe. Kenneth's Service Company in the 399th Regiment won the Meritorious Service Unit Plaque for superior performance of duty in France. Walter was a member of the Air Transport Command Cadre which established five temporary bases along the 2,698 mile airline, from Casablanca to Yalta, flown by President Roosevelt and his party to the Crimea Conference.

### Bronze Star Awarded to Sobczak of East Buffalo



Pfc. Stanley P. Sobczak of the 405th Infantry, was awarded the Bronze Star Medal for heroic achievement in Germany from October 26, 1944, to January 4, 1945, in connection with operations against the enemy. Pfc. Sobczak, a battalion motor messenger, conducted himself in a highly exemplary manner. At all hours of the day and night, many times without sleep, Sobczak carried messages to front line companies. On numerous occasions when impassable road conditions and heavy enemy fire prohibited motor traffic he completed his trips on foot and, with utter disregard for his safety, made his way through heavy concentrations of fire. During several critical situations, he aided in the supply of ammunition and food to front line units.

Sobczak has been in the Armed Forces since January 31, 1944 and prior to his entry was employed as a Riveter at East Buffalo Car Shop.

Two of his brothers, who also worked at the Car Shop, are in the Armed Forces—Edward in the Navy since November 13, 1942 and Henry, who was inducted on February 12.

Their father, Joseph Sobczak, also works at East Buffalo Car Shop as a Mechanic.

### Vice Pres. Dougherty Wins Egleston Medal

R. E. Dougherty, Vice President Improvements and Developments, New York Central System, recently was awarded the 1945 Egleston Medal of the Columbia University Engineering Schools Alumni Association.

Mr. Dougherty was cited as an eminent railroad builder and executive.

The medal is awarded annually to an alumnus who distinguishes himself in his profession.

### N. Y. Girl Joins W.A.C.

Rosemary Colalis, formerly of the Comptroller's Office, New York has enlisted with the W.A.C. and is stationed at Fort Des Moines, Iowa.

### Wounds Kill Son of Retired P. & L. E. Man

Sergt. Robert J. O'Toole died March 9, of wounds received in action in Germany, March 3. He was the son of James L. O'Toole, former Assistant to the General Manager; who retired in November, 1940. Mr. O'Toole has four other sons in the Army, in Europe.

### P. & E. Man Gets the Purple Heart

Corporal Walter W. Gibson, formerly employed on the P. & E. at Crawfordsville, Indiana, has been awarded the Purple Heart for wounds received in action on the Western front in January. The award was sent to his wife in Crawfordsville. He has recovered and is back in action.

### 43 Years at Work

D. H. Garrison, Chief Clerk of the Weehawken Accounting Bureau, retired April 1, after four decades of service. He began work for the New York Central in 1902, at Barclay Street Station, and was appointed Chief Clerk at Weehawken May 1, 1921. The Bureau gave Mr. Garrison a dinner April 5, at the Skyline Inn, North Bergen and presented him with a gift.

### Gets Bronze Medal



Staff Sgt. Thomas J. Moylan, 119th Infantry Regiment, United States Army, recently was awarded the Bronze Star for meritorious achievement and service from June 14 to November 30, 1944, in France, Belgium, Holland and Germany. Sergt. Moylan distinguished himself by outstanding performance of duty as a good leader in a mortar platoon during a difficult period of military operations. He has been a member of the Army since February, 1942, and was a member of the invading forces on "D" day on the coast of Normandy. Prior to his induction he was employed in the New York Central's sub-station department as an electrical worker. His brother, Andy, also an employe of the substation department, is a warrant officer in the Navy. His father is a third railman in the Transmission department, where he has been employed for more than thirty years.

### USO at Albany Has Served 140,000

In the approximately two and one-half years that the U.S.O. Lounge in Union Station, Albany, has been open, it has served more than 140,000 men in the Armed Services. The coffee bar, which has been open 15 months, has served more than 60,000 patrons. The patronage in December 1944 hit a new high mark of 8,000. Hostesses have donated more than 30,000 hours' service.

### P. Dexter Fairchild

P. Dexter Fairchild, retired Purchasing Agent, died April 17, in Tarrytown, N. Y. He was 86 years old. He had been employed by the railroad for 50 years.

### Vice President Aronson Now an N. Y. C. Director

Jacob Aronson, Vice President, Law, New York Central System, was elected, April 11, a director of the New York Central Railroad Company, to fill the vacancy created by the death of Leon Fraser.

Mr. Aronson, a native of Brooklyn, entered the New York Central Law Department November 1, 1906, soon after his graduation from the Brooklyn Law School of St. Lawrence University. He was made assistant general attorney in 1922. Four years later he was appointed assistant general counsel and on November 16, 1929, was made general counsel. He became Vice President, Law May 1, 1933.

Mr. Aronson is an officer or director of many of the affiliated and subsidiary companies of the New York Central Railroad Company and a member of the Law Committee of the Association of American Railroads.

He is a member of the Board of Appeals of the Village of Scarsdale, where he makes his home at 16 Chesterfield Road.

In 1934, he received an honorary LL.D. degree from St. Lawrence University.

### New York Woman's Husband, B-24 Pilot, is Killed in Pacific

Mrs. Gwendolyn M. Smith, Stenographer, Equipment Engineering Department, New York City, received notification from the War Department March 28 that her husband, Lieut. Kenneth R. Smith, was killed in action on Mindanao, Philippine Islands, March 9.

Lieut. Smith, 27, was the pilot of a B-24 Liberator. He went overseas to the South Pacific in December, 1944, and had participated in several missions.

### Veterans Plan Memorial Tablet

Metropolitan Chapter Veterans Association, on April 27, held an entertainment and dance in Manhattan Center, New York City, to raise funds for a tablet to be placed in Grand Central Terminal in honor of New York Central employes in the Armed Services.

### Harmon Man Cited



Sergt. James H. Nelson, furloughed Machinist Helper, Harmon Engine House, Harmon, N. Y., received with his 368th Fighter Group the "Presidential Citation" for their part in the wreckage of large German forces retreating from northern France. The group "destroyed 262 motor transport, 230 horse drawn vehicles and an undetermined number of enemy personnel."

### Lieut. Wm. Winters, of Tariff Bureau, N. Y., is Wounded

First Lieut. William Winters, 29, a furloughed employe of the Freight Tariff Bureau, New York, was wounded in Germany, March 3, and is recovering in a hospital in France.

He suffered shrapnel wounds in the knee, thigh and arm, all on the left side, when a jeep exploded an enemy mine. Several men standing near Lieut. Winters were fatally injured.

Winters, whose home is in Peekskill, N. Y., has been overseas since a year ago Christmas and went from England to France about mid-June. He has seen much action as a member of an anti-aircraft crew and has been with the Third, Seventh and Ninth Armies.

Herbert Rogers, Clerk, returned to the Freight Tariff Bureau office March 16 after a leave of absence; he worked temporarily for the Association of American Railroads, in Grand Central Terminal.

Larry Harper has received an honorable discharge from the Army and returned to work as Clerk.

### Miss Bella Moody, Chief Operator, New York, Retires



Miss Bella Moody is shown seated at her desk on the occasion of her retirement as Chief Operator, Telephone Bureau, New York City, when she was presented with gifts and purses from her associates and friends by W. A. Jackson, General Superintendent, Telegraph & Telephone. Miss Mae F. Sheehy, standing right of Miss Moody, succeeds as Chief Operator. Other operators, left to right, are Miss Emma Connors, Miss M. Rich, Mrs. L. Jones, Mrs. M. Foley, Miss M. Kelly, Mrs. E. Demarest, Mrs. J. Bush, Miss A. McCarthy, Mrs. A. Eckert and Mrs. M. Mullins.

AFTER 27 years as Chief Operator of the Telephone Exchange, Murray Hill 9-8000, New York City, Miss Bella Moody retired at the age of 64 on March 31.

When Miss Moody entered service, in 1900, she was one of only two oper-

ators handling all calls in an office located in the old Grand Central Station building. Over the years the bureau grew, being located for several years in the new Grand Central Terminal and moving to the New York Central Building, 230 Park Avenue,

12 years ago. Today 20 operators are required to handle the incoming calls and the outgoing long distance calls. Miss Moody lives at 2995 Botanical Square, The Bronx. She has been succeeded by Miss Mae F. Sheehy, former Supervisor.

### Buffalo Carman Helped Capture Maginot Fort



Pfc. Clarence Duewiger, 28, of 42 Leamington Place, Buffalo, New York, employed by New York Central Car Department in 1941-42, enlisted in the Armed Forces on February 11, 1942. Recently he distinguished himself by helping to take the stubborn Maginot Line Defenses while with American troops near Bitche, France, as reported by War Correspondent Robert C. Wilson.

One of the captured sections of one of the forts was converted to an American command post.

Pfc. Duewiger said it "had showers in the officers quarters. We tried a bazooka on the steel door and only dented it. We went down 19 platforms before we ran into water."

Pfc. Duewiger has been overseas since September 1, 1944. He was wounded in France, October 25 and later was hospitalized in that country, returning to active duty a month later.

We have had visits recently from two boys in Service. S/Sergt. J. M. Mattessich, USMC stationed at Cherry Point, N. C. and Dennis Bodenchuk. Dennis is with the Maritime Service. While home he became engaged to Miss Irene Bertani, a senior cadet nurse at the U.S. Marine Hospital, Staten Island.

Letters have been received from Sergt. Wm. D. Dietz; Lieut. Jack Beach; Sergt. M. L. Masarech; Charles D. Wangler, Y 1/C, USNR, Pfc. A. T. Lupiano, R/M 2/C, J. P. Higman, Jr. and Lieut. W. W. Winters.

Two new faces joined our office recently; Miss Laurajean Bolan and Dorothy Steadman of Yonkers.

### F. G. Love Speaks

Frank G. Love, Superintendent Property Protection, was the principal speaker at a meeting of the Traffic Club, Brooklyn, April 5. Stressing the Perfect Shipping campaign, he urged shippers to make suggestions for improving rail transportation.

### On PT Boat



George V. Majchrzak G.M 1/c, formerly from Gardenville Car Repair Shop, has reported again for duty after spending a leave of thirty days with his folks. He has served on a Patrol Torpedo boat in the Pacific.

He is the son of George J. Majchrzak, Yard conductor, at the VI yard, East Buffalo. A sister is also in the employ of the Central.

### Restrictions Made on Holiday Passes

R. D. Starbuck, Executive Vice President, on April 1, issued the following notice regarding the use of passes:

"Because of the continued heavy volume of military and essential civilian traffic, requiring the full use of our equipment, it is again necessary to prohibit the use of annual and regular trip passes between all points on our System during the following holiday periods of 1945:

- Independence Day — July 3 to 5 inclusive
- Labor Day — August 31 to September 4 inclusive
- Thanksgiving — November 21 to 25 inclusive
- Christmas — December 21 to 26 inclusive
- New Year's — December 29 to January 2, 1946, inclusive

Passes will be honored for necessary daily travel between home and place of work, for employes traveling in the performance of their duties, and for furloughed employes in military or naval service in uniform traveling only to and from their homes.

"For all other emergency travel, such as serious illness or death, and for dependent children traveling between their homes and distant schools, special trip passes for use during the above periods may be obtained through the usual channels upon full explanation of the nature of the trip.

"Your continued cooperation will assist us in taking care of the necessary travel related to the war emergency and will be greatly appreciated."

### Tarrytown Man Reports from Germany

E. A. Wilkinson, formerly employed at the Tarrytown Freight House, and now with a Signal Radio Intelligence Company overseas, recently reported that in the past year or so he has been in France, Luxembourg, Belgium, Holland and Germany and added:

"I cannot say I have much use for any of them. There is certainly no place like the U.S.A. and we G.I.'s have found that out."

So far he has met only one friend of the Yonkers Freight Station. He says he enjoys reading the HEADLIGHT.

### Kear Melrose Central Foreman

S. L. Kear was appointed Building Foreman of the Melrose Central Building March 28, in local charge of renting and operation, duties formerly handled by W. E. McGinnis, deceased.

Mr. Kear entered service in July 1922 as Wireman in the Electric Power Department, Grand Central Terminal, serving in various positions in that department; in August, 1928, he was appointed Night Electric Foreman.

### Pfc. Walterhouse, New York, is in Africa

ATC AIR BASE, CASABLANCA — Pfc. Leslie G. Walterhouse is an artificer assigned to the guard unit at Cazes Air Base, Casablanca, in the North African Division of the Air Transport Command. He is a furloughed New York Central employe from New York.

Cazes Air Base is known as the Hub because of its direct routes to Europe, Russia, the Middle and Far East. Aircraft from five continents land there daily.

### Selkirk in Belgium



Corp. George I. Turner, jr., furloughed New York Central Yard Conductor, Selkirk, N. Y., is with the 752nd Railroad Operating Battalion, in Belgium. He entered the service February 13, 1943.

Corporal Turner is the only son of Mr. and Mrs. George Turner, Selkirk. George Turner is also a Yard Conductor there.

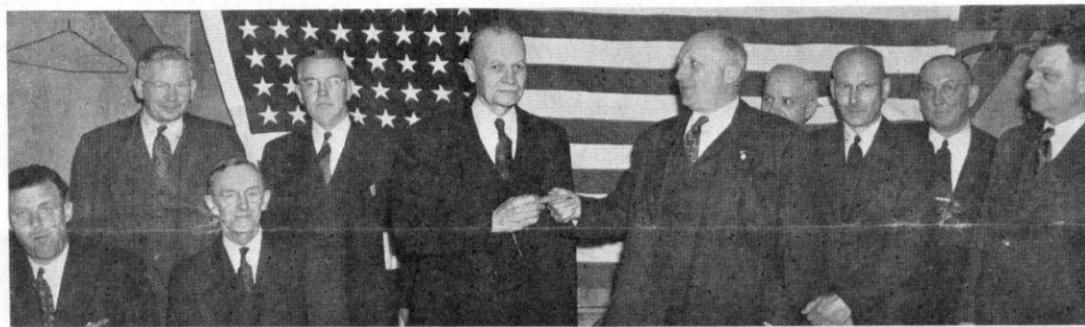
### Five Girls Take Leadership Course in Telephone Technique to Help Make N.Y.C. the "Friendliest Railroad in the World"



As every New York Central employe knows, the New York Central System is preparing in every way possible for the post war period of competition which, in common with all other American railroads, it faces. Most of the physical equipment envisioned in its plans must await priority materials. Meanwhile, thousands of employes are enhancing their skills in special courses and gaining new public relations knowledge that will be helpful.

An extensive courtesy program to keep and win friends for the railroad is already under way. As a part of this, six young railroad women in various New York Central cities recently were brought to New York and trained in telephone personality by experts of the New York Telephone Company. They will pass on to other employes what they learned in this course. Shown, left to right: Miss Emely Anderson, New York, Mrs. Marie Todd, Cleveland, Mrs. Kathryn Bargeit, Chicago, Mrs. Frances Arnold, New York Telephone Company, Mrs. Gertrude Frese, New York Telephone Company, in charge of class, Miss Mildred Taylor, Cleveland, Miss Ann Swederski, Syracuse, Miss Opal Dobbins, Chicago and Miss Freida Wehnes, New York Telephone Company. The girls will be stationed in New York, Chicago, Syracuse and Cleveland.

### Retiring Electrical Foreman Guest at Dinner



Charles Roebling, retiring Foreman of Electrical Repairs, Sub Station Department, Electric Division, (center, left) receives a purse from Walter Craft, High Tension Repairman, who was master of ceremonies at a testimonial dinner extended to Mr. Roebling by more than 60 friends and associates April 16, at Horseshoe Tavern, The Bronx, New York City. Retiring at the age of 71, Mr. Roebling entered service as a repairman in 1906, becoming Repair Foreman in 1912. Left to right are: Thomas Lynch, Third Railman, Transmission Department; H. E. Atkins, Supervisor of Sub Stations; F. MacPhillamy, Assistant Superintendent of Power; C. L. Lockwood, Power Supervisor; Mr. Roebling; Mr. Craft; H. Tooker, Power Supervisor; L. H. Slater, Chief Power Supervisor; R. Van Derwende, who succeeds Mr. Roebling; and W. H. Stapleton, Assistant Supervisor, Sub Stations.

### First Two New York Classes in Advanced Public Relations



Seated, left to right: L. A. Bresee, Head Clerk; Miss U. C. O'Hara, Ticket Seller; T. M. Kelly, Ticket Seller; F. R. Frayer, Ticket Agent; W. J. Lyons, Special Agent; E. R. Robinson, Special Agent and W. A. Clarke, Special Agent. Standing, left to right: Mrs. M. Stanley, Clerk; Miss V. M. McNamara, Ticket Seller (in background); S. T. Keese, Rate Clerk; F. G. Beach, Supervisor; R. J. Trommetter, Examiner; A. C. Frick, Special Agent; W. S. Schleich, Special Agent; J. J. Divney, Group Leader, Assistant Chief Clerk; J. D. Murphy, Rate Clerk; J. C. Ashton, Supervisor; F. L. Kattau, Clerk-Steno; G. Earle, N. Y. State Department of Education; E. B. Farrelly, Clerk; Miss A. I. Kuss, Clerk; A. Allen, Clerk and Miss H. Ruth, Clerk.



Left to right: R. C. Cole, Chief of Tariff Bureau; H. J. Genett, Chief Clerk; J. Lohrfink, Rate Clerk; J. P. Phelan, Clerk; F. A. Freudenberg, Agent; J. J. Donovan, Agent; E. J. Riley, Timekeeper; E. F. Richardson, Clerk; A. A. Anderson, Agent; I. L. Austin, (Group Leader) Assistant Secretary, Board of Pensions; A. J. Nielsen, Secretary; G. M. Van Switchtender; C. L. Embury, Clerk; E. S. Ferris, Chief Clerk; A. P. Hill, Clerk; A. J. Benhardt, Clerk; A. E. Hines, Clerk and L. C. Klinger, Clerk.

### Albany A. A. Has 2000 Members Now

The Albany Athletic Association held its 16th Annual Smoker, April 14 at St. Casimir's Hall in Albany, to conclude its annual membership drive. The Association, which has survived depression, war and other handicaps, has a membership of approximately 2000 in the Albany District.

J. H. Hayes, General Foreman, Car Department, Selkirk, President of the Association, welcomed approximately 500 members to the Smoker. In addition there were 25 service men present as guests.

The Association this year sponsored three teams in the City Bowling Leagues, two of men and one of women, and emerged with one men's championship team and one ladies' championship team. The men's championship was won by the Locomotive Shop Team.

George L. Fraley was chairman, Entertainment Committee.

### Knowlton Talks to West Albany Club

The West Albany Locomotive Shops Supervisors Club at a dinner in Albany April 9, heard a talk on the new S-1A Locomotive by C. H. Knowlton, Assistant Engineer, Motive Power.

An interesting talk on transportation in general was given by K. A. Borntrager, Superintendent, Mohawk Division.

Other guests were T. J. Lyons, Assistant to the Superintendent of Motive Power and Rolling Stock, New York; C. H. Mender, Superintendent of Car Shops, West Albany; J. Graves and C. Kantola of the Engineer of Motive Power Office, New York, and J. V. Hughes, Trainmaster, Albany.

This organization, the first of its kind on the New York Central System, is progressing rapidly under the guidance of Grant F. Miller, President, and I. W. Martin, Superintendent of the Locomotive Shops, who is Honorary President. It is hoped that similar organizations will soon be started at other points.

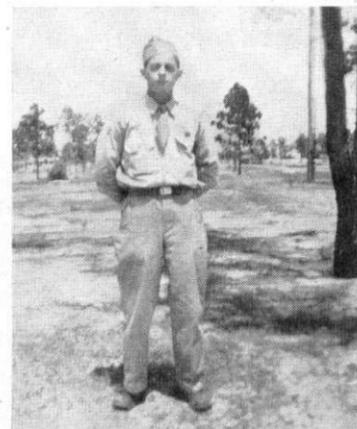
### Returns from Navy

Fred Petrie returned to work at West Albany Shops recently as a Stationary Engineer in the Power Plant. Mr. Petrie served approximately three years in the United States Navy as a Water Tender Second Class and was given an honorary discharge.

### Cadet Gets Check

The Armed Forces claimed another West Albany man as Charles W. Cox, Office Boy, in the Superintendent of Shops Office, enlisted as a Cadet in the Army Air Force. He was tendered a farewell luncheon at which Chief Clerk John Eble, on behalf of the office employes, presented him with a substantial check.

### Utica Man Dies as Transport Sinks on Way Overseas



Pvt. Paul S. Sgroi, former employe of the Utica Car Stores Department, was reported killed when a troop transport, which was carrying his outfit to England, was sunk in Atlantic waters during the first part of January, 1945. Private Sgroi, who formerly resided at No. 106 Sheldon Road, Frankfort, N. Y., was drafted into the Army the later part of January, 1944.

## H. R. Puschman, Chief Clerk in Detroit, is Dead

Harry Richard Puschman, Chief Clerk of the Conductors' Department in the Auditor Passenger Accounts' Office, Detroit, died March 19 in the New Rochelle, N. Y., Hospital after a month's illness.

Born October 5, 1878 in New York City, he started with the New York Central as Clerk in the Auditor Passenger Accounts' Office, then located in New York, on July 8, 1897. He served as Ticket Receiver at Syracuse from July 1, 1902, until December 1, 1906, and was made Chief Clerk October 1, 1941.

Quiet, efficient and just, he was well liked by all who knew him.

Two more mixed bowling parties, one at the Twenty Grand and one at the Palace-Dix Recreation, were enjoyed by Auditor Passenger Accounts employes in March and April. In the former, first prize was taken by the team composed of William Johnson, Beatrice Dorsett, Wilma Murray, Mary Gindick and Helen Papp, who contrived, with the aid of their handicap, to roll a 2022 total. Ninety participated.

At the April party first place was copped by the team made up of John Parsnik, Jane Carpenter, Ella Grace Horgan and Lorene Cline. Dancing and refreshments followed each get-together.

Charles J. Tompkins, formerly Department Assistant, has been appointed Chief Clerk of the Conductors' Department in the Auditor Passenger Accounts' Office, Detroit. William C. Horton becomes the Department Assistant and Werner G. Klebe the Statistician. A. J. Girard is the new Chief Division Clerk.

Thomas Bruder, formerly Ticket Receiver at New York, has been appointed Accountant under W. R. Brownell, Auditor Station Accounts and Overcharge Claims, New York. William H. Seely, Clerk, has been advanced to Ticket Receiver in New York, while Thomas J. Moriarty, formerly Chief Division Clerk in the Auditor Passenger Accounts' Office, Detroit, has accepted the opportunity to return to New York as a clerk in the Ticket Receivers' Office.

That heavy silver ring, with the hardened brown dirt embedded in its crevices, which Lily Calabrese, of the A.P.A. Office, guards so carefully, is no ordinary ring. The dirt is also a very special kind of dirt. In order to protect it she always removes the ring when washing.

In her work with Valiants Inc., the ring was given to her by a wounded soldier at the Veterans' Hospital in Dearborn. The lad was badly wounded in the spine by a shell fragment on the "D" Day invasion of France and the dirt in the ring is the brown clay of the district in which he fell.

Auditor Passenger Accounts boy, Pfc. Edwin Biebel fought with the Fifth Marines from their initial landings on bloody Iwo Jima. After two weeks on the Island the fighting was still continuing when he wrote his friends in the office. He reported he hadn't had a bath in two weeks and that the "two by five Island is just crawling with Japs."

T/5 Harold Hottel and Pvt. Irwin Weiser are A.P.A. boys in the Philippines. William Bell, Motor Machinist's Mate 3/c, on a L.S.T. also took part in the Leyte landings and was in the first wave into Lingayen Gulf when Luzon was invaded. Another A.P.A.er in this territory is Lieut. Nick Tikfesi, Liberator Bombardier.

Promotions noted among A.P.A. boys in the service are those of William Bell to Motor Machinist's Mate Third Class and Archie Carpenter to Private First Class. Bell is on a L.S.T. in the Pacific and Carpenter in Italy.

One A.P.A. boy, Pvt. Otis Orjens, has just finished his paratrooper training, and another one, Pvt. Vernon O'Connor, is just starting his.

## Detroit Locomotive Men End Public Relations Course



Among the 59 Public Relations groups organized in the Detroit, Area, none has been more enthusiastic than Group No. 56, which finished its sessions in Assistant Superintendent's Building, Livernois Avenue, recently, under the leadership of Patrolman Fred L. Hunt. The group was made up exclusively of Locomotive Department employes. Although none of these men come in contact with the public when on duty, they have a fine appreciation of the value of cultivating good will. Left to right: John Kery, Boilermaker; Jack Spence, Machinist Reg. Appr.; George Chamberlain, Machinist; Gaston Larose, Boiler Form Clerk; Charles Sweet, Machinist Reg. Appr.; Fred L. Hunt, Patrolman, (Group Leader); Charles Lovell, Electrician; R. L. Tipton, Boilermaker; Robert Strothers, Machinist Helper and Mike Dobryden, Boilermaker.

## Detroit Girl Sings to Front Soldiers



In Italy since before Christmas, Pte. Mary M. Leonard of the Canadian Women's Army Corps, a former Auditor Passenger Accounts employe, Detroit, has been entertaining front line troops, who are pulled out of the lines to see the show and then sent back in again. Singing with a Canadian Army show, she has been in mud up to her knees, eaten out of mess kits in the field amid the booming of the guns, been through many an air raid, and had a siege of jaundice. She says in the little town of Godo the troupe had 12 feet of water under their stage and their dressing room was the back of the truck outside. Her unit has now moved on to France, Belgium and Holland.

## Detroit Auditor Officials Promoted

J. B. Taylor, Auditor of Disbursements, Detroit, announced the following appointments, effective April 16:

L. M. Berkey, and C. F. Quinn, Assistants to Auditor of Disbursements, with headquarters at Detroit.

A. H. Kluck, Accounting Systems and Methods Engineer, with headquarters at Utica, N. Y.

## Lieut. Hamilton, Indianapolis, Promoted

ALLIED FORCE HEADQUARTERS, Italy — John Russell Hamilton, of Indianapolis, Indiana, was promoted recently from First Lieutenant to Captain. He is assigned to the 753rd Railway Shop Battalion, in Military Railway Service, Italy.

Before entering the Army in March, 1942, Captain Hamilton was a millwright foreman with the New York Central Railroad.

## Letter of Commendation

A. M. McKee, Service Manager of the Owens-Illinois Glass Company, Terre Haute, Indiana, writes to Yard Master A. E. Hardy, at Paris, Ill., concerning good service received, as follows:

"Just want to take this opportunity to thank you for your splendid cooperation in getting the sand cars out for us. I don't mind telling you had it not been for this cooperation it would have been necessary for us to close our plant down."

## Joins Gallon Club

Walter C. Reynolds, Traveling Freight Agent, Baltimore, has been a constant blood donor and is now a member of the Red Cross Gallon Club.

## Detroit Railway Business Women Elect

The Railway Business Women's Association, made up of women employes of various railroads in Detroit, has elected these officers:

Ann Conlogue, New York Central, Secretary to the Master Mechanic, President; Mildred F. Boker, Pere Marquette, Vice President; Rose Tasso, Railway Express, Treasurer; Rosemary Whelan, Grand Trunk, Corresponding Secretary and Mary Alice Mulqueen, Grand Trunk, Recording Secretary.

Last year's charity funds, made through sale of Christmas cards, were disbursed as follows: \$520.49 to the Michigan League for crippled children; \$100 to the American Red Cross. Ruth Alden's appeal for Goodfellow dresses brought \$105 and the Michigan Central Depot U.S.O. Lounge, served by these every other Sunday, has disbursed donations of over \$700 for food to service men and women, along with hundreds of donated pies, cakes, and other items.

The organization also presented Percy Jones Hospital, Battle Creek, with a wheel chair. Knitters completed ten afghans for the Red Cross.

## Ontario Engineer 50 Years at Work

Frank J. Jennings, Chief Engineer at the Swing Bridge over the Genesee River at Charlotte, N. Y., on the Ontario Division, last month celebrated 50 years of service with the New York Central. He received a gold pass from Division Supt. John Greenwood.

Jennings' record is unusual, since his job is a seven-day week one. Since 1895 he has missed only 57 days because of sickness. His bridge is the third largest of its type in the world, being 338 feet long.

Mr. Jennings' home in Rochester has been in the family 104 years.

## Detroiter Killed in Luxembourg



Pfc. Eugene Lempicki, former Laborer at the Central Avenue Repair Tracks, Detroit, has been reported killed in the battle of Luxembourg, January 17. His father, Frank Lempicki, a Car Repairer at Central Avenue, has been with the New York Central for 21 years.

Pfc. Lempicki entered the Army in December, 1942, and went overseas the following June. He had two brothers in military service, and a third with an honorable discharge. His wife, Irene, in addition to his parents and brothers, survives.

## Detroit Camera Club Subject



"Sunny" Allen

Collection of the twenty prints to be sent to New York for exhibition in Grand Central Terminal has been begun by the N. Y. C. Camera Club of Detroit. In turn, arrangements are being made to display in the M. C. Terminal in Detroit the exchange prints received from the N. Y. C. Camera Club of New York.

At the March "shooting session" the many portrait fans among the members took some dandy pictures when "Sunny" Allen posed. Lustrous-eyed "Sunny" is employed in the Typing Bureau. In addition to her railroad work, she often sings with bands in the evening.

Charles Fagin, of the Departmental Accountant's office, an amateur magician, performed legerdemain for the especial benefit of movie cameramen Edwin Von Wascinski (A.P.A. office) and Howard Hutcheson (Dept'l. Acct's. office).

Two Assistant Engineers, Valuation, took down first and second places in the April print contest, subject of which was "Snow Scenes." E. Warren Oakes won top honors and Morton Friedman was voted second award. Jack Ferguson, Division Clerk, A.P.A. office, came in third. Kodachrome motion pictures of the magician's acts, back from the processing laboratory, were screened by George Linder's projector. Wilbert Weillert and Linder also showed short 8 mm. reels. Contest entries were criticized by Mr. Oakes, photo analyst.

## Reich Made Captain on Battle Field

Lieut. Paul H. B. Reich, formerly clerk-stenographer in the office of the Freight Traffic Department, Baltimore, who entered the Army in September, 1941, has been promoted to Captain on the field of battle in the European Theatre.

## Back from Overseas; Wife Takes His Job

Frank Gerrein, formerly in the Freight Traffic Department, Cincinnati, who has been in military service since November, 1942, recently was home on his first furlough. He saw service in Africa, Italy and France.

His wife, Virginia Gerrein, has replaced him in the office of the General Freight Agent.

## Wins Bronze Star for Action in Italy

Pfc. Elmer J. Daniels, furloughed clerk at the Wayne, Mich., Station, has been awarded the Bronze Star for heroic action near Cisterna, Italy, May 26, 1944.

Pfc. Daniels was member of a squad of the Reconnaissance Platoon, Headquarters Company, of an Armored Engineers Battalion, which had the mission of constructing a bridge near the town of Cisterna.

Upon reaching the site the squad was fired upon by enemy snipers. Daniels and three others, engaged the enemy, wounding and capturing two and routing the others. By this diversion the enemy fire the other members of the squad were able to construct the bridge in time.

## East Boston Team is B.&A. Bowling Victor

Despite the war-time conditions affecting work-hours, the Boston & Albany Bowling League has completed another successful season. The League was composed of six teams as follows: East Boston Freight, M. of W. Dept., General Freight Office, Accounting No. 1, Electricians, Accounting No. 2.

The M. of W. were winners of the first half and East Boston of the second half. In the final roll-off for the League Championship, March 22, East Boston defeated M. of W. on the total pin-fall by only seven.

Ralph Leland of Accounting No. 1, won the honors for high individual average, with 101.24 for the season; Harry Nordstrom, of the Electricians, the high individual three-string, with a total of 335; and Frank Redmond the high individual single strong, with a total of 128. The Electricians secured the team high three-string prize, with a total of 1457, and the General Freight the high single, with a total of 501. For the benefit of western friends it should be stated that, in Boston, candle pins are used, and this season they fell hard.

The League held its final get-together April 6, when prizes were distributed and plans made for next season.

League officers were: Jack Haley, president, Jim Thomas, treasurer and Frank Arrington, secretary, all of the Accounting Department.

## B. & A. Employes Top Red Cross Quota

Employes of the Boston & Albany Division went over the top in the Greater Boston Red Cross drive, it was announced recently, with donations totalling \$2551, or 106 per cent of the \$2400 quota assigned.

The office of W. L. Oldroyd, Assistant to the General Manager, said additional contributions were coming in.

The B. & A. was the first of the three railroads serving Boston to meet its quota.

## 130 B. & A. Men Study

Some 130 B. & A. employes are nearing completion of courses in "Techniques of Supervision" given by instructors of the State University Extension Service of Massachusetts. Classes are being held in Boston, where there are three; Springfield, two; and Worcester and Pittsfield, one each.

The courses benefit those in supervisory positions and helps to prepare those not holding supervisory positions for such jobs.

## E. P. Morrison, of B. & A., Retires; 48 Years at Work

Edward P. Morrison, Yardmaster of the Beacon Park yards, B. & A. Railroad, and a major in charge of an Army railroad unit in the last war, retired March 15, after 48 years of service. Mr. Morrison started his career with the B. & A. in 1897 as a brakeman and worked his way up to successively higher positions. He served with the 14th Engineers in World War I. His home is in Boston.

Walter G. Connors, assistant yardmaster, has succeeded Mr. Morrison,

**Collinwood Council Basketball Team Second**



The New York Central Program Council Basketball Team at Collinwood has just completed a very successful year. The team was represented in the North East Industrial League and, after losing but one game in League play, finished runner-up. The team also was represented in City-wide and Inter-City tournaments. Robt. J. Thompson, a Piecework Clerk at Collinwood Shops, was high scorer during the season with a game average of 13 points, followed closely by Fred Hoffman, an employe in the General Stationery Stores. Gus Yanke, an employe at Cleveland Union Terminal, high-lighted at guard. Front row, left to right: John Hyland, Fred Hoffman, Paul Barth and Robert J. Thompson. Back row: Ollie Stork, Manager, Mike Reba, John Sustersic, John Dutchcot and Gus Yanke. The following League players do not appear in the picture: R. Hilovsky, A. Andrukut, H. Flickinger.

**Self Support Policy Needed, Says Metzman**

In the post-war period the railroads will be able to follow a clear track of progress if informed public opinion, the "master signalman," gives the green light, G. Metzman, President of the New York Central System, told, on April 23, the members of The Fifty Club, a group of Cleveland industrial leaders.

He said that the broad problem the railroads face goes to the heart of our American enterprise system, and concerns the terms on which capital funds will be provided out of the public treasury, for facilities used by highway, water and air carriers. The question, as Mr. Metzman sees it, is whether this will be done on a basis consistent with the private enterprise system, or whether private capital in railroads is to be pitted in unequal competition against the public treasury.

Pointing out that the railroads own, maintain and pay taxes on their right of way, track, and other fixed properties, he asserted that the treasuries of our federal, state and municipal governments have almost wholly provided the roadways and fixed facilities used by the railroads' competitors. He added that when such discrimination exists, it becomes possible for a less efficient transportation agency, using public facilities, to prevail against a more efficient competitor.

Commenting upon public policies that permit these conditions to continue, Mr. Metzman declared: "There is a way that private investment in railways can live alongside Government investment in highways, waterways, airports and airways. That is, to make our Government-owned transport plant—our super highways, our waterways and our airports—self-supporting. People who use them would pay their way, through fair user charges and tolls. Then, increased use would automatically increase the financial returns and make it possible to finance necessary extensions and improvements. The need for facilities and the ability of the business to support them, rather than politics, would be the test."

Urging that public investment in all transportation be placed on a self-supporting basis, Mr. Metzman stated that American industry has an interest in the preservation of our system of private enterprise far greater than any temporary gain in shifting transportation costs from user to taxpayer.

Pleading that every American is entitled to equality of opportunity—to conditions that enable him to compete on terms no less favorable than the terms the other fellow enjoys, Mr. Metzman expressed the belief that if they are adequately informed about this problem, the American people will find the answer in a sound national transportation policy.

(Printed copies of President Metzman's speech may be obtained on application to the office of The Headlight.)

**Capt. Faller, Erie, Honored at Dinner**

Railroad associates attended a dinner at Erie, Pa., in honor of Police Capt. John Faller, Erie Division, who retired on April 1. He was presented with War Bonds.

Lieut. W. A. Beck of Cleveland succeeds Captain Faller at Erie.

**Superintendents in West Are Shifted**

E. A. Dougherty, Assistant General Manager, Cleveland, announced, effective April 1, the following appointments:

A. Hart, to be Superintendent, Cleveland Division, headquarters at Cleveland.

E. J. Gibbons, to be Superintendent, Toledo Division, headquarters at Toledo, vice L. J. Petrot, retired.

W. H. Leahy, to be Assistant Superintendent, Erie Division, headquarters at Erie.

B. D. Maltby, formerly Trainmaster at Jackson, Mich., to be Assistant Superintendent, Chicago, in charge of the West Division, succeeding Mr. Leahy.

**When You Buy a War Bond**

Be Accurate

For Your Protection

It is requested that, when filling in War Bond subscription cards (form AD-150) information called for shall be clearly printed or typed. Such cards must be examined at the point of origin to insure that the spelling of names is absolutely correct and that the necessary information is complete.

It is important that the subscription card shall clearly indicate whether the Bond is to show a second person as "Co-owner" or is to be made payable on death to a "Beneficiary."

In the case of women, the name must be preceded by "Miss" or "Mrs." and a married woman's own given name must be used, not that of her husband, for example, "Mrs. Mary A. Jones," not "Mrs. Frank B. Jones."

Bond owners are urged to make a record showing the serial numbers and the issue dates of their War Bonds. This list should be kept SEPARATELY from the bonds. Such record protects the interest of the Bond owner and is very valuable in cases where Bonds are stolen, lost, mutilated or burned.

If you relocate, notify your Postmaster at once of your new address. This will enable the Post Office Department to forward your mail promptly. Also, fill in Yellow Card (form AD-150) so that your employer may arrange to change the address records for future mailing of Bonds, etc., to your new location.

Hold those War Bonds—a good savings investment.

WAR BONDS ARE DATED SO THAT INTEREST STARTS AS OF THE FIRST OF THE MONTH IN WHICH THEY ARE FULLY PAID FOR BY PAYROLL DEDUCTION. FOR EXAMPLE, IF THE DEDUCTION FOR FINAL PAYMENT IS MADE ON THE PAYROLL COVERING THE SECOND HALF OF MAY, THE BOND WILL BE DATED MAY 1.

**One Son Wounded; Second is Prisoner**

Archie Terrill, Yardmaster of the Indiana Harbor Belt Railroad, at Gibson, Ind., recently received word that one of his two sons in service, Sergt. John Terrill, had been wounded in Germany and was convalescing in a base hospital in France.

Sergeant Terrill sent home to his parents the Purple Heart Medal he had received. He also reported that he received a Bronze Star for parachute jumps he had made over enemy-occupied territory. In Italy he received the Expert Combat Medal.

He is in an Airborne Infantry outfit and has been in the Army since April, 1943 and overseas since last May. He has fought in Italy, southern France and Germany.

His brother, Sergt. Archie Terrill, Jr., was taken prisoner in North Africa in February, 1943 and is still interned somewhere in Germany.

**Selkirk Oiler Off to the War**

From the Selkirk Car Department: Nicolò J. Dottino, former Oiler, has been granted a leave of absence and is with the Armed Forces.

Bill Niver died in the Albany Hospital March 26. He began work as Oiler in 1927 and was a furloughed Inspector and Repairer.

A. J. Houghkirk died at his residence in Selkirk, March 16. He began work with the N. Y. C. in November, 1909 and was an Inspector and Repairer.

Michael Shields, pensioner, died in Selkirk, March 14. Mike was employed on the N. Y. C. in 1909 as Car Repairer at Ravena, N. Y. and transferred to Selkirk in 1924 as Inspector and Repairer. On March 31, 1941, he resigned to accept a pension.

We are in receipt on the Selkirk repair track of a Buda Chore Boy. This light truck is a great help in transporting material for repairs. Bert Grosbeck is the operator.

**Supt. E. G. Wright, of Jackson, Dies at 51**

Edwin Goodwin Wright, Division Superintendent, with headquarters at Jackson, Mich. since September 15, 1942, until a recent prolonged illness, died March 29, in Erie, Pa.

He was born in New York, March 5, 1894 and after graduation from Syracuse University started with the New York Central as a chain man at Syracuse. In 1919, he was made assistant supervisor of track at Malone, N. Y.

After holding other positions, he was made a trainmaster at Cleveland June 6, 1925; assistant superintendent at Erie June 1, 1940 and superintendent at Jackson.

**Chicago Man's Son Captive in Germany**

Lieut. Robert L. Johnson of the 275th Infantry, and son of H. L. Johnson, Claim Agent, Chicago, reported missing in action in France January 3, is a prisoner of war, according to information received by his parents. This news was revealed by a P.O.W., postal card from Lieut. Johnson, dated February 2, and received April 13. The communication said he was at Hammelburg, Germany, and was uninjured.

**H. C. Wallace of Cleveland Promoted**

Harry C. Wallace, who was with the Law Department in Cleveland upon induction into the Army in March, 1942, has been promoted from Staff Sergeant to Technical Sergeant in North Africa. Before his present assignment, Sergeant Wallace was stationed in Italy. He has been overseas nine months.

**Chas. H. Hauptman**

Charles H. Hauptman, Divisions Clerk in the general freight office of the B. & A. railroad at South Station, died suddenly March 6. He became associated with the railroad in 1906, starting in the Boston freight office. In 1918 he was named auditor of freight accounts and in 1933 was assigned to the freight traffic department.

**In Germany**



Corp. Earl N. Kottenbrook, Jr., son of Earl N. Kottenbrook, Chief Clerk in the office of the Vice President and General Manager, Cincinnati, is with the 448th Tank Destroyers, Medical Detachment, Seventh Army, somewhere in Germany.

Corp. Kottenbrook was employed in the office of the District Engineer, Cincinnati, before entering military service. His wife, Winnie, is employed in the general office, Cincinnati. They have one son.

**Two Beech Grove Men Die in War**      **Two Chicago Girls Lose Fiances in War**

Two more Beech Grove Shops employes have been reported killed in the war.

Pfc. Robert B. Ritterskamp, formerly a carman apprentice, experienced real action in the South Pacific, serving with the Marines.

In one battle, he pumped eight rifle bullets into a Jap who emerged from a pillbox. The Jap reeled, but advanced toward the Marine. The leatherneck rushed forward and bayoneted the Jap twice. The soldier fell, but managed to raise himself to hurl a grenade at the Marine just before he died. His aim was poor and Pfc. Ritterskamp escaped uninjured. However, he was killed in action two weeks later.

Pvt. Loren E. Elliott, formerly a carman helper, when serving in a Tank Destroyer unit in Belgium, was killed in action, January 29.

**William C. Sibila**

William Sibila, former Office Engineer in the office of H. D. Abernethy, Assistant Signal Engineer, Cleveland, died March 30. He was born on a farm near Massillon, Ohio, May 15, 1881.

**Luther E. Diven**

Luther E. Diven, formerly Ticket Agent at Little Falls, died recently. He was almost 78 and had been retired eight years.

**New Yorker in Italy**



Corp. Gerald W. Albertson, 24, son of Capt. A. M. Albertson of the New York Central Marine Department, New York, is now a Wireman with a regiment of the Fifth Army in Italy. Corp. Albertson was born in New York Harbor on a New York Central barge on which his family lived at that time. His home is in West New York. His father has been with the Central 29 years.

Sympathy is extended to Lorraine Johnson whose fiance, Seaman George Hurd, was killed in action aboard a carrier in the Pacific and to Annabelle Loughnane whose fiance, Pfc. Robert Henry, was killed in Germany March 25. Bob, a member of the 9th Infantry Division had been in action since D-Day. He had previously been awarded the Purple Heart; later he was a prisoner of the Germans. He was recaptured and returned to his unit. Four days later he was killed by enemy gunfire. Arrangements are being made for a memorial mass.

**P. H. Winchester Ends 45 Years of Work; Given Dinner**

Philip H. Winchester, Syracuse Division Engineer, retired April 30 after 45 years of service, which began as a Rodman in 1900 at Watertown, N. Y.

He was tendered a dinner April 28 at the Hotel Syracuse, Syracuse, by a large number of associates and officials, including P. C. Agans, Superintendent, Syracuse Division, who acted as toastmaster, and J. H. Kelly, Engineer, Maintenance of Way, Line East.

**M. of W. Man Killed**

Pfc. C. R. Curtis, Jr., formerly a trackman at Tiffin, Ohio, was killed in action in Germany, March 22.

He had been in the Army since July, 1944. His parents and two sisters survive.

**Battle of Buffalo in May Cosmopolitan**

"The Battle of Buffalo," a stirring article of human interest, describing how railroaders fought a home front battle of great importance against the record blizzards of January, will be published by COSMOPOLITAN Magazine in its May issue.

The story of the epic struggle of men against the driving drifts of snow was written by Bogart Rogers, staff writer, following a visit to the Niagara Frontier. Condensed reprints of the article are being sent to furloughed Central employes in the Armed Forces.

**Lonn to Chicago; Foreign Freight Man**

Effective April 1, John E. Lonn, was appointed Assistant Foreign Freight Agent, New York Central System, with headquarters in La Salle Street Station, Chicago.

Walter F. Schnaak was appointed General Agent, with headquarters in the Monadnock Building, San Francisco, succeeding Mr. Lonn.

## NYC Man in Luzon Raiders at Cabanatuan

Pfc. Paul Grimm, former Storehouse "A" Labor Foreman at McKees Rocks, Pa., was one of the 12 men from Pennsylvania who took part in General Walter Kreuger's Ranger raid which liberated more than 500 prisoners of war from the Japanese prison camp near Cabanatuan, Luzon Island.

According to a communication, this successful feat was accomplished only after "three days of tortuous traveling through rice paddies, jungles, swift streams and one wide river, walking over 25 miles through enemy-held territory. The crack of an M-1 was the signal for the attack and unleashed a furious blast from the Rangers."

When the Rangers crawled up to a Jap pill box and blasted it with grenades, "they cut openings in the barbed wire for the prisoners and then the columns of prisoners were quickly assembled and took to the road."

The enthusiasm and initiative which characterizes Paul was evident when he and another Ranger dashed "to the rear of the camp, where prisoners had sought safety in a deep ditch. As the fire died down, they shouted 'Come on, you Yanks; make for the main gate,' and started moving the prisoners out."

Those who were too weak to walk were swiftly hoisted to the backs of husky Rangers, who carried them for more than a mile under murderous fire from Japanese tanks in the nearby village, where carabao carts were waiting to carry them through friendly guerilla territory.

Pfc. Grimm entered the Army in September, 1943. He went overseas in February, 1944 and participated in the New Guinea, Leyte, Luzon and other campaigns, suffering a wound in New Guinea. He holds a Bronze Medal for gallantry.

### Aids U. S. Drives



Miss Rose Sorge, Auditor Passenger Accounts office, Detroit, is a member of the Women's War Service Department of the U. S. Treasury. She does much volunteer work in assisting in various drives.

### Conductor Finds His Teeth Lying on Tie

An upper plate of false teeth, which appeared to be gnawing a railroad tie, attracted the attention of N. L. Sowers, Car Inspector, and William Cooper, Agent at Sutton, Pa., as they were walking down the F. & C. branch of the New York Central, a few hundred feet west of the coal tippie, April 4.

The owner, Arthur (Spot) Taylor of Stoneboro, Pa., a conductor, had just finished his lunch, and the teeth, which he said always hurt him, either in his mouth or in his pocket, had been picked up inadvertently with some lunch paper and tossed out the caboose window. They bounced back and landed upright on the tie, where Sowers found them in good condition—a toothsome find.

### Bellefontaine Boy Suffers Two Wounds

Alpha Clarence Emmons, 21, formerly employed in the storehouse at Bellefontaine, Ohio, was wounded in action in the Luxembourg area. Pfc. Emmons entered military service in July, 1944 and was sent overseas in December. His mother is in receipt of a letter from the Chaplain of the hospital. His wounds are in one leg and one hand.

### Ernie Pyle and N. Y. Central Man's Son Get Together at Pacific Fleet Headquarters on Guam



Shown above, lower left, are Yeoman 3/c Richard Fetterer, son of R. R. Retterer, Superintendent of Equipment, Indianapolis, and the late Ernie Pyle, famous War Correspondent, who was killed by a Jap bullet April 18 on Ie. Yeoman Retterer and Pyle are both Indiana University men. Pyle spent considerable time with Retterer's outfit, Public Relations headquarters of the Pacific Fleet Command. Young Retterer has been in the Navy for two and one-half years, since enlisting in his sophomore year at the university. He saw action with the aircraft carrier Saratoga in several South Pacific battles before being transferred to Pacific Fleet Headquarters, first at Pearl Harbor and then on Guam.

## New York Prisoner of War is Awarded Flying Cross, Air Medal

LIEUT. LOUIS V. VALENTE, furloughed Battery Helper, Electric Power Department, Substation, Electric Division, now a prisoner in Germany, has been awarded the Distinguished Flying Cross and the Air Medal.

His parents, Mr. and Mrs. Louis J. Valente, 1116 Cortlandt Street, Peekskill, N. Y., received the awards in a ceremony at Governors Island, N. Y., headquarters of the Second Service Command, recently.

Lieut. Valente enlisted in the Air Corps March 1, 1943. A promotion to First Lieutenant accompanied the notification of the awards on April 2.

He was twice reported "missing in action." He was first reported missing in action over Austria, May, 1944, soon after which he managed to escape and find his way back to his lines. On August 7 he was again reported missing from his base in Italy during action over Germany. Several weeks later he was reported as a prisoner of war.



Lieut. Louis V. Valente

Railroads issue more than 80,000,000 timetables annually.

## Biggest Mechanized Mine, at Zanesville, Begins Shipping Coal

The first trainload of coal from the new Misco mine of the Muskingum Coal Company, near Zanesville, Ohio, the largest mechanized mine in the country, was shipped over the New York Central's Ohio Central Division, March 12. Present were F. F. Riefel, Vice President & General Manager, Cleveland, Ohio, and numerous other New York Central officers and many local celebrities.

The new mine is served by one and one-half miles of load-siding for the railroad and 2000 feet of load-siding for the coal company.

It is expected that by the end of the year the mine will be loading 120 cars per day.

Beside a big temporary frame tippie and other mine buildings, a 69,000 volt substation has been placed in operation.

Private Richard J. Thompson, formerly a locomotive fireman, Michigan district, Indiana division, has been a prisoner of war in the hands of the Germans since last September. His home is at Marion, Indiana.

## Indianapolis Man Killed in Germany

Word has been received by his family that Private James L. Davis, of Indianapolis, was killed in action on March 16 in Germany. Private Davis was a fireman on the Chicago district, Indiana division, until he entered military service in June, 1944. He was serving with an Armored Infantry unit and had been overseas since Christmas. He is survived by his wife, two daughters and two sons. His parents and the maternal and paternal grandmother also are living.

## R. I. Geary, Buffalo, Wounded in Belgium

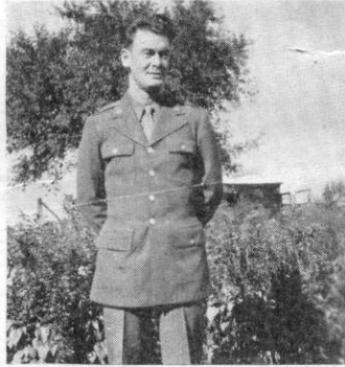
A NINTH AIR FORCE ENGINEER COMMAND BATTALION, Belgium—Pfc. Robert I. Geary, of Buffalo, New York, has been awarded the Purple Heart decoration for wounds received while serving with a Ninth Air Force Engineer Command battalion, now building frontline airfields in Belgium. He was wounded by shell fire. His organization has been building air bases on the continent since shortly after D-day.

Pfc. Geary was employed by the New York Central as a brakeman.

Geary has been in the Army since November, 1942, and has been overseas more than 20 months.

He has recovered and has returned to active duty.

## B. & A. Fireman Dies in Luxembourg



T/5 Corp. Joseph Hartford, Boston & Albany locomotive fireman, was killed in action in Luxembourg, January 1 it was learned recently. T/5 Corp. Hartford started firing at West Springfield October 17, 1942, and entered military service February 12, 1943. He was sent to Fort Devens, from there transferred to Camp Hawn, California, then to Camp Shanks, New York and back to Fort Devens, and sailed June 28, 1944 for Europe.

On May 13, 1944, he was married to Miss Helen Matyskiela of Thompsonville, Connecticut. His wife, his mother, Mrs. Mary Hartford and three sisters survive.

## Returns After Crash Landing in Bomber

Corp. T. D. Burns, son of T. D. Burns, a brakeman on the Cairo line of the Illinois division, is back home in Cairo on furlough after an exciting experience as a member of the Fifteenth Air Force in Italy. He was in a crash landing of a B-24 bomber but was uninjured. The story of his escape after the landing cannot be told as yet.

He was reported as missing in action.

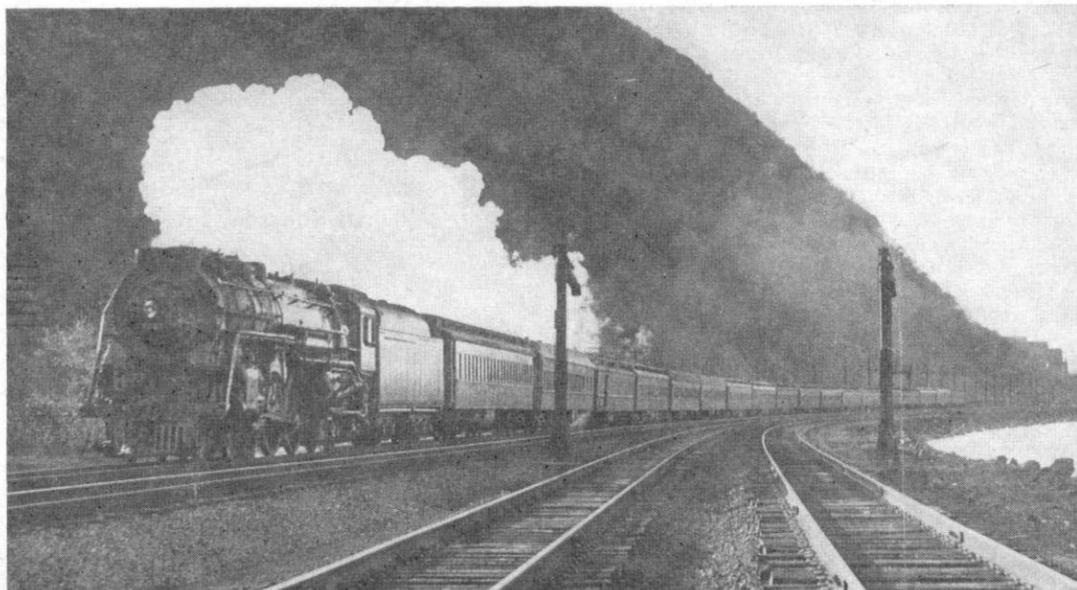
He was awarded the Air Medal and a Unit Citation.

## Wulle Honored by Beech Grovers

Bernard Wulle, who retired January 1, as General Boiler Foreman at the Beech Grove Shops, recently was the guest of honor at a dinner given by Local No. 151, International Brotherhood of Boilermakers, at Bluff Crest. He received a number of gifts, including War Bonds and a chair. Mr. Wulle had 48 years with the company.

The entertainment included a dance band and a magician. In charge were, William Rosengarten, W. H. Krauth and William Laham.

## Roosevelt Funeral Train Nearing End of Its Run to Hyde Park, N. Y., Over the New York Central, April 15, 1945



This photograph, by David V. Hyde, Company Photographer, was made from the eastern bank of the Hudson, near Breakneck Mountain. The engineer was C. J. Palmer, and the fireman, T. J. Doyle, both of Harmon, N. Y.