

CENTRAL HEADLIGHT

Vol. V, No. 6

JUNE, 1944

Second N. Y. C. War Savings Bond Campaign Will Open June 12

Big Four Hero is Wounded in Action

Private John W. Bauer, Marine, recently credited with making a running catch of a flaming shell fragment, has been officially listed by the Navy Department as wounded in action. Following is an excerpt from a story in the *Indianapolis Star* giving details of his experience:

"Private Bauer, son of Mr. and Mrs. Henry Bauer, 1147 Harlan street, Indianapolis, was crouching on Parry island, Eniwetok atoll, while demolition men blew up a dud shell on a beach nearby. After the explosion Private Bauer saw a flaming piece of shell scoting toward a stock of .50 caliber ammunition. Sprouts of burning phosphorus were flying in all directions.

"Leaping to his feet, the Indianapolis marine grabbed the shell and tossed it into the ocean, saving the ammunition and the lives of men around him. His hands were burned severely.

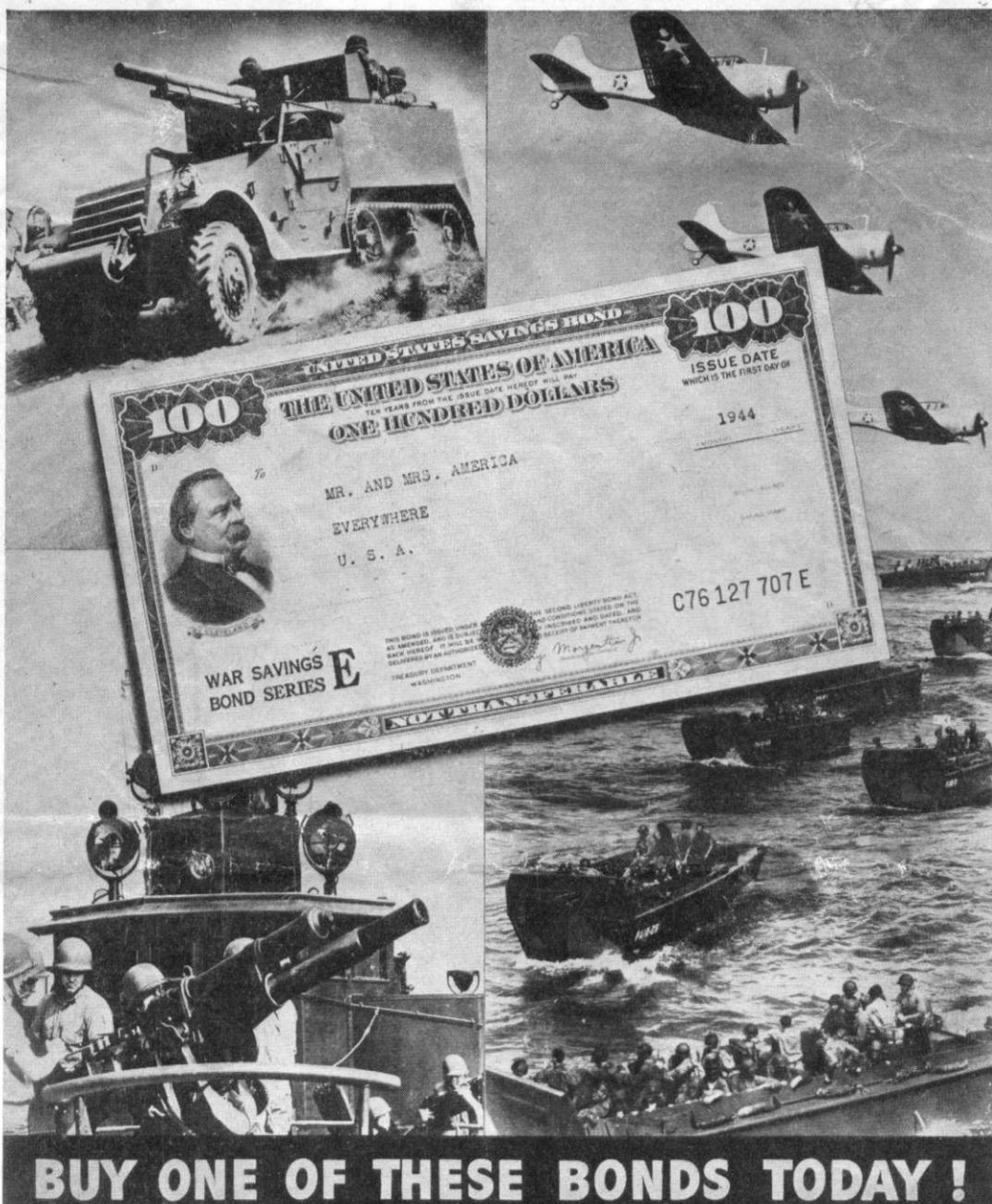
"Private Bauer, 25, enlisted in the Marine Corps March 18, 1941, and has been in the South Pacific since last November. Lieut. Edward F. Bauer, his brother, also is in the South Pacific with the Marines.

"Private Bauer was a machinist at the Beech Grove shops of the Big Four Railroad."

MRS Awarded 5th Army Plaque for Feats in Italy

Lieut.-Gen. Mark W. Clark, on April 14, awarded to the Military Railway Service the honorary award of the Fifth Army Plaque and Clasp, for its "near miracles of reconstruction" in the Italian campaign.

The Legion of Merit has been awarded to 14 officers and men in the Military Railway Service; Soldiers Medals to 25; Purple Heart to 25; a Silver Star to one; an Oak Leaf Cluster to one and a British award to one.



BUY ONE OF THESE BONDS TODAY!

Thomas J. Grant, former secretary in the Coal Traffic Department, Chicago, recently was promoted to Captain in the Army Headquarters Air Service Command. Capt. Grant enlisted in May, 1942, as a Private.

Killed in England

Technical Sergeant Frank Hearn, Jr., of the U. S. Air Corps, a waist gunner, former Electrical Apprentice at Beech Grove, and son of Frank Hearn, Electrician, recently was reported killed in England.

Memorial services were held May 2 in St. Joseph's Church, Indianapolis.

L. H. Rice Promoted

W. H. Flynn, General Superintendent, Motive Power & Rolling Stock recently announced the appointment of L. H. Rice as Assistant Supervisor of Diesel Locomotive Maintenance, with headquarters at New York.

More Payroll Deduction Plan Purchases Urged

A joint committee of employees' representatives and of management will direct a second New York Central War Bond Campaign to increase the number and amount of Bonds purchased under the Payroll Deduction Plan. The campaign will open June 12, at which time the Fifth War Loan Campaign will begin. It will continue until July 12.

This second New York Central Bond Campaign is sponsored by and has the unqualified support of the standard railroad unions, the representatives of which have requested the cooperation of the railroad company.

General committees, with division and local committees, have been appointed for each of the larger operating jurisdictions. In addition to the Assistant General Manager and representatives of the Maintenance of Way and Maintenance of Equipment Departments, each general committee will have as a member a general chairman of the employe organizations. Employe representatives also will be on the division and local committees.

The purpose of the campaign is twofold:

1 — to contact personally every employe and to remind him of his personal responsibility to support the war effort to the limit of his ability.

2 — to promote the use of the Payroll Deduction Plan for the purchase of War Savings Bonds on a continuing basis for the duration of the war.

The organization set up is similar to that formed in the first campaign in 1942.

Reports of the percentages of employes subscribing will be posted on bulletin boards each week. In purchasing the Bonds on the payroll deduction

(Continued on page two)

Mexico's Secretary of Labor and Consul General Inspect Labor Camps of Mexicans



Left to right: Fernandez Aldana, of the Consulate; Dr. Fernandez del Campo, Sub-Secretary of Labor, Mexico; Dr. Francisco Trujillo Gurria, Secretary of Labor, Mexico; Ricardo G. Hill, Consul General, New York; H. L. Buhler, General Supervisor of Camps, New York Central; M. J. Kaplan, War Manpower Commission representative and Roberto Peyrot Girard, Mexican Aide. This group visited several camps on the New York Central and expressed satisfaction.

Elkhart Man's Son Missing Over Hungary

Official notification that their son, Flight Officer Harry B. Berkshire, navigator on a U. S. bomber, has been missing in action over Hungary since April 13, has been received by his parents, Mr. and Mrs. Charles Berkshire. The elder Berkshire is a Central conductor.

Three other members of the Berkshire family are in service. One son, Paul, who has just been promoted to the rank of Corporal, is with a North African Operating Battalion in North Africa. Another son is Cadet Charles Berkshire, in training at Dorr Field, Arcadia, Fla., and a daughter, Lieut. Bonnie Berkshire, with the Army Nursing Corps, recently arrived in north Ireland.

Toledo Clerk Wounded

Gerald Dailey, formerly a clerk, Toledo, writes to G. L. Frederick, Assistant Chief Clerk, Superintendent's office, Toledo, that he was wounded at Anzio, and is in a hospital in Italy.

N. Y. Central II Wears Rain Cover in Sardinia



This photo of "New York Central II" was taken in Sardinia, following its return from a mission. The ground crew is taking good care of the bomber. Every night that rain cover has to go on. Supporting the plane is Hobart L. Gilmore, formerly of the office of Manager, Freight Transportation, New York. "Gil" is now home on furlough after completing 51 missions, 40 of which were classed as combat. After spending a month at the Atlantic City rehabilitation centre, he returned to his home in Ossining, N. Y. and took unto himself a wife, lovely blonde Gretta Johnson of Ossining, N. Y. He was 21 last January and will be stationed at Shreveport, La. for a period. Staff Sergeant Gilmore has several decorations.

Central Headlight

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Editor

C. W. Y. Currie

Associate Editors

Frank A. Judd
Chicago

C. A. Radford
Cincinnati

Volume 5

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No. 6

A Challenge to You

IN these grim days we face a challenge!

In Africa, Italy, Great Britain and India and in the remote jungle islands of the South Seas, American railway men — many of them our own — enrolled in the Transportation Corps of the Military Railway Service, are making almost incredible records through their efficiency, devotion and sacrifice. Their efforts are essential to victory.

In constantly recurring emergencies, many of which must be faced under enemy fire, they work day after day for exhausting periods, limited only by their strength. In every theatre of war in which they are engaged, they are creating Military Railway history that will stand out as brilliant pages in the final story of the hard won victory which we all expect.

All of us are supporting them on this side of the water. The increasing knowledge of their courage, skill and achievements under immense difficulties, which is now beginning to be released to us, is a challenge to every railroad worker here to do even more. Many of them are our relatives and former associates. Thus we have a justifiable personal pride in what they have accomplished and in what they will do in the coming months of decision. This pride we must translate into further action.

Timed to coincide with the opening of the Government's nation-wide Fifth War Loan Drive, a Second New York Central War Bond Campaign will begin June 12 for the purpose of increasing the number and amount of Bond subscriptions under the Payroll Deduction Plan.

The regular purchase of War Bonds on the Payroll Deduction Plan is considered by the United States Treasury Department to be an important factor in successfully financing the war. Employes in the railroad industry, however, have not made as good a record in purchases under this plan as is the case in other industries.

During the Second New York Central War Bond Campaign every employe will have an opportunity not only to make a wise investment but to demonstrate that he or she is solidly behind the Government's efforts to raise funds to "Back the Attack."

All the railway labor organizations already have indicated that they will support the plan wholeheartedly, recommending it to every member and urging its use.

The Bonds and Savings Notes offered will be similar to those available in previous drives. Additional subscriptions, semi-monthly or monthly, may be made in amounts to fit any worker's earnings.

Do not forget these subscriptions are not gifts; they are your savings, with the Country's assets behind them. In the case of the E Bonds, they net, at maturity, four dollars for every three dollars invested. When the war ends, and later, possession of some of these Bonds, each representing a loan to your Country, may mean much to your own personal security.

If you are already subscribing under the payroll deduction plan, ask yourself if you should not do more and increase your subscription. If you have not already subscribed under this plan, now is the time, for the sake of yourself and of your Country.

Join the Fight. Save More — with War Bonds!
Sign up today!

Garden and Army Pamphlets Available

The Public Relations Department, 466 Lexington Avenue, New York, has on hand a number of two pamphlets which may be of interest to CENTRAL HEADLIGHT readers.

One is a group of helpful work sheets for Victory gardeners, written by an agricultural expert and the other is a report by Brig.-Gen. Carl R. Gray, Jr., Director General, Military Railway Service, on "What the Army Railroaders Have Been Doing in the Mediterranean Area."

Either, or both of these pamphlets will be sent on request.

50% of P. & L.E. Office Force Serve

The Pittsburgh & Lake Erie Chief Train Dispatcher's Office at Pittsburgh is proud of its ten employes, 50% of the normal office force, who are now in the Armed Forces, namely:

Lieut. Carl G. Gerlitz, Medical Corps, Egypt.

Lieut. Fred L. Shell, Army Air Force, Italy.

Yeoman 1st Class R. J. Snapp, Motor Torpedo Boat Squad — South Pacific.

Warrant Officer Paul Rostak, Air Transport Command.

Lieut. Glenn A. Squibb, Quartermaster Corps, Australia.

Lieut. Paul R. Funkhouser, Transportation Corps, Ry. Opr. Bat.

Air Cadet Charles A. Beck, Newport, Ark.

Pfc. William L. Hartner, Medical Corps, Carlisle, Pa.

Pvt. Robert J. Baker, ASTP, Citadel, Charleston, S. C.

Apprentice Seaman Richard D. Jones, Sampson, N. Y.

E. C. Replogle Retires

E. C. Replogle, Chicago Passenger Conductor, retired recently after 39 years of service. Mr. Replogle, who began work June 23, 1905, requested retirement because of ill health.

Canada Division Five

Recent death of Canada Division folk were:

E. R. Webb, retired Master Mechanic, St. Thomas; Horace J. McCarthy, Car Inspector, Fort Erie; George M. Fulton, retired Road Foreman of Engines; John Heard, General Engine Inspector and Thomas McCallum, retired Air Room Foreman.

Some Veterans Recently Retired

Veterans who have retired recently include the following:

Andrews, George E., Assistant to Treasurer, New York, N. Y., 54 years, 4 months.

Bender, George B., Car Inspector, Indianapolis, 28 years.

Bierman, John F., Engineman, Ohio Division, 37 years, 7 months.

Cornell, William L., Clerk, Freight Claim Dept., Cleveland, 23 years, one month.

Cullison, John P., Engineman, Ohio Central Division, 44 years, 8 months.

Denny, Leevi M., Supervisor of Track, Indianapolis, 42 years, 9 months.

Gordon, Walter E., Engineman, Western Division, 45 years, 4 months.

Harden, Oliver B., Section Laborer, Western Division, 28 years, 2 months.

Keenan, Thomas J., Asst. General Yardmaster, Chicago, 51 years, 8 months.

Lennon, John E., Hostler, McKees Rocks, Pa., 21 years, 4 months.

Loyd, Walter E., District Clerk, Car Dept., Springfield O., 47 years, 10 months.

Lusetti, Joseph, Machinist Helper, Corning, O., 25 years, 8 months.

Meyers, Charles G., Clerk, Engineering Dept., Cincinnati, O., 39 years, 3 months.

Minelli, Michele, Laborer, Elkhart, Ind., 31 years, 5 months.

McIntyre, John H., Car Repairer, St. Thomas, Ont., 39 years, 8 months.

Page, Samuel, Wheelpressman, Canada Division, 21 years, 9 months.

Parkinson, Arthur A., Clerk, Office Auditor Frt. Accts., New York, 31 years, 4 months.

Peduzzi, Eugene L., Supervisor, Information Bureau, Grand Central, N. Y., 31 years, 5 months.

Phillips, Ohmer L., Trainman, Ohio Division, 38 years, 3 months.

Rauch, Harry S., Asst. Master Mechanic, DeWitt, N. Y., 41 years, 10 months.

Volker, Philip, Engineman, Hudson Division, 41 years, 8 months.

Woods, James L., Towerman, Angola, N. Y., 42 years, 11 months.

McNeven, Peter, Engineman, Michigan Division, 47 years, 2 months.

Shellenberger, Harry, Machinist, Avis, Pa., 25 years, 4 months.

Spencer, Casper N., Conductor, Michigan Division, 44 years, 3 months.

Starks, August A., Section Foreman, Handy, Ind., 30 years, 7 months.

Taylor, Harry, Storekeeper, W. 33d Street, New York, 34 years, 9 months.

Indiana Pair Get Gifts As They Retire

August A. Stark, Track Foreman, retired April 29 as foreman at Handy, Indiana, after having served 30 years as foreman on the Danville Branch of the Western Division. At the same time O. B. Harden, track laborer, retired at Kentland, Indiana.

More than 100 employes and their families gathered at Tablot, Indiana, on the evening of April 29 to give them both a farewell party. Entertainment was provided. Harry Blaney, Agent, acted as master of ceremonies and talks were given by various employes, including the supervisors of Track on the Danville and Kankakee Divisions. Lounge chairs and ottomans were presented to each of the retiring men.

Safety Minded

By A. L. Bell, Crossingman,
Raspberry Street, Erie, Pa.

My boss came out the other day
And we had quite a talk,
About the way men eat and sleep,
About the way they walk,
About the way they work and play,
And everything they do,
Without a thought of Safety First.
Said he to me, "Do you?"

This railroad I am working for,
The good old N. Y. C.
Has got a lot of Safety rules,
For guys like you and me.
Just why we fail to practice them,
Is hard to understand,
For we can't grow another leg,
Nor yet another hand.

We hear a lot these days, about
The manpower situation.
It seems to me that Safety First
Should be our obligation,
Not only to the N. Y. C.
But to the U. S. A.
We can't win wars by getting hurt
It simply doesn't pay.

Let's go out on the job and keep
Our mind upon our work,
And when a new man comes along
Make sure he doesn't get hurt.
There's just one way to do a job,
Keep Safety First in sight.
Then when the job is finished,
Why, you'll know you did it right!



In recognition of the vital part which the railroads are playing in the war effort, Postmaster General Frank C. Walker placed on sale a special commemorative railroad stamp, May 10, the 75th anniversary of the completion of the first transcontinental railroad. The stamp is depicted above.

Gibson Girls Aid Red Cross Blood Bank



Among recent volunteer workers at the Hammond, Ind., Red Cross blood bank were these eight charming misses from the office of the Superintendent, Freight Transportation, Gibson, Ind. Left to right, they are Madeleine Ratajczak, a Gray Lady, Elaine Jewett, Helen Tsouchlos and Angie Tsouchlos, Nurses' Aids, LaVerne Ingraham and Betty Kelly, Volunteer Workers, and Almo Filan and Mary Lynn Kleinschmidt, Gray Ladies.

War Bond Campaign

(Continued from page one)

plan, each employe has the option of having deductions made for either the first or second pay period, or for each successive pay period. More than one Bond may be subscribed for at a time and subscriptions may be changed at any time, either for increasing or decreasing the amount of subscription or for changing the beneficiary.

Bonds purchased on the payroll deduction plan will be issued as promptly as possible by the company's Bond Bureau, acting as agent for the United States Treasury Department. All bonds will be dated and will bear interest from the first of the month in which the last payroll deduction to complete the purchase price was made. However, the work involved in the issuance of the bonds is such that delivery may take from four to six weeks following completion of the payment.

Purchasers, if they change their address, should promptly notify the treasurer through employing officers.

B. & A. Man Gets Purse

When Joseph Hudson, Assistant Carpenter Foreman, at Pittsfield, Mass., retired recently, after 36 years' service, the Bridge and Building Department men of the Albany Division presented him with a purse.

He entered the service of the Boston & Albany August 24, 1908. His home is in Adams, Mass.

Bowls Total of 693

James R. O'Dell, Car Foreman at Newberry Junction, Pa., rolling as Anchor Man for the "Spotts" team on the Y.M.C.A. Bowling Alleys at Williamsport, Pa., in the West Branch League, posted three games of 223, 245 and 225 for a total of 693 April 20.

Chicago Woman Big War Stamp Seller

One of Uncle Sam's most energetic War Bond and Stamp saleswomen is Kathryn Bargelt, Diagram Clerk in the Reservation Bureau and G.P.A. Office, Chicago.

So industriously does she pursue the sale of them, that fellow employes who meet her in the halls, elevators and elsewhere, greet her with the words, "How Much?" meaning, of course, how many Stamps today. She carries them with her and is always alert for a prospective customer.

Through her efforts the Reservation Bureau and Passenger Department are 100% on payroll deductions for War Bonds. In the last drive employes of these departments over-subscribed their quota by \$1400.

To put a little fun into the undertaking, on payday one \$25 bond is raffled off, and recently, when back-pay checks were received, a \$50 Bond was the prize. Average daily stamp sales are about \$20, and the day back-pay checks were received a peak of \$350 was reached.

Cleveland Likes British and Britain

Sergt. Ernest A. Halladay, former Assistant Station Master, Cleveland Union Terminal, recently sent the following letter to THE HEADLIGHT with a greeting to all his New York Central friends:

"I am working with the British on their railroads, and I want to say they are doing a marvelous job. Even after four long years in war, they are still rolling hard and fast. You have to take your hat off to them because they deserve a lot of credit.

"In all my travels here, I must say the people as a whole are very friendly to us. I am lucky at present to be stationed in the most beautiful section of England. The city is modern and the outskirts are as old as England itself.

"The blackouts here are the real McCoy. You walk off curbs, bump into lamp posts, walk past the street you live on and have a hard time getting around.

"The Red Cross is sure a Godsend here. They have several nice clubs, and it is the only place you can buy something to eat. They also show some good American movies, and you can hear some good records. They press our clothes and you can always sleep there when you are on pass."

Sergt. Halladay's address is A.P.O. 519, c/o Postmaster, New York City.

Frank E. Jones, 53, a conductor since 1917, died recently in his home in Indianapolis. He had been in service 32 years.

In South Pacific



Shown is Sergeant Irwin Godin, formerly a clerk in the office of Freight Traffic Manager Henderson, at Boston. Sergeant Godin is now in the South Pacific with a Truck Regiment.

Shot Down 3 Times



After having flown 38 missions over North Africa, Sicily and Italy, First Lieut. Daniel H. Callahan of Pawling, N. Y., came home on a 21-day leave, visiting his parents, Mr. & Mrs. D. Callahan. Lieut. Callahan pilots a B-26 Marauder. He was shot down three times, the last time losing four members of his crew. He and two others were picked up from a rubber raft in the Mediterranean Sea by a patrol craft. Lieut. Callahan has been in the Air Corps two years and is the son of Daniel J. Callahan, Blacksmith Helper, M. of W. Dept., at Brewster, N. Y.

Gibson Girls Now Training for WAVES

The office of Auditor Freight Accounts, Gibson, Ind., reports: Two more silver stars have been added to the office service flag. Mildred Pictor and June Cieplucha, clerks, have become members of the WAVES and are now boot training at Hunter College in New York City.

Recent promotions to former employes are Arthur Boneau to Corporal, in Persia with a Railway Battalion; Eleanor Froling to PFC, Marine Corps, Women's Reserve, at Washington, D. C., and Virginia O'Hern to Second Lieutenant, Marine Corps, Women's Reserve, at Camp Lejeune, New River, N. C.

Recent visitors from the Armed Forces were Sergt. C. J. Miller from

J. A. Shaffer Ends Service of 51 Years

J. A. Shaffer, Agent at Sandusky, retired recently, after 51 years' service.

Mr. Shaffer commenced railroading on the Lake Shore and Michigan Southern in October, 1892, as a messenger at Ligonier, Ind. In 1893 he became an operator at Air Line Junction and took over his first agency at Wawaka, Indiana, in March, 1897. Since then Mr. Shaffer has served as Agent at Otsego, Kendallville, Lansing, South Bend, Elyria and Sandusky. He plans to live in Florida.

L. J. Gordon is confined to U. S. Veterans Hospital, 130 West Kingsbridge Road, New York, following a long illness. He would appreciate visitors.

Daniel Lydon, Passenger Carman at West Albany Car Shops, recently retired, after 21 years' service.

Former associates of Robert M. Harvey in Chicago and at the Tariff Bureau in New York will be pleased to hear that Bob was a visitor in Mr. Hart's office, on April 11, after a conference at the Cleveland Diesel Company. Bob reports he has had a varied career since he left the tariff bureau in 1932, starting as an apprentice machinist and now has the Degree of Mechanical Engineer. He is busy in national defense work, which necessitates traveling to various plane factories.

William B. Fenwick, Chief Clerk at Victoria Yard, Ft. Erie, Ont., was elected Worshipful Master of Palmer Lodge, 372, A. F. & M., Fort Erie, Ont.

Sympathy is extended to Miss Emilie Kelley, Secretary to the Office Assistant to the Vice President, Chicago, on the death of her mother, Mrs. Anna Kelley.

Mitchell Field, New York; Pfc. Eleanor Froling, Marines, from Washington, D. C., and Pfc. B. L. Swieringa, now overseas.

Sympathy is extended to John P. Denton, Yard Clerk, in the death of his father, March 16 at Hammond, Ind.

Congratulations are extended to Dolores Thompson, Clerk, and Sergt. Rockhill, who were married April 2 in the Maywood Baptist Church, Hammond, Ind., and to Virginia Klemm, Clerk, and Earl Mallett, Rate Clerk, who were married April 15 in the German Immanuel Evangelical Reformed Church, Hammond, Ind.

Kurt J. Zimmerman, Night Chief Clerk, died suddenly of cerebral hemorrhage, at St. Margaret's Hospital, Hammond, Ind., March 25. Mr. Zimmerman had been an employe for approximately thirty years.

Selkirk Men Go

During May, the following employes left Selkirk to fight for Uncle Sam:

Howard E. Adriance, Oiler, inducted in Navy.

Dominick Cordi, Inspector & Repairer, Navy.

Edward Ciperski, Inspector & Repairer, Navy.

The boys are busy planting Victory Gardens.

A number of employes are attending courses in public relations training and think highly of the training they are receiving.

Anthony Bonafide, former Car Repairer Helper, has been wounded in action in Italy. He was previously wounded and received the Purple Heart.

Freight Tariff Bureau Notes

J. J. Mullin has returned to his duties after an illness of about two months.

Ed Ellenbast was operated on for hernia. He is reported getting along nicely.

Japs Plenty Tough, Says Chicago Man, Guadalcanal Vet

"The Japs are plenty tough. There's no use kidding. Those we met on Guadalcanal were well equipped and well armed, and most of them preferred death to capture."

So says George Stevo, 23-year-old

Seabee Gets Photo From Pretty Model

Frank Kubera, breezy Seabee from the A.P.A. office, Detroit, now stationed at Port Hueneme, Calif., reports on one of his experiences:

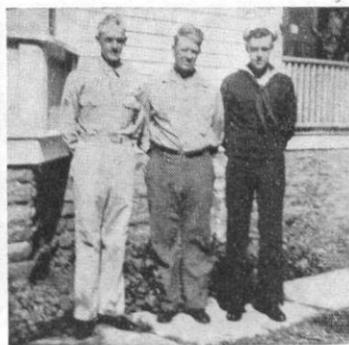
"On a dare I wrote a letter to Dawn Paige, a New York model. Well, to my surprise, I received a letter from her, together with an autographed picture of herself in a bathing suit. She wanted a picture of me. I wonder why? Could be she wants to see what's on the other end of the line. She's really good looking!"

Albert V. Mong

Albert V. Mong, Chief Clerk and extra Yard Master on the P. & L. E. Railroad, at Dickerson Run, Pa., died suddenly March 12 at his home at Dawson, Pa.

Although only 49, he had served nearly 30 years with the Company, having entered the service in the Car Department in 1915 and later worked in various capacities in the Freight Department and Transportation Department. He was on his last assignment for the past seven years.

I. H. B. Trio



James A. Fisher, Indiana Harbor Belt Hostler at Kankakee, in center, is shown with his two sons. At the left is Floyd, formerly a fireman at Gibson and now a Technical Sergeant at Fort Tyson, Tenn. At right, is Ray, who after graduation from high school entered the Navy. He is now at a sub base in Rhode Island.

ex-Marine, who is back on his old job as mail sorter at the New York Central mail house in Chicago after nearly 20 months in service. Three of these months were spent in heavy fighting at Guadalcanal, fighting so severe, in fact, that George is one of only three survivors of his platoon. It was there he contracted malaria, which led to a medical discharge from the Marines.

Nurses' Aides in A. P. A. Office, Detroit



Left to right, Mary Holdridge, now a WAVE, June Yadlowsky, Kathleen Lieckfelt, Wilma Flowers, Ilene Rietzin and Janice Weddigen.

Signal Department Girl Joins WAVES

Miss Betty May Hummel, stenographer in the Signal Department, Cincinnati, was inducted into the WAVES, recently. Miss Hummel is the daughter of C. W. Hummel, Signal Supervisor, Mattoon, Ill. She left Cincinnati March 18 for Mattoon, where she awaited instructions to report in Chicago, then proceeded to Hunter College for boot training.

Julia Conlon was the second employe proudly to wear the red ribbon given by the Red Cross in recognition of having donated eight pints of blood to the Blood Bank.

Wilma Flowers and Kathleen Lieckfelt are studying to be Nurses' Aides at Harper Hospital.

PTE. Mary M. Leonard, only C.W.A.C. from APA Office, is singing in the "Army Show" playing in Toronto. She has a fine soprano voice.

Charles F. Bingham

Charles F. Bingham, retired Supervisor of Mechanical Examinations, Michigan Central, died recently when visiting relatives in Detroit. Mr. Bingham, who retired about six years ago, was 74 and had worked for the Michigan Central for 54 years. The funeral was held at his home in Somerset Center, Mich.

Harley C. Green

Harley C. Green, for many years Agent at Elnora, Indiana, died at his home in Indianapolis recently. For the past four years he had been general chairman of the Order of Railroad Telegraphers. Seven children survive.

Elkhart Boy Wins Flying Cross Overseas

Receiving a Distinguished Flying Cross was evidently just a minor event in the eventful life of Tech. Sgt. Peter VerBerkmoes, son of the New York Central Stationmaster at Elkhart, Ind., for until recently, when a brother here received a personal letter from Lt. Gen. George C. Kenney, commanding officer of the Fifth Air Force, the family did not know that the 22-year old Elkhart airman had been decorated for extraordinary achievement in the South Pacific.

The letter, written March 30, was addressed to the young man's older brother, Charles R. VerBerkmoes, who immediately relayed the message to the parents, Mr. and Mrs. Peter VerBerkmoes, Sr. The letter read, in part:

"Recently your brother, Tech. Sergt. Peter VerBerkmoes, Jr., was decorated with the Distinguished Flying Cross. It was an award made in recognition of courageous service to his combat organization, his fellow American airmen, his country, his home and to you.

"He was cited for extraordinary achievement while participating in aerial flights in the Southwest Pacific area from June 14 to December 16, 1943.

"He took part in sustained operational activity against the enemy, during which hostile contact was probable and expected. These flights included long-range bombing missions against enemy installations, shipping and supply bases, and aided considerably in the recent successes in this theater."

Crissey Guest at Worcester Dinner

Cecil R. Crissey, formerly Terminal Foreman at Worcester and Beacon Park and recently promoted to General Terminal Foreman at Beacon Park, the largest terminal on the Boston & Albany R.R., was tendered a dinner in Worcester.

T. E. Peterson was Toastmaster and speakers were W. L. Oldroyd, Assistant General Manager; A. M. Scott, Superintendent; F. J. Carty, Master Mechanic; W. S. Rich, Assistant Master Mechanic; G. Downie, Road Foreman of Engines, and E. P. Kelley, Terminal Foreman.

Austin Plimpton presented Mr. Crissey a mantel clock and Mrs. Crissey a bouquet.

Entertainment was furnished by the Nargi Sisters, daughters of Section Foreman Nargi.

The committee: W. L. Loomer, J. F. Powers, W. A. Murphy, A. S. Plimpton, R. M. Wilder and C. W. Kenerson of Worcester.

Ends 49 Years' Work

Jesse D. Harrod, Train Dispatcher at Columbus, after 49 years' service retired recently, due to failing health.

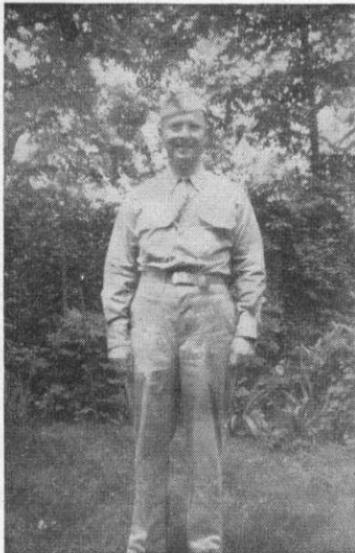
Mr. Harrod was born on a farm near Marengo, Ohio, March 21, 1879. He entered service as a telegraph operator at the age of 17; at 22 was promoted to Train Dispatcher, then to Night Chief Train Dispatcher. In 1917, he was promoted to Train Master, returning to the dispatcher's chair in 1932, due to reduction in staff.

Patrol and Fire Brigade for North Half of G.C.T. Office Bldg., New York City



Above are shown, left to right, front row: A. Robb, J. Valentine, C. Hopkins, R. Higuaes, C. Tompkins, S. Holutiak and M. Noel. Second row: V. Boylan, C. King, E. Riley, R. Smith, E. Richardson, D. MacFarlan, M. Purdy, W. Bernhard, H. Daria, I. Poster, W. Zwick and H. Roberts

In England



Shown here is Sergt. Harold G. Bushway, who, prior to his enlistment in June, 1943, was Freight Service Inspector at Third Street Freight Station, Detroit. He completed his training at Camp Claiborne, La., and has been in England since the first of the year. Sergt. Bushway is assigned to a Railroad Battalion. He worked for the NYC for 18 years.

In England



Tech. Sergt. David L. Chamberlain was employed in the office of Superintendent of Equipment, N. Y. He enlisted in the Army, April 8, 1942, and was assigned to Fort Totten in the Headquarters Anti-Aircraft Command until October, 1943, when he was transferred to an Army Headquarters in England. While in England he has been promoted to Tech. Sergt. and has been initiated to what he calls "a few close ones."

Seaman for Year



Twenty year old John B. Kuhnle, formerly Crew Caller and Machinist Helper for the Michigan Central at West Detroit, now is Seaman 3/c, U. S. S. Augusta. He entered service in May, 1943.

Injured in Sicily



Above is shown Sergeant Edward R. Betz, member of a Machine Records Unit in Sicily, and formerly an employe of the New York Central at the West 42nd Street Freight Station, New York.

Pacific Bomber



Shown above is Lieut. (j.g.) G. K. Blaser, who has been flying a Grumman Torpedo Bomber in the Southwest Pacific combat area for more than 14 months. Lieut. Blaser enlisted in the Naval Air Corps in 1941 and received his gold wings and his commission as an Ensign in December, 1942. He is the son of George W. Blaser, General Agent, Freight Department, New York, and was educated at Park College, Parkville, Mo. and New York University. Before enlisting, he was a chemist in Mt. Vernon, N. Y.

Banker Gets Wings



Lieut. Everett D. Banker, son of E. H. Banker, Executive Assistant to the Vice President and General Manager, Cincinnati, and formerly employed in the Division freight office at Cincinnati, was graduated at Twin Engine Pilot School and received his pilot wings, April 15, at Valdosta, Georgia. He also received his commission as Second Lieutenant in the Army Air Forces. He enlisted as an aviation cadet at Patterson Field, in October, 1942.

Use More Care to Prevent Accidents, President Williamson Urges

To all Officers and Employes:

SINCE 1923, deaths and injuries to employes on the New York Central System decreased almost continuously up to the close of 1940. Starting with 1941, there has been a constant increase in the accident rate, which creates an unfortunate situation.

When we analyze our accident record for the past three years, we find some of our System Lines have maintained a fairly satisfactory safety performance while others have not. From the information supplied by our Safety Bureau, we observe there is a wide variance in accident ratios between System Lines, Departments, Divisions, Shops, Yards, Terminals, Freight Stations, etc., indicating there are "weak spots" in our Safety program that should be corrected.

To succeed in accident prevention work we must recognize our personal responsibility by impressing upon everyone the necessity of strict observance of operating and safety rules, as well as the necessity of care at all times in performance of duty. Accidents are caused. They do not just happen. Therefore, we must do our full part in removing the cause insofar as it is possible. To accomplish this we must be active and have an intimate knowledge of accidents — their causes and remedies — remembering that good Safety records can be achieved only through conscientious effort on the part of everyone.

Department heads on the various properties should personally analyze their Safety performance for 1943 and thus far in 1944, and impress upon their entire organization the necessity of bringing about a material improvement in our Safety performance which is now even more important than ever before.

We feel assured that we can depend upon the personnel of the New York Central System to respond to this appeal by adhering to the rules of safe conduct in the performance of their duties so that the number of accidents of all kinds will be kept to a minimum.

Yours very truly,

F. E. WILLIAMSON, President.

Bombardier



This picture is of Sergt. Thos. J. White, formerly of the Signal Department, Detroit Terminal. Thomas was employed there in 1940, enlisting in the Armed Forces on June 3, 1942. After completing his basic training he entered the Air Force technical schools, receiving his wings November 10. Thomas is now a Bombardier overseas.

Gibson Veterans are Given War Bonds

One hundred and fifteen employes of the Auditor Freight Accounts office at Gibson, Ind., gathered at Phil Smidt's, Hammond, Ind., May 10, for a testimonial dinner in honor of retiring fellow workers.

Those honored were Frank T. Hallett, Station Accountant, with more than 50 years on the New York Central System, and William C. Robbins, Clerk, with more than 40 years' service. Also present as guests of honor were Miss Dorothy Ullrich, Clerk, with 20 years of service and Richard J. Zimmerman with 25 years.

Entertainment followed the dinner, with C. A. Bounds acting as Master of Ceremonies. Miss Ruth Stout was at the piano and Miss Billie Yescitz sang.

H. G. Austgen, on behalf of the office employes presented each of the pensioners with \$50 War Bonds and service scrolls signed by all employes, and \$25 War Bonds to each of the other two guests.

In charge of arrangements were Eileen Cavan, Elizabeth Arvay, Agnes Winkler and Vera Conway.

Elkhart Men Retire

The end of April saw the retirement of three veteran New York Central employes, residents of Elkhart, Ind. Retiring were Jacob H. Opfer, Chief Scale Inspector in the Building and Bridge Department, with 52 years' service; Engineman Walter E. Gordon with 44 years and Engineman Marshall I. Robinson with 42 years.

Beech Grove Notes

The Beech Grove Passenger Car Department reports:

Capt. Robert W. Tanning of a Railway Battalion paid us a visit after having been overseas 15 months. He was formerly Assistant Electrical Foreman.

Walter Goodwin, Trimmer, retired April 1, after 22 years' service.

P. J. Couts, Trimmer, retired recently after 38 years' service. Mr. Couts formerly worked at Collinwood.

Gus Essig, Helper in the Passenger Shop, retired after 22 years' service.

Pfc. G. W. Murnan, Lieut. L. H. Benner, Flight Officer Ralph W. Trout, M. A. Dillon, A.S. and M. E. Tripp of the Merchant Marine visited the Freight Shop during recent furloughs.

Robert C. Bramlett and wife, Bessie Marie have a new seven pound boy, born on March 28. Mr. Bramlett is Piece Work Inspector, riveters.

Syracuse Bowlers

The New York Central Bowling League of Syracuse recently elected the following officers:

L. Laing, President, C. J. Nichols, Vic-President, G. E. Metcalf, Secretary and R. Sawmiller, Treasurer.

Jess W. Shultz

Jess W. Shultz, retired Agent, formerly at Harrisburg, Ill., died recently in Mt. Carmel, Ill.

Ansonia, Pa., Man Has 11 in Service

John Confer, Sr., of Ansonia, Pa., retired Section Foreman of the Pennsylvania Division, Sub-division 25, of the New York Central, has a record that is hard to beat: Mr. Confer has one son, eight grandsons, and two grand sons-in-law in the Armed services. The son and six of the grandsons are former employes of the New York Central and the fathers of all the boys are New York Central employes. The following are in the Service:

Pvt. Arthur Confer (Son) with the U. S. Transportation Corps; former Brakeman.

Cpl. Harry Cole (Grandson) former Brakeman.

Cpl. Clifford Cole (Grandson) former Trackman, now in England.

Bruce L. Cole S 1/C (Grandson) former Trackman, now overseas with U. S. Navy.

Robert H. Cole, Jr., S 2/C (Grandson), former Brakeman.

The last five boys are the sons or son-in-law of Robert H. Cole, Sr., Section Foreman at Hammond, Pa. Mr. Cole has another son, George L. Cole, Section Foreman and a son-in-law Oscar Simonds, Brakeman.

Durwood E. Cook HA 1/C (Grandson) former Caller, is now in South America with the Navy.

Ernest E. Cook S 2/C (Grandson) is a former Fireman.

These two are the sons of Claude Cook, Engineman of Corning, N. Y.

Pvt. Edward Confer (Grandson) is son of Harry Confer, Section Foreman at Ansonia, Pa.

Flight Officer Louis Confer (Grandson) somewhere overseas, and Cpl. Howard Ludlam (Grandson-in-law) are the son and son-in-law, respectively, of Howard Confer, Engineman, of Corning, N. Y.

Dined as He Retires

Harry Taylor, Local Storekeeper at 33rd Street Yard, New York City, retired April 30 after 35 years' service, which began when he was employed by the Stores Department in 1909 at Beacon, N. Y., as Foreman. He went to New York City in 1927.

At a testimonial dinner in his honor, April 29, friends presented him with a traveling bag and he received a purse from Line East Stores Department Supervisors, presented by R. L. Jerue, Storekeeper, Marine Storehouse, Weehawken, N. J. P. Knickerbocker was master of ceremonies. Mr. Taylor will live with his daughter at 7 High Street, Beacon.

He has been succeeded by E. W. Stanton, from Beacon Stores, who entered service in 1927.

Gatton Staff Sergeant

William E. Gatton, Jr., a former switchtender at Collinwood, and son of W. E. Gatton, veteran Yard Conductor at that point, has recently been promoted to staff sergeant. He is with an Engineer's Regiment overseas.

New Yorker Abroad



Sergt. Thomas H. Armstrong, employed as Dynamo-Man in Superintendent of Power Department, Grand Central Terminal, New York, prior to entering the Armed Forces is shown here standing outside a barracks building in England. He is the son of T. H. Armstrong, Supervisor of Labor Camps, New York.

In England



Private William J. Doyle, Jr., son of Mr. and Mrs. William J. Doyle of Yonkers, N. Y., has been in England with a Railway Operating Battalion since the latter part of January. Private Doyle was married, while on furlough in January, to the former Miss Blanche Ferol of Mt. Vernon, N. Y. Before enlisting in July, 1943, he was a freight clerk at the Hastings office and had been with the New York Central for five years. He celebrated his 30th birthday, May 17. Private Doyle received his basic training at Camp Harahan, La., and his railroad training at Camp Claiborne, La. He graduated from the railroad school at Claiborne December 27, 1943.

Frank Fair

Frank Fair, Wreck Foreman and Car Inspector, died at his home near Westville, Ill., recently.

Krellen to Alaska

Harry I. Krellen, Draftsman, Office of Engineer of Rolling Stock, New York City, resigned April 11 and left immediately for Anchorage, Alaska, where he will be Assistant Mechanical Engineer of the Alaska Railroad. The Alaska Railroad, running from Seward to Fairbanks over mountain passes, is operated by the Department of Interior.

Miss Jeanne McArdle of the Utica office was married April 1 to Lieutenant (s.g.) Eugene A. Robinson of the Navy.

Manhattan A. A. Glee Club Gives Operetta at Spring Concert



Gilbert & Sullivan's Operetta "Trial by Jury," was presented as the first half of the Glee Club's concert in the Junior League's Club House, May 5. The auditorium, which holds about 500 persons, was filled and the presentation was so successful that there is some talk of repeating it. The principal characters, shown above, are left to right: Thales B. Weeks, (Director and defendant), Claire Ward, Raymond E. Staib, Janet Deats, George Listman, Evelyn Fletcher, Muriel Brown, Joseph Gill, Irene DeLeo, and George Bednarchick. At either side are members of the chorus. In the second part of the concert, with Miss Gladly Holtorf as director of the Glee Club and Frederick Williams as accompanist, there were selections by the Club and solos by Margarete Lange, William Blumert, and George Lisetman and a duet by Evelyn Reade Fletcher and George Bednarchick, "Troopin" by Kipling and put to music by Frederick Williams, was sung for the first time anywhere. The Glee Club consists of 50 members.

S. M. Doheny, 61

S. M. Doheny, Chief Clerk to T. L. Green, General Manager, I.H.B.-C.R. & I., Chicago, died April 9.

Mr. Doheny, who was 61 December 2, entered the service of the Chicago Junction Railway October 1, 1903 as a Clerk in the Claim Department. He resigned September 1, 1905, but re-entered service on July 1, 1906 as stenographer in the Car Department. He was transferred to the Trainmaster's office August 11, 1907, and on March 1, 1909, transferred to the General Superintendent's office, now known as the General Manager's office.

He advanced to Assistant Chief Clerk June 1, 1919, to acting Chief Clerk December 1, 1923, and to Chief Clerk July 1, 1924.

Mr. Doheny is survived by his wife, Mrs. Mable Smith Doheny and two sons, Lieut. (j.g.) James, U. S. Navy and Midshipman John, Annapolis, Md.

W. J. Shasberger

W. J. Shasberger, a pensioned Foreman at Collinwood Locomotive Shops, died suddenly in Cleveland, April 14. Mr. Shasberger entered the service as a Machinist Apprentice in June 1892 at Elkhart, and transferred to Collinwood Locomotive Shop as a Gang Foreman in April 1902. He was Superintendent of Shops, 1920 to 1925, retiring in September, 1939.

Mr. Shasberger's daughter, Genevieve, is in the S.S. & M.M. Office at Collinwood. His son, William J. Jr., a former employe, is now a Lieut. in the Navy Air Force.

Charles J. Lilley

Charles J. Lilley, 41 years an employe, died in Sarnia, Ontario, at the age of 75. Mr. Lilley, prior to his retirement in 1927, was Yard Clerk at Englewood, Ill. He is survived by his daughter, Mrs. S. D. Simpson, of Sarnia, and by two sons, Charles J. Jr., General Car Distributor at Cleveland, and John S., Clerk in the Freight Traffic Department at Chicago. In all, the Lilley family has a total of 97 years of New York Central service.

Detroit Tolls of Anzio Work

The Auditor of Passenger Accounts Office, Detroit, reported:

Corpl. William Dinner now at the Anzio Beachhead, seems to describe himself as a general trouble-shooter: "I'm not free to state exactly what I do, but perhaps I can shed more light than previously. I'm classed as a driver—anything from a quarter-ton peep to a 6-ton semi. Flying is usually a sideline, although there are times when it is a must. My driving quite often follows a trip in a plane, and I must coordinate memory and map to reach the destination. Usually this is in the case of a plane forced down in an out of the way place. I am either sent after the ship or to take repairs thereto. In other words, spot it from the air, then find it on the ground. Sounds simple, but try it in this mountainous terrain. . . . It's O.K. 'til the bombs and shells start beating out the rhythm. . . . I'm in and out of the front area enough to keep it fresh in my mind."

Latest A.P.A. boys to be sent overseas were T/5 Chester W. Harrison, of the infantry, to the European area; Frank Kubera, S 2/c of the Seabees, to

the Pacific; Pvt. Arthur L. Newberg, Anti-Aircraft, to Panama; Pvt. Warren Fisher, of a Chemical Warfare Battalion, to the Pacific. Sailors James E. Ochs, Ph. M. 3/c, and J. Robert North, S/K 3c are at sea.

How those rings are being popped on feminine fingers! A strictly intra-office romance came to a climax when Frank Klanke slipped a gorgeous sparkler on the ring finger of Eldora Anderson. Eleanor Leach recently revealed her engagement to Roy Atwood, a wounded and honorably discharged Coast Guardsman. Ruth Johnson spends much time happily looking at her left hand, where Robert Hillmer, a teacher at Southwestern High School, deposited a ring.

First nine-time Red Cross Blood donor from this office is Glenna Hill. The "Gallon Club" added its sixth member from the office when George Linder gave his eighth pint.

First A.P.A. boy to be given a furlough from "overseas" is Pvt. Lester Horton, who has been stationed in Alaska and the Aleutians since before Pearl Harbor. He broke his right arm unloading an oil drum and was sent home to recuperate. Looking in the pink and fifteen pounds heavier, he was glad-handed all over the office when he paid a visit.

Utica Wave



Miss Doris Fairchild, who is on leave from the Departmental Accountant's Office at Utica.

I. H. B. Girls End Season With Dinner

The Girls' Bowling League of the Indiana Harbor Belt Athletic Association climaxed their bowling season with a dinner in the Club Caliente.

The league consisted of ten four-girl teams. The first-place team was composed of girls from the office of the Auditor of Freight Accounts at Gibson Subway. Two teams tied for second place, two for third and three for fifth place.

The high team series was bowled by Elsie Sanderson, office of Auditor I.H.B.-C.R.&I., Chicago, with 565 pins. Beatrice Evans, office of Superintendent Equipment, Chicago, took the high individual game prize with a 236 game, for the second consecutive year.

Seeks New Members

The new membership year for the Manhattan A. A. begins June 1. Everyone in the New York District is urged to renew membership or if still out of the fold to join.

More than fourteen activities were sponsored during the year and these, as well as the drawing of a \$25 War Bond every month, will be continued.

George E. Andrews Ends 54 Years, Work

George E. Andrews, Assistant to Treasurer, New York City, retired May 31 at the age of 70 after 54 years of service.

Mr. Andrews entered service as a clerk in the Treasury Department, New York City, on February 14, 1890.

He was promoted to Transfer Agent, Stock-Dividends, on January 1, 1912, and to the position from which he retired on November 1, 1943.

C. G. Winslow, M. C. Veteran, Dies at 72

C. G. Winslow, 72, retired Assistant Electrical Engineer, died in Asheville, N. C., after a long illness. Mr. Winslow retired in October, 1938, after 30 years of service with the Michigan Central. He made his home in Ypsilanti for 25 years and moved to Asheville in 1942. He was a graduate of the University of Vermont. His wife, Mrs. Ella Winslow, a son, Lieut. Frederick Winslow, on duty in the South Pacific and four grandchildren survive.

Isadore Greenbaum

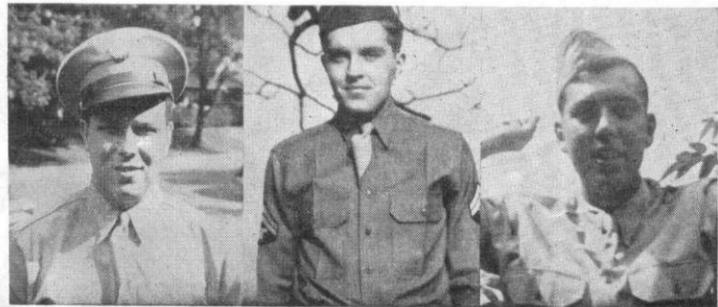
Isadore Greenbaum, who retired November 1, 1937, as Division Freight Agent at Grand Rapids, after 49 years of service, died February 7 at his home there.

N. Y. Central Folk Hear Miss Geis Play

Miss Jean Geis, 17, daughter of Robert L. Geis, Assistant Engineer, District Engineer's office, Cincinnati, recently won additional acclaim when presented in a piano recital at the Odeon, College of Music, Cincinnati. Miss Geis has been pursuing her music there under the tutelage of Professor Dr. Albino Gorno.

Attending the Cincinnati recital was a large representation of the New York Central officers and families.

Beech Grove Trio in M. R. S. in Italy



Three former apprentices now in a Railway Shop Battalion which has been in Italy and North Africa for a year and half. All are sons of veteran Beech Grove men. Left to right, Sergt. James C. Wottring, son of A. L. Wottring, Air Brake Foreman; Corp. Paul Meier, son of Fred W. Meier, Store Room Foreman and Sergt. Eugene Trefz, son of Ray Trefz, a Machine Shop employe.

"Hooters" Lead Women Bowlers in Detroit



Left to right, Wilma Ellis, Lois Milz, Arletta Bluhm, Virginia Van Gorder and Laura Cibrario.

100th Birthday of Telegraph; N. Y. C. First Used it in 1854

One hundred years ago on May 24 Samuel F. B. Morse sat down to his telegraph key and tapped out the message — "What Hath God Wrought!" — and the world had its first practical telegraph.

The message travelled over the first interurban telegraph line, from Washington to Baltimore, which had been erected along the right of way of the Baltimore and Ohio Railroad. From that day on the telegraph and the railroad industries marched down the years arm in arm.

One of the earliest telegraph lines built for commercial use paralleled the Erie Railroad tracks across New York State. On September 22, 1851, Charles Minot, Superintendent of the Erie, used the telegraph for the first time for train dispatching. It happened thus: He was on a westbound train which was directed into a siding at Harriman, New York, to permit an eastbound train to pass. Learning the train was late, Minot went to the telegraph office and wired ahead to locate it. On being informed that the train had not arrived at Goshen, 13 miles west, he telegraphed it be held there.

When he ordered his own train to go to Goshen to meet the eastbound train the engineman refused to take such a risk, whereupon Minot himself drove the train to Goshen, where the eastbound train was found waiting.

Despite the success of the Minot test, managers of some other railroads were at first chary of using the telegraph. This opposition, however, died quickly and a contract was signed by the New York Central with the New York, Albany & Buffalo E. M. Telegraph Company. The line, which followed the route of the New York Central, was put into operation the Winter of 1854-55.

The Western Union was formed April 4, 1856, when the New York & Mississippi Valley Printing Telegraph Company was consolidated with the Erie & Michigan Telegraph Company. The Western Union absorbed the New York, Albany & Buffalo, E. M. Telegraph Company a little later.

As the railroads did much to help develop the telegraph industry, the Association of American Railroads joined with the telegraph industry in observing the first practical application of the telegraph.

Today, out of 238,699 miles of pole line, about 206,000 are on railroad rights-of-way, and there are 15,283 telegraph offices in railroad stations.

The Telegraph Centennial observance had a national scale. The foremost observance was at Washington, D. C., where railroad and telegraph industries' executives gathered for a testimonial dinner. Prior to this, the events when Morse sent his historic first telegram from the chamber of the United States Supreme Court, then in the Capitol, were re-enacted.

The original telegraph instrument used one hundred years ago was used to send the message, from the exact spot where Morse sat one hundred years ago, by Ernest E. Norris, president of the Southern Railway.

The first message was received in the B. & O. station, but this station long ago was torn down and an office building erected. However, the centennial message was received at the nearby B. & O. Mt. Clare Station in Baltimore. R. B. White, president of the B. & O., was the receiver.

Sand in New Post

Major Fred J. Sand, formerly Supervising Agent on the P&LE with headquarters at Pittsburgh, and originally commissioned and assigned to the 721st Railway Operating Battalion, is now Executive Officer in the 717th Railway Operating Battalion, a Pennsylvania Railroad unit. Major Sand's address is APO 5253, c/o Postmaster, New York.

Van Court Promoted

Joe Van Court, formerly Section Foreman at Colfax, Indiana, and later at Kankakee, Ill., has been promoted to Assistant Supervisor of Tracks with headquarters at Indianapolis.

Detroiters Celebrate Golden Wedding



Detroit Woman Is Spring Bride

The employees of the Detroit Freight Station and those affiliated with it extended best wishes to Mrs. Lawrence Meurer, the former Nellie Monaghan, who was married April 26 to Mr. Meurer. Mrs. Meurer served at Third Street Station for 27 years, 25 of which were in the Cashier's Department.

Gives 14 Pints of Blood

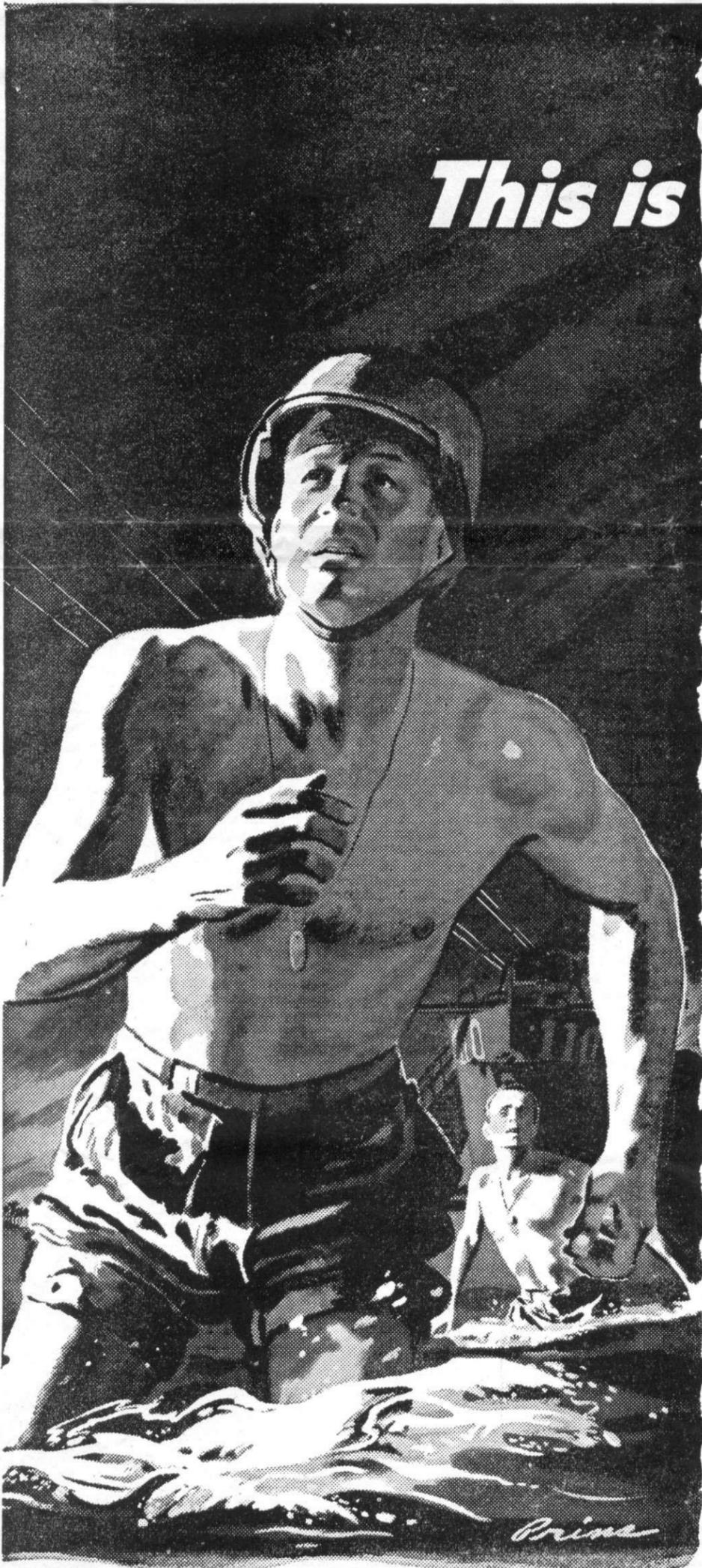
Edmund E. Ernst, Patrolman, Cincinnati, between February, 1942 and May 1, 1943, donated 14 pints of blood to the Red Cross Blood Donor Service.

J. William and Margaret Fry celebrated their fiftieth wedding anniversary at a family dinner given in their honor by their three children, Harold W., Mrs. Margaret A. Stewart and Mrs. Marion E. Graves. Present were

their two sons-in-law, A. Clifton Stewart and Harvey E. Graves, and their three grandsons, William and Jack Fry, and Clifton Stewart, Jr. Later additional members of their family and a few friends joined with them in the celebration which terminated with a supper. Mr. Fry is a retired veteran, having entered the service of the Michigan Central July 3, 1890, completing 48 years' service September 30, 1938. He was Special Representative of the Vice President and General Manager and Chairman of the Wage Bureau at Detroit.

Kennedy in Hawaii

Private First Class Louis J. Kennedy, a former employe, now in an Army Engineering Battalion, writes to the HEADLIGHT to say that he is receiving the paper regularly, despite frequent changes in location. He is now in Oahu, territory of Hawaii.



This is Tough...

It is H hour.

An invasion craft slips in through the night and scrapes its keel against an enemy beach.

The landing ramps grind down. And . . .

Stripped to shoes and shorts, an unsung hero of the Coast Guard races into the choppy surf . . . head-on through a hail of machine-gun fire . . . to test the water's depth for the troops that are waiting the word to land!

It's tough!

But that's part of the Coast Guard's job. To put the Army ashore. And then help keep it supplied with the guns and shells and food that it needs to fight.

And whether it's landing men and supplies on an enemy beachhead . . . or hauling them over America's rails to embarkation ports . . . the transportation of troops and equipment is one of the war's biggest jobs. A job that is growing increasingly bigger with every mile we advance.

It's tough . . . and we of the railroads know how much tougher it will be.

We know that although we carried more passengers and freight last year than we ever carried before, we've got to top that record again in 1944!

It's tough . . . but it can be done . . .

If you . . . as a railroad passenger, or a shipper or receiver of freight . . . save every inch of space that you possibly can . . .

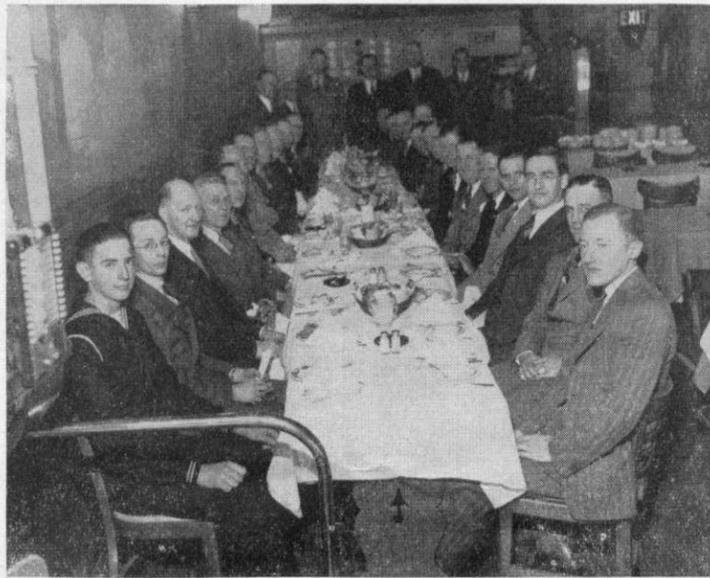
If you remember that your efforts over here help get the bigger job done over there!

New York Central

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

Railroad men and women are working to the limit of their capacities. More railroad workers are needed at once. If you are not now employed in essential war-work, TAKE A RAILROAD JOB FOR VICTORY!

Chicago Bowlers End Season with Dinner



Left to right around the table: R. Cannon, former office boy, on furlough, S. A. Buckwalter, E. W. Studinger, M. H. Spindler, H. K. Curtis, W. E. Wright, A. C. Ramsay, R. M. Tallant, L. C. Sied, C. D. Foote, K. L. DeBlois, A. P. Button, N. D. Hyde, R. Struble, J. W. Fountain, S. W. Riedel, H. Cruishank, G. Donahue, W. B. Hullinger, E. A. McLeod, E. Custr, M. J. Plumb, J. R. Redmore and R. E. O'Brien. Standing: C. Eisele, L. J. Creelman, R. J. Perry, H. J. Van Dyke, R. Hewitson and Neal Eldridge.

Bowling teams representing the offices of the Chief Engineer, Division Engineer and Land & Tax Departments, New York Central and Chief Engineer of the I.H.B.-C.R.&I., Chicago, held their annual banquet at the Vine Garden Restaurant, Chicago, May 5. The final team standings were:

	Won	Lost		Won	Lost
Commodore	65	40	Niagara	50	55
Mercury	56	49	Wolverine	50	55
Pacemaker	53	52	Century	41	64

The high individual average for three games was 680 for H. J. Van Dyke, and the high individual game was 273 for N. D. Hyde.

C. U. T. Man's Bomber Son Gets Flying Cross

Lieut. Merle E. Arthur, son of Supervisor Arthur, T.T.&C., Cleveland Union Terminal, has again made the headlines — he was awarded the Distinguished Flying Cross, while serving in the Aleutian area. He is expected home on leave after completing 12 months' duty in that area.

All members of the crew of the Liberator bomber on which he was navigator were awarded the D.F.C., this being the first time the award has been given to a crew in the North Pacific theater.

He is a veteran of many raids on the Kurile islands, and a charter member of the "I Bombed Japan Club." He mapped the original flight to Paramashiru, participated in the bombing of Kiska and Attu and is credited with shooting down a Jap Zero over Paramushiru. From all accounts he is a better fisherman than his Dad — and that's saying something.

He has already received the Army Air Medal.

Had No Accident in 30 Years' Service

Thirty years of service without an accident was completed by Antonio Sandri, recently. Sandri was a crossing gate man on the River Division at Ridgefield Park for some years and is now at Little Ferry. Tony says he hopes to complete his term of service with a record of no accidents at his crossing.

Buffalo Grandmother N. Y. C. Switchtender — Works to Help War Effort



Mrs. Helen D. Riedel, 42, a grandmother, is the New York Central's only woman switchtender in the Buffalo territory. Mrs. Riedel, who has a grandson six years old and whose only previous occupation was as housekeeper, began work as a switchtender October 22, 1943, at the VI Yard, East Buffalo, and since then has worked seven days a week, missing only two days because of a cold. She took a railroad job, she says, to help in the war effort and has become devoted to her work. She lives at 30 Interpark Avenue, Buffalo.

B. & A. Vet Retires



M. H. Jones, 100 Parkside Avenue, Pittsfield, Mass., an engineman on the Boston & Albany railroad for 37 1/2 years, retired April 29. He is shown being greeted by Trainmaster, William Baker. Mr. Jones was honored by fellow employees and friends at a party given at the Moose Hall, Pittsfield, May 4.

E. R. Webb

E. R. Webb, retired Master Mechanic, died in his home at St. Thomas, Ont., April 18.

3 Detroit Freight Veterans End Work

On May 1, the Auditor Freight Accounts Department, Detroit, lost three veteran employes by retirement. They are Edward R. Miller, Henry C. Utz and Miss Elsie LaFetra.

Mr. Miller, Assistant Chief Clerk, began his railroad career at East Buffalo, N. Y., and subsequently transferred to the Buffalo Railway Clearing House, which was moved to Cleveland in 1915. In 1937, he was transferred to Detroit.

Mr. and Mrs. Miller plan to live on a farm near Geneva, Ohio. Ed received a substantial purse, from fellow employes, presented by W. J. Daeschner, A.F.A., at a dinner, April 11.

Mr. Utz, Assistant to Auditor Freight Accounts, began his railroad career at E. Buffalo, N. Y., and later joined the Buffalo Railway Clearing House in 1900. He subsequently was transferred to Cleveland, Ohio, and to Detroit in 1931. His associates presented him with a purse. The presentation also was made by Mr. Daeschner.

Miss Elsie LaFetra entered the service of the Big Four at Cincinnati in 1916, was transferred to Cleveland in 1931, and to Detroit in 1937. Miss LaFetra expects to spend some time in Florida and later to return to her former home in Ohio.

Frank Hayes, Newburgh, Ends 40 Years' Work



Mr. Hayes was a Maintainer in the Signal Department. He is in the center in the front row. The other men, all Signal Department employes are: Back row, left to right, Mat. Clair, Asst. Maintainer; G. James, Signalman helper, George Whalen, Maintainer Foreman. Front row, left to right: Nicholas Leccio, Laborer; Frank Hayes, Guy Travis, Signal Maintainer.

The Victory Garden in June

By E. J. Leenhouts

JUNE is the month when we have to be on the lookout for insects and diseases likely to take their toll. Contrary to the impression held by the untrained gardener, there are not many serious pests and their control is not nearly as complicated as it sounds.

First, the number of plants affected by one enemy or another is small, being confined largely to beans, cabbage and related plants, celery, cucumbers, melons, potatoes, squash, sweet corn and tomatoes.

Second, as to methods of control; it is surprising how many of the pests can be eliminated by hand-picking. That goes for the bean beetle, cabbage worm, tomato worm, squash bug, cucumber beetle, potato bug and asparagus beetle. Many of these insects are on the under side of the leaf, where clusters of eggs, which are easily crushed, are also found.

Third, one insecticide alone, viz., rotenone, is effective against most pests that are common — bean beetle, cabbage worm, flea beetle, cucumber beetle, squash borer, asparagus beetle, potato beetle and most aphids. Furthermore, it is practically nonpoisonous to man and safe to use on vegetables at any time. The rotenone dust is being sold largely with a rotenone content of one-half of one per cent. Anything less would not be very effective and a higher percentage would be better.

Fourth, a fixed-copper dust will take care of most diseases in the small garden just as the rotenone takes care of most of the insects. Hence, a dust containing both rotenone and fixed-copper will take care of all important needs in small gardens. This combination can be purchased in most garden supply stores. If this combination is not available, the two ingredients can be bought and applied separately.

Now, there are a few refinements and exceptions to be noted. Calcium arsenate is an inexpensive insecticide, which will take the place of rotenone with all chewing insects if it is not applied to edible parts of plants. It is a poison. It is also likely to burn bean foliage. It is very effective as a combination with fixed-copper material for controlling pests and diseases on cucumbers, melons, squash and potatoes. Dusts containing this combination are on sale under many trade names.

A rather new insecticide for chewing insects is cryolite. This is plentiful and will do everything that calcium arsenate will do and, in addition, is not so likely to burn the bean foliage or be poisonous to humans.

Another common insecticide on the market has nicotine for its base. It is usually sold as a liquid and a very

well-known brand is "Black-Leaf 40." It is used principally to control aphids, although it is quite effective against squash bugs, cucumber beetles and flea beetles. It is a poison.

SPECIFIC EVENTS

Mexican Bean Beetle — This beetle is likely to be the first to appear and also one of the most persistent. The beetle is black-spotted, but its grub is a spiny lemon-colored bug, found on the under side of the leaves. Dust the under side of the leaves thoroughly with rotenone or cryolite.

Cabbage Worm — Eats holes in cabbage, broccoli, Brussels sprouts and cauliflower. Dust thoroughly with rotenone.

Cucumber Beetles — There are two kinds — the small yellow and black striped cucumber beetle and the larger 12-spotted greenish yellow with black spots. Dust with a combination of fixed-copper and either calcium arsenate or rotenone.

Chicago Freight Notes

The Freight Traffic Department, Chicago, reports:

Congratulations to Walter Jones, Perishable Freight Agent, Chicago, who is the father of a girl, Cheryl Gay, born April 20.

Yeoman 1/c L. G. Kuntz is in active service on the high seas.

Fred H. Streeter, formerly a Clerk in the Western Dairy Agent's office, and son of Fred A. Streeter, of the Transportation Bureau, Chicago, who enlisted as an aviation cadet in February, 1943, received his wings at Williams Field. He was transferred to Ajo, Ariz., for assignment.

Baerthlein a Captain

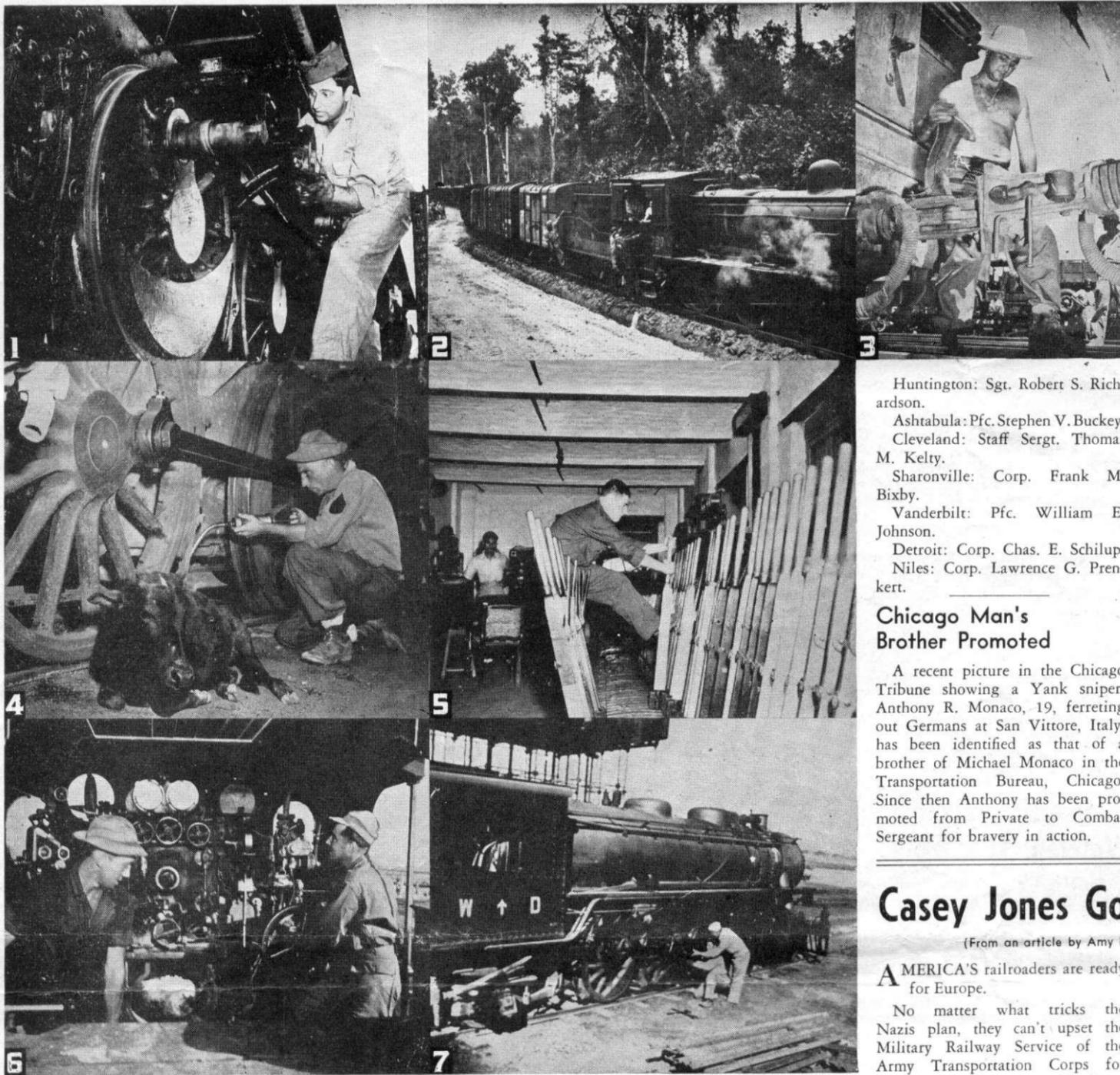
Lieutenant William Baerthlein, formerly a transit man, Eastern Division, recently was promoted to Captain in the Army Corps of Engineers. He is the son of G. Baerthlein, General Track Inspector, New York, and is now in the Pacific area.

Supt. Hannan and 15 Others Give Blood at Hammond, Indiana



Headed by the boss himself, sixteen men and women from the office of H. P. Hannan, Superintendent, Freight Transportation, Gibson, Ind., reported at a mobile unit of the Red Cross at Hammond, Ind., recently, to offer blood donations. Accompanying them, although not donors on that date, were three other members of the office force who previously had made blood contributions. Patrick T. Clancy, who has given eight pints, Miss Naomi Rascher, four pints, and Miss Marilu Nondorf, two pints. All are shown in the above picture. In first row behind table, left to right, are Helen Tsouchlos, Angie Tsouchlos, Mildred Hoffman, Capt. H. Ross (Army doctor), Miss Rascher, Bernice Newman, Dorothy Clayton Mabel Mulhall and Helen Grills. Rear row: Edward Planer, Patricia Miller, T. E. O'Toole, Miss Nondorf, Mr. Clancy, Margaret Mangiaracina, Mary Lynn Kleinschmidt, H. P. Hannan, Alma Filan and Ruth Haehnel. On table is LaVerne Ingraham, attended by nurse, Mrs. John Caminati.

New York Central Men Pictured at Work on the Bengal & Assam Railroad in India



U. S. War Department photos.

1 — Corporal Joseph Bassallo of Croton-on-Hudson, N. Y. 2 — A Bengal & Assam locomotive at a jungle siding. U. S. railway units now operate this vital line, which was recently attacked by the Japanese Army. 3 — This picture shows the antiquated type of coupling used on the Bengal & Assam, which is the principal supply line to northern Burma. 4 — Technician 4/g Charles E. Roth of Canandaigua, N. Y., greases a locomotive. 5 — Private Tom Morrissey of Albany, N. Y., pulls a switch in the interlocking tower of a yard. 6 — Private Nelson O'Brien, left, of Croton-on-Hudson, N. Y., and Private Dominic J. DeJerome of Niles, Ohio, in the cab of a locomotive. O'Brien was formerly with the New York Central and DeJerome was with the Erie. 7 — Corporal Joseph Bassallo of Croton-on-Hudson, N. Y. and Captain Harry E. Owens of Mattoon, Ill., check a rod on a "MacArthur" locomotive. Both are former New York Central men.

American Soldiers Operate Strategic India-Burma Lines

CASEY JONES, in American Army fatigues, has taken the throttle from the turbaned native engineer on the major part of one of India's biggest railroads — the Bengal-Assam.

These Army railroaders, many of them former employes of American railroads, including the New York Central, who are now in the Transportation Corps' Military Railway Service, began supervising or operating portions of the vital line supporting Allied operations in Burma on March 1. They are under the direction of Colonel John Adams Appleton.

The Bengal-Assam Railway is divided into two distinct operations. A broad gauge line, five feet, six inches between rails — used elsewhere in only Russia and three countries in South America — extends from Calcutta to Siliguri. At Siliguri, it connects with a railroad which has the world's narrowest gauge — two feet in width — which climbs the mountains to Darjeeling, where wealthy natives go to escape the heat.

Branching off from the broad gauge lines at Santahar and Parbatitire are meter gauge lines — three feet, three and 3/8ths inches between rails — which run eastward to Ledo.

Somewhat to their surprise, the Americans found the Bengal-Assam line to be, for the most part, well established, having a roadbed made of stone hand-cracked by native labor. Some of the lines are double tracked.

Although motive power was not impressive, the rolling stock was all steel, and a few of the cars had vacuum brakes. However, most of the cars had no brakes, and a screw-type coupling was used, in contrast to the European-style hand coupling, which has been adopted for all Allied rolling stock.

Many changes have been made by the Americans. Maximum speed has been stepped up from the former limit of 25 miles an hour to 40 miles. Sixteen-wheel cars are replacing four-wheelers. Gondolas are replacing box-cars as coal haulers. Natives are being taught not to use the right-of-way as roads between towns. Powerful American locomotives, known as MacArthurs, are operating.

One problem eliminated was the "brass check" system of dispatching. The Bengal-Assam has stations about 15 miles apart. Before a "driver" could proceed to the next station he had to have a brass check, indicating that the road ahead was clear.

On the line from Siliguri to Darjeeling, the American soldiers observed that "human sanders" were used to give the wheels traction enough to climb the mountains. Natives would squat on the pilot over the rails and drop sand on the wheels on upgrades. Three others would perch on the top of the cab, and on a whistle signal would run back to the six or eight cars to apply footbrakes.

N. Y. C. in Army Unit in Britain

HEADQUARTERS, EUROPEAN THEATER OF OPERATIONS — It's a strange and new twist the spirit of railroading has taken among United States Army Transport railway units stationed in Great Britain.

One of the many examples of this new angle is at an Army Services of Supply general depot so vast that maps are needed to progress from one area to another. There can be found a unit sponsored by the Norfolk & Western Railroad and since supplemented by personnel of many other railroads in the United States.

The unit is a railway shop battalion assigned to assembling freight cars, flat cars, oil tankers and other railway rolling stock. It has been instrumental in bringing about a "stockpile" of railroad cars that in itself represents perhaps one of the most gigantic "team production efforts" that America has been called upon to produce in preparation for the impending knockout punches against the continent.

Among the members of the Battalion are the following New York Central men:

Beech Grove: Corp. Alvin V. Pelzer, Jr.
Stewardson: Pfc. Charles M. Elam.
Streator: Sergt. Andrew L. Stortz.
Westville: Pfc. Edward Kerns.
Acton: Private Arlie J. Caughey, Jr. and Pfc. Carl R. Murnan.
Indianapolis: Pfc. Gerald F. Osborn.
Corp. Arthur L. Wilder.

Indian Elephant Causes Engine Failure

The following engine failure story was sent to F. K. Mitchell, Assistant General Superintendent, M.P. and R.S., New York, by Major F. H. Winget, formerly General Foreman, Shelby Street Engine House, Indianapolis, who is now with a Railway Operating Battalion on the Bengal & Assam Railroad, India. He writes as follows:—

"Here is one for the book on engine failures — it happened on our road. Here there are such things as elephant cars and we have them. We recently had an engine failure due to running out of water. The tank had been filled at the last stop, so when the injectors broke the engineman was sure that the trouble was the injector rather than the supply, but upon investigation he discovered a loaded elephant car immediately behind the engine.

"The manhole covers on the tenders are in the right rear corner of the tank.

"A bull elephant in this elephant car had noted the refreshing water going into the tank and evidently remembered to do something about it. This he did with all the enthusiasm of a play boy at a beach.

"The engineman found that the elephant had lifted the manhole cover, reached in with his trunk, had sprayed himself to his satisfaction, and was watering the vegetation along the right-of-way with the last remaining two gallons when detected.

"The fire, of course, was knocked and another engine sent out to forward the train. Our representative on the relief engine, being somewhat skeptical of the explanation offered, watched what went on as the train continued and found that this elephant continually kept trying to get more water from the empty tank in front of him. Now match that one!"

Huntington: Sgt. Robert S. Richardson.
Ashtabula: Pfc. Stephen V. Buckley.
Cleveland: Staff Sergt. Thomas M. Kelty.
Sharonville: Corp. Frank M. Bixby.
Vanderbilt: Pfc. William E. Johnson.
Detroit: Corp. Chas. E. Schilup.
Niles: Corp. Lawrence G. Prekert.

Chicago Man's Brother Promoted

A recent picture in the Chicago Tribune showing a Yank sniper, Anthony R. Monaco, 19, ferreting out Germans at San Vittore, Italy, has been identified as that of a brother of Michael Monaco in the Transportation Bureau, Chicago. Since then Anthony has been promoted from Private to Combat Sergeant for bravery in action.

Casey Jones Goes to War

(From an article by Amy Porter in Collier's, May 12, 1944.)

AMERICA'S railroaders are ready for Europe.

No matter what tricks the Nazis plan, they can't upset the Military Railway Service of the Army Transportation Corps for long. Their past record shows what we can expect.

They solved Russia's desperate supply problem by performing a railroading miracle on the meanest stretch of track in the world — from the Persian Gulf to Teheran.

The Military Railway Service makes its plans long before the shooting begins, working closely with the General Staff on operations scheduled to take place six months to a year ahead.

On March 1, weeks before the Japs invaded India, the M.R.S. took over operation of important Indian railroads. Months before that, under the direction of Colonel Jack Appleton, former general manager of the New York zone for the Pennsylvania Railroad, they had surveyed the roads, repaired tracks, brought in American engines, refrigerator cars and hospital trains. Quickly they stepped up power and tonnage and timetables to an efficiency far beyond anything ever seen in peacetime India.

When the shooting started, the M.R.S. in India was ready to obey any command. The American-operated roads there will support the Burma front, and eventually will be part of a great supply line to China. From the railhead at Ledo near the Burma border, American Engineer units, with the aid of American, British, Indian and Chinese troops are building a road through impossible country and sometimes within cannon shot of Jap lines, to connect with the Burma Road.

Major Don C. Minick, veteran Pennsylvania railroader, back with reports from India, says, "If we can manage not to run down too many holy cows, we're all set on rail service here." Cows, regarded as sacred, have right-of-way in India. They wander as they please, and the most hasty Yankee engineer must stop his train often to herd them off the tracks.

In India, as in Australia, Africa and Egypt the gauge of the tracks seems to be a matter of whimsy — or a device to prevent enemies from using

the roads. India has both the broadest and the narrowest rail gauge in the world, with its 5-foot 6-inch line going north from Calcutta and its 2-foot "scenic" railway up into the mountains. But the Americans and the British have designed a "consolidation locomotive" which is quickly convertible to almost any gauge.

But whatever the difficulties, the spirit of the M.R.S. in India is as dauntless as in other, bloodier theaters, and close kin to the do-or-die determination that sent the first Union Pacific train chugging across this continent in our own railroading pioneer days. Shellfire is something our soldier railroaders take in their stride as they concentrate on the problem of slapping strange equipment into shape to run through strange terrain in strange climates with the aid of train crews speaking strange languages.

Two Buffalo Men Promoted in Italy

ALLIED FORCE HEADQUARTERS, ITALY — Stanley S. Maciejewski, 40 Moreland Street, Buffalo, New York, has been promoted from Corporal to Sergeant. Another Buffalo man, Daniel J. Fritz, 31 Dempster Street, has been promoted from Private First Class to Corporal-Technician Fifth Grade. These promotions were announced by Headquarters of the Military Railway Service, Transportation Corps.

In civilian life Sergeant Maciejewski and Corporal Fritz were both employed by the New York Central Railroad. They are now serving with a Military Police Battalion in Italy.

Oberhau a Sergeant

AN EIGHTH AAF BOMBER STATION, ENGLAND — The promotion of Fred A. Oberhau, 60-88 60th Ave., Maspeeth, L. I., from Corporal to Sergeant was announced recently by Col. Eugene A. Romig of Byesville, Ohio, commanding officer at this Flying Fortress station.

Sergt. Oberhau, 20, a clerical worker, was graduated from Grover Cleveland high school in Brooklyn in 1941. Before entering the service January 6, 1943, he was a clerical worker at Grand Central Terminal for the New York Central railroad.