

CENTRAL HEADLIGHT

Vol. VI, No. 6

JUNE, 1945

P. & L. E. Clerk Wins Silver Star



T/4 George S. Coward, Jr., a furloughed Yard Clerk at McKees Rocks, Pa., was awarded the Silver Star for gallantry in action. He is the son of George Coward, Timekeeper, in the Accounting Department and is with a Cavalry Reconnaissance Squadron (Mechanized). In Belgium, December 19, he distinguished himself while acting as a gunner of an armored car during an enemy counter-attack at Noville. Observing two enemy tanks approaching, he fired until the two enemy tanks were destroyed. A hostile shell hit a wall above a nearby tank destroyer, killing one of its crew and wounding another. After having exhausted his ammunition supply, Coward left his vehicle under intense fire and with the assistance of the radio operator, removed the injured soldier to a nearby house. Returning to his vehicle, he continued firing with small arms.

Thomas Cliggett, New York, Killed in Okinawa Fight

Private Thomas Cliggett, 38, was killed in action at Okinawa, April 12. He was employed in the General Auditor's Office, New York, for 20 years before entering military service May 8, 1942.

Last December he was called home from the Hawaiian Islands on account of the illness of his father, and visited friends at that time. On his return he was sent to various fields and finally to Okinawa.

His father and sister survive.

Indianapolis Men Wounded in Germany

Pfc. Thomas A. Reckley, formerly a switchtender, Indianapolis, was wounded in action in Germany near Arlen. He was a reconnaissance jeep driver and had been overseas fourteen months.

He is the son of L. F. Reckley, train director, Indianapolis Terminal. His brother, Robert, also an employe, is now a corporal, overseas.

Staff Sergt. Clarence D. Smith, formerly a storekeeper at the Brightwood, Indianapolis, storehouse, was wounded in action in Germany, March 30. He was with the Second Armored Division of the Ninth Army.

He has been overseas since last July and has been awarded the Bronze Star.

Jackson Man Wounded

Pfc. Robert L. Dillon, furloughed switchtender on the Michigan Division, Jackson, Mich., was wounded in action in Germany April 6. Dillon was inducted into service in July, 1944, and went overseas last December.

From Our Five-Star Generals and Admirals



TO THE AMERICAN PEOPLE:

Your sons, husbands and brothers who are standing today upon the battlefronts are fighting for more than victory in war. They are fighting for a new world of freedom and peace.

We, upon whom has been placed the responsibility of leading the American forces, appeal to you with all possible earnestness to invest in War Bonds to the fullest extent of your capacity.

Give us not only the needed implements of war, but the assurance and backing of a united people so necessary to hasten the victory and speed the return of your fighting men.

William H. Leahy
Dwight D. Eisenhower
Admiral

Two Out of Three Soldier Sons Lost by E. Buffalo Man



The terrible toll of war was brought home recently to Frank Fulara, Storehouse Laborer, East Buffalo Car Shops, who was notified in quick succession of the loss of two of his three soldier sons.

First came the news of the death of his son, Corp. Edward F. Fulara, 25, shown above, in Germany, early in April. Corp. Fulara also had been an employe in the East Buffalo Stores Department.

Then came the news that Staff Sergt. John J. Fulara had been killed just prior to the cessation of hostilities in Italy.

A third and only surviving son, Private First Class Walter Fulara, was with the Third Army in Germany when last heard from.

Payroll Bond Campaign Needs Greater Effort

CHAIRMEN of the labor-management committees directing the New York Central employes' campaign to increase purchases of War Bonds on the payroll deduction plan are calling for increased efforts. June is the month which will spell success or failure.

Results from the advance System-wide campaign, which began the second week of May, so far have been below expectations, the number of employes purchasing Bonds under the payroll deduction plan having increased only 1.8 percent.

As the present campaign gets into the stretch this month it is hoped that many employes, who for one reason or another, have been delaying their subscriptions will come forward to help themselves and their country.

One of the most active workers reported to date is R. Randeberg, a barge captain at New York, who has sent to all employes from his department serving in the Armed Forces a special greeting bearing the signatures of four men who have lost sons, seven men who have returned to work from the Armed Services, local officials, and everyone in the department now buying Bonds. This message is not only an encouragement to men in service but stimulates Bond purchases by employes.

In addition, Captain Randeberg is calling on his fellow employes in person and is getting good results.

More extensive personal solicitation by committee members and volunteer aides would seem to be required if the campaign is to meet expectations.

M. C. Employes Lead U. S. in Safety for 1944

The Michigan Central Railroad has been awarded top honors by the National Safety Council in the 1944 Railroad Employes' National Safety Contest for Class I railroads, whose employes work from 20,000,000 to 50,000,000 man hours.

The winner's casualty rate for 1944 (employes killed, plus injured, per 1,000,000 manhours worked) was 4.63. This compares with an average rate of 14.56 for the railroads in the same classification of the contest.

The Michigan Central's progress

in eliminating accidents is shown by the fact that its 1944 casualty rate was less than one-fourth as large as its 1923 rate of 21.60.

The contest, which covers only accidental deaths or injuries to employes on duty, is based on I.C.C. figures.

Buffalo Man's Son Freed in Germany

Frank E. Szczepaniak, Gang Foreman, East Buffalo Storehouse, has been notified that his son, Sergt. Eugene T. Szczepaniak, has been liberated after two years' imprisonment in Germany.

Prior to entering the Army in 1940, Sergt. Szczepaniak was employed in the East Buffalo Stores Department. He took part in the North African and Sicilian campaigns and was awarded the Silver Star Medal for gallantry. He was taken prisoner by the Germans at the start of the Italian campaign.

Another son, Sergt. Frank E. Szczepaniak, Jr., serving with the Marine Corps has recently returned to duty in the Pacific following a few months in this country as an instructor.

Utican With Patton



Corp. Paul Methé, formerly a machinist apprentice at Utica Roundhouse, is now a mortar gunner with the Third Army. He has been overseas since October and is the son of T. V. Methé, Traveling Fireman, Mohawk

Division. He says many of his buddies read the Headlight, which he considers a morale builder.

Indianapolis Boy Killed on Iwo Jima

Pvt. Lowell W. Blount, a former yard brakeman at Indianapolis Terminal, has been reported killed on Iwo Jima. He entered the Marine Corps about ten months ago.

S. D. Blount, his father is Extra Yardmaster, Indianapolis Terminal.

Pvt. Blount, 22, was the youngest of three sons.

Dies in Germany

Corp. George Otenbaker, who served with the 298th Engineers' Battalion, United States Army, was killed in action in Germany April 7.

Corp. Otenbaker formerly was employed in the New York Central Police Department at Detroit as a Patrolman, having begun work there May 1, 1937. He was furloughed March 23, 1943, to enter the Army.

Enlists in Navy

Irvin Clarence Sprunger, Signal Helper at Jackson, Mich., has enlisted in the navy.

Central Headlight

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Volume 6

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No. 6

An Inspiration and a Challenge

THE American railroads, we believe, today have reached a peak in public estimation never attained before in their 115 years of public service.

The manner in which railroad employes of every rank, despite depleted forces and equipment, responded with all they had to the emergency of war brought the vital importance of their work home forcefully to millions who had never viewed these carriers objectively before. Appreciation of the skill and labor involved in handling the unprecedented burden thrust upon them is now widespread.

One evidence of this is found in a recent article by Dave Boone, widely read columnist, who praised "the wonderful job the railroad men, from top to bottom, are doing." He added: "It seems to me that the average trainman is a standout among American workers as a fellow who is still polite, efficient and decent to the customer."

These words will echo melodiously in the ears of every railroad man and woman.

To bring the record nearer home, here is a quotation from an unsolicited letter written recently to a New York Central officer by a lieutenant in the Merchant Marine. He says:

"I returned to this country the first of March and during the ensuing 30 days had occasion to use the facilities of your road seven times. In that time I was never refused attention by your ticket agents. They were courteous and nice and the conductors, porters and attendants on your trains are the same. I know you are up against a terrific job nowadays, for I am in a position to see a lot of it. So I thank you."

Such words can do nothing less than inspire us to maintain and improve the reputation we have won. Indications are that we face this year, a continuing rush of traffic, both passenger and freight. Let's show Dave Boone and our other customers that despite our harassments, we can still "manage to smile," as he puts it.

And then, after everything else is done, we can buy another and bigger War Bond. It was the conquering Napoleon who remarked: "Victory belongs to the most persevering."

His remark might well apply to our War Bond purchases.

Collinwood War Bond Committee Working Hard



The Stores Department, Line West, has under way an extensive campaign to sell War Bonds under the various plans offered by the Company, also, the sale of Bonds to employes for cash. At Collinwood a committee consisting of supervisors and employes is handling the drive. The picture shows some of the committee members including Ann Downs, hard-working sales lady, and John Kaplar, responsible for poster and promotion work. Left to right: W. J. Haggerty, W. E. Hatter, J. W. Carroll, Ann Downs, John Kaplar, H. F. Mackensen, E. J. Donnelly.

Michigan Central Veterans Honored at St. Thomas



Four retired Michigan Central Engineers, and one Wabash veteran, were presented forty year lodge membership pins at a banquet of the Brotherhood of Locomotive Engineers, held at St. Thomas, Ont. Recipients shown above, are, left to right, J. C. Tanner, W. Chater (Wabash), E. Long, W. J. Robinson (standing behind Mr. Long), and W. C. Vail. W. Parker, who made the presentation, is on the extreme right.

THE ROUNDHOUSE

By

Sim Perkins

RAILROAD men who put their uniforms and other woollens away for seasonal reasons and later discovered that they have innocently furnished the means of sustenance for a number of infant moths are longing for the day when the new chemical, DDT, will be available to civilians. For DDT brings certain death to moths, which is more than can be said of most preparations now available, if personal experience is any criterion. It is also fatal to malaria-carrying mosquitos, body lice, fleas, bedbugs, silverfish, aphids, corn borers, Japanese beetles, three kinds of cabbage worms, onion thrips and 50 or more species of insects in the nuisance and pest class.

However, we all will have to be patient, as war demands have made scarce the raw materials from which DDT is made. Moreover, there are millions of lousy—and how!—people overseas who will have to get it first, if epidemics are to be prevented. However, the sun of hope is rising distantly on the moth-ridden front.

With the coming of peace, things are going 'round and 'round in the devastated land of the aggressors. Even the statues in Germany have been affected, if we are to believe a recent report from members of the Military Railway Service operating the railroads there.

They write that Duren, which is a sizable city about half way between Aachen and Cologne, has been almost completely flattened by aerial bombs and artillery shells. In the midst of the shambles, however, stands, undamaged a large statue of Prince Bismarck. Though the statue did not suffer a direct hit, concussions of high explosives caused it to turn around completely on its pedestal. So, Bismarck, the Iron Chancellor, now faces east toward Germany and its captured capital, instead of west toward Belgium and Britain.

He's the only German present who hasn't lost face.

Mrs. Mary McGrane, Pullman employe at the Mott Haven Yard, New York, checks 57,000 pieces of soiled linen to the laundry every day according to an interview by Margaret Fishback in the May 12 issue of Liberty Magazine. To her, everyday is a housewife's Monday.

Dave Boone Says:

It's about time somebody said a few good words for the American railroads and the great job they are doing in this war. They've always been considered a fair target for squawks. When a man couldn't think of anything else to grouch about he would take a slam at the railroads.

But today he can only marvel at the wonderful job the railroad men from top to bottom are doing. Under the terrific handicap of rapidly deteriorating equipment, incredible demands on freight and passenger services and a "rush order" on all jobs, they are meeting the tasks with half the confusion and excitement shown in many other industries.

It seems to me that the average trainman is a standout among American workers as a fellow who is still polite, efficient and decent to the customer.

The railroad men as a group are as tired and harassed as any bunch in America, but, with few exceptions, they still manage to smile.

The "Doncha know there's a war on?" attitude is almost completely missing in their make-up.

(Courtesy New York Sun, May 17, 1945)

Niagara on Cover

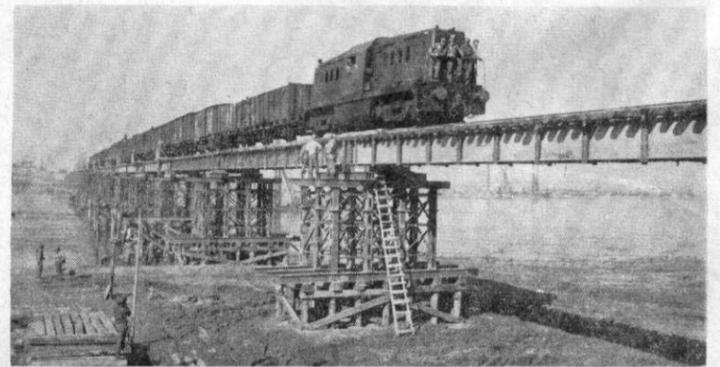
The August issue of Railroad Magazine, which will appear on the news stands about July 1, will have on its cover a handsome painting, in colors, of the New York Central's newest

N. Y. Elevator Operators Honor Roll Dedicated



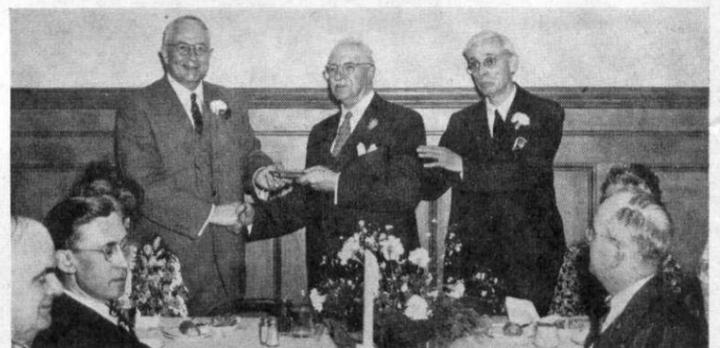
Employes of the Building Service Department, Grand Central Terminal, on May 12, hung the above beautiful plaque in honor of their associates in the Armed Forces in their locker room, 6740, G.C.T. Names on the Honor Roll are W. I. Bell, F. J. Bliss, F. D. Bonventura, G. Bregman, L. H. De'Amico, W. A. Deisler, J. J. Foulke, C. F. Justus, J. A. Larese, O. B. Olsen, B. F. Smith, T. G. Tice and M. J. Tuero. Shown above, left to right, at dedication are E. T. Butler, chairman of committee, Thomas Riley, B. Schneeberger, R. J. Howard and B. A. Olsen, Superintendent of Rental and Operation, G.C.T.

2nd Military Railway Service Erected This Bridge Over the Rhine in 10 Days



The above photograph was sent to Vice President R. E. Dougherty by Colonel William T. Elmes, furloughed employe of the Central at Pittsburgh. Colonel Elmes reports that he and his outfit, which includes many other New York Central men, repaired the final 100 miles of railroad into Berlin.

Assistant Engineer Butt Honored at Dinner



Frederick W. Butt, Assistant Engineer, Office of Equipment Electrical Engineer, New York, was honored upon his retirement, May 16, at a dinner attended by 100 friends and associates at the Railroad "Y," New York City. Mr. Butt stands, above, between W. S. H. Hamilton, Equipment Electrical Engineer, left, and J. W. Chase, Clerk, who was master of ceremonies. Mr. Butt, 68, joined the System in 1905 and aided in the design, construction, inspection and testing of the multiple unit suburban cars, the first all-steel cars in the country. Subsequent work was on electric locomotives and electrical equipment. He served in the first World War and has a son, Major Clifford Butt, in the present war, and two daughters, Muriel and Mrs. C. B. Kallach. He lives in Mount Vernon, N. Y.

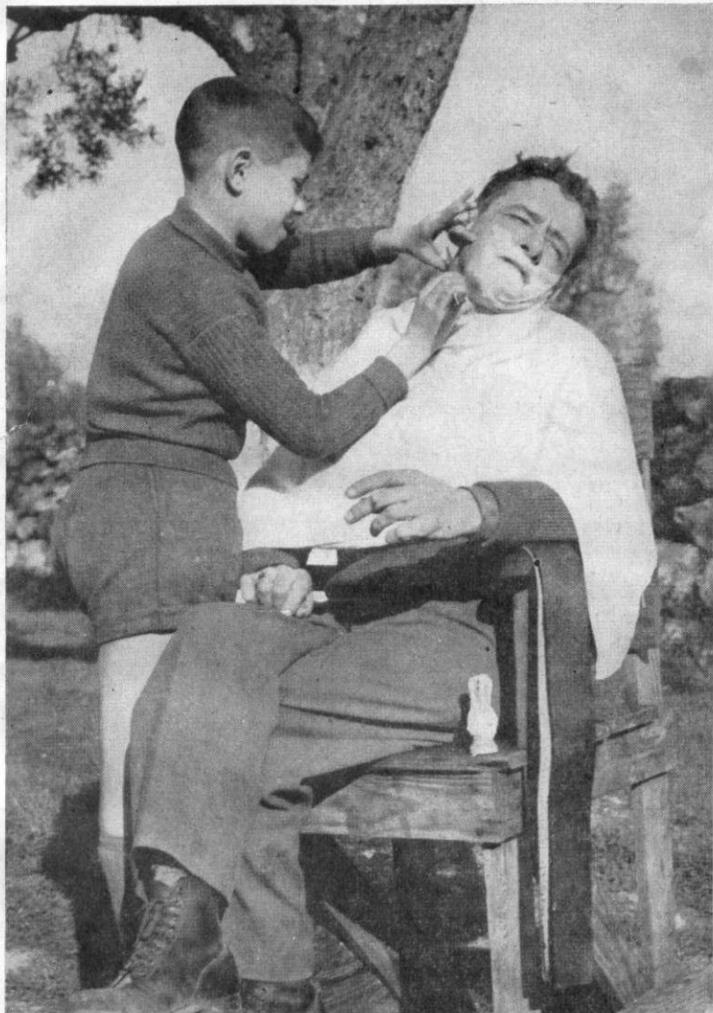
Retiring Jackson Stock Clerk Gets War Bond



Frederick S. Preston, right, Stock Clerk in the Jackson, Mich., Stores Department, retired recently after 21 years and four months of service. In recognition of his loyalty and cooperation the various departments at the Jackson shops and store joined in presenting him with a billfold, a War Bond and cash. Vern Dakin, left, a fellow worker, made the presentation.

and biggest dual-service locomotive, locomotive hauling a train westward the Niagara. The painting shows the along the Mohawk River.

Harmon Switchman Gets Morning Shave in Italy



WITH THE ARMY AIR FORCES ENGINEER COMMAND IN ITALY — Technician Fifth Grade Thomas F. O'Toole of 609 Fairlawn Ave., Peekskill, N. Y., is shown enjoying the morning efforts of Francisco, the peekt skuber, a young Italian.

Starting off the day, O'Toole was lathered and shaved and then lathered again in preparation for another shave. He got up out of the chair and said to young Francisco, "What are you going to do, shave me again?" Said Francisco, "Si, me shave you twice today—tomorrow is Fiesta Day and me no come!"

Formerly employed by the New York Central as a switchman in the Harmon Yards, he has seen twenty-five months overseas service with an Engineer Air Force Headquarters Company in North Africa, Sicily and Italy.

Poughkeepsie Man Wins Bronze Star

AN EIGHTH AIR FORCE BOMBER STATION, ENGLAND — The Bronze Star for "unusual achievement... devotion to duty" has been awarded to Master Sgt. Hugh E. McPeck, 31, of Poughkeepsie, New York, member of an Ordnance unit at this B-17 Flying Fortress base. He is a furloughed New York Central Signal Department worker.

The group is a part of the Third Air Division, cited by the President for its now-historic England-Africa shuttle bombing of the Messerschmitt aircraft plants at Regensburg in August, 1943.

Sergt. McPeck's duties include much of the administrative work in his unit. He has supervision over all of the men

in the automotive repair shops, in the ammunition area, and in the heavy maintenance shop, plus all of the ordnance workers. He arrived overseas in May, 1943.

Buffalo Veteran is Given a Purse

H. J. Mandell, Foreman, Baggage Department, Central Terminal, Buffalo, who recently retired after 46 years of service, was given a reception and presented with a purse. Mr. Mandell has eight children and 18 grandchildren.

In charge of the reception were: J. C. Zwick, A. J. Harla, J. Moon, Wm. Hoezle, T. Kossin and J. W. Cully.

Lieut. Col. R. J. Crane Engineering Director

Lieut. Col. R. J. Crane, Special Engineer in the office of Vice President R. E. Dougherty prior to entering Military Railway Service in November, 1942, is now Director of Engineering, General Headquarters, Military Railway Service, U. S. Army, COMZONE ETOUSA, with headquarters in Paris, France.

Colonel Crane, after completing a course of instruction at Fort Slocum, New York, was stationed in St. Paul, with the 701st and 703rd Railway Grand Divisions in Africa and Italy, later being attached to the 1st Military Railway Service which had jurisdiction over the operation of all the railroads in Italy and southern France.

Prior to his present assignment Colonel Crane was Engineering Officer with the 701st and 703rd Railway Grand Divisions in Africa and Italy, later being attached to the 1st Military Railway Service which had jurisdiction over the operation of all the railroads in Italy and southern France.

Upon consolidation of all of the Military Railway services in the European Theatre of Operations under Gen. Gray, late in 1944, Colonel Crane was transferred to Paris under the General and assumed his present duties.

Kelly Names Three to M. of W. Posts

J. H. Kelly, Engineer Maintenance of Way, New York Central System, announced the following appointments, effective May 1:

G. Auer, Jr. to be Division Engineer, Eastern Division, headquarters at New York.

C. A. Maxeiner to be Division Engineer, Syracuse to Division, headquarters at Syracuse.

K. L. Miner, to be Engineer of Bridges, Buffalo and East, headquarters at New York.

Eileen Taylor, W.A.C., Receives Promotion

Eileen Mary Taylor of Peekskill, N. Y., an X-ray technician at Moore General hospital, Swannanoa, N. C., has been promoted from private first class to technician fifth grade. She enlisted in the W.A.C. November 1, 1943 and was stationed at Fort McClellan, Ala., and the Army and Navy Medical Technician's school at Hot Springs, Ark., before her assignment in the X-ray clinic at Moore.

Before enlisting she was employed by the Auditor of Disbursements of the New York Central.

Albany Group Elects

Officers of the Capitol District Railway Club for 1945, elected at a meeting May 3, are T. V. Flannery of Albany, President, Louis A. Brockman of Schenectady, Vice President, and Edwin A. Wilde of Albany, Secretary-Treasurer.

New York Brothers in Third Army But Have Not Yet Met in Europe



Left to right, Pfc. Thomas E. Mulligan and Pfc. Joseph P. Mulligan. Both are with the Third Army but have not met overseas. Joseph was a fireman on the West Side, New York, when he left in June, 1943 and is with the 712th Railway Operating Battalion. He went overseas in March 1944, and into France in July. He has been through a lot of France, Luxembourg and Belgium. Thomas was a car tracer in the 32nd Street Yards. He is with the 150th Combat Engineer Battalion in Europe. He was wounded in February, but soon recovered and is back in action. He entered the Army in January, 1944, went overseas in June, 1944, and into France last August. He was awarded the Purple Heart.

Manhattan Athletic Association Elects Officers



Officers for the 1945-46 season of the N.Y.C. Manhattan Athletic Association were elected April 18 following the completion of a year during which sport, musical and social activities were successfully carried on. Officers for the coming year: (seated) Miss Helen Fitzsimons, Secretary; F. A. Yeager, President; Miss Arthene Nickerson, Director of Women's Activities. Standing: P. W. Donnelly, Secretary of Service; R. M. Thompson, Director of Sports; G. E. Parry, Vice President; T. J. Clancy, Secretary of Membership; and R. D. Evans, Treasurer.

Rochester Man on Train Shop Crew

WITH U.S. SUPPLY FORCES IN BELGIUM — Corporal Anthony Cilento, of East Rochester, New York, railway car mechanic for the 138th Hospital Train Maintenance Platoon, a former New York Central carpenter, now makes major repairs on hospital trains which evacuate casualties from the front to rear-area hospitals.

In carrying on work men of the 138th have frequently been subjected to artillery attacks, bombing and machine gun strafing by enemy aircraft.

Crews are attached to trains running through France and Belgium.

New Posts for Three

Effective April 1, the following appointments, with headquarters at New York, were made by W. H. Flynn, General Superintendent, Motive Power and Rolling Stock:

C. L. Hall, Assistant Supervisor of Diesel Locomotive Maintenance.

F. E. Weaver, Diesel Locomotive Inspector.

K. F. Barthol, Diesel Locomotive Inspector.

Harold Wright, G. C. T. Train Director, Retires at 65



Harold Wright, Train Director, Grand Central Terminal, on right, bids farewell and expresses his thanks for a purse from the G.C.T. Remembrance Club presented by L. D. J. Williams, Examiner, Office of Superintendent, center, while associates and friends look on. At 65 Mr. Wright ended 40 years of service on April 30. He began as Signalman in old Tower D, G.C.T., the first to control electrified tracks. He will devote himself to his hobby of gardening at his home at 155 Hobart Street, Port Chester, N. Y.

Saranac Man Now in Belgium



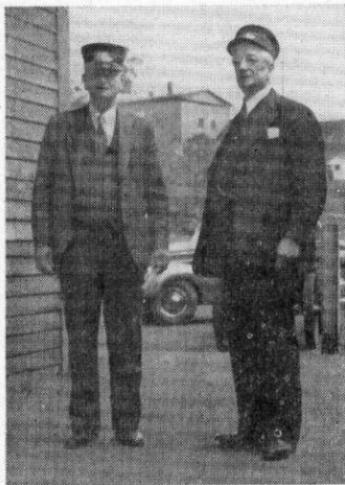
Shown here is M. P. Wood, now with the 735th Railway Battalion in Belgium. Mr. Wood was formerly a telegrapher, Adirondack Division, Saranac Lake, N. Y. He is a station agent with the forces in Belgium and believes in advertising the New York Central, Adirondack Division.

Harlem Brakeman Now in Germany



Corp. William J. Jaeger, 22, Harlem Division Brakeman, was with the 100th Division in Germany when V-E Day came. He entered the Army in February, 1944, and sailed for Europe six months ago to take part in the last decisive battles, in railway supply service. He is the son of W. H. Jaeger, Car Inspector at North White Plains, N. Y., where he lives at 143 Washington Avenue.

Ends 60 Years With B. & A.



A veteran with one of the longest terms of service with the New York Central System — 60 years — Patrick Joseph Shea, shown at left above, retired May 1, as Agent at West Warren, Mass. All his service was on the Boston & Albany where he was first employed March 1, 1885, as a section man and later as a gate tender at West Warren. Two years later, he was made baggage man and in 1893 telegraph operator. In 1900 he was promoted to station agent at West Warren, remaining there 11 years,

Selkirk Man is Killed in Germany

Carmino A. Pomillitto of Selkirk, N. Y., was killed in Germany, March 18. He had been in uniform since November, 1942, and overseas two months, as a machine gunner.

Previous to entering the Armed Forces he worked at Selkirk as an Oiler, being employed first in July, 1941.

His father, Salvatore, is a Car Repairer.

The Selkirk Car Department softball team has been organized for the 1945 season.

Two improvements are in progress at Selkirk: A new brick building to be used as rest and wash room, locker room and Repair Track Foreman's office and the drainage and paving of six feet on repair tracks.

Johnny Przyanski, messenger for a number of years, is now working on repair tracks. His place has been filled by Mrs. Bertha Plath.

Indianapolis Dinner

A. J. Kelly, former Signal Supervisor of the Indiana division, was honored at a dinner, May 24, in Indianapolis, attended by a large number of officials and friends. Mr. Kelly retired last January on account of illness. He had forty years' service.

Two B. & A. Men Killed in Action



Two former members of the office of C. J. Crowley, Superintendent Car Service, at Springfield, Mass., were killed in action in Germany.

Pfc. William E. Foley, shown above, was killed January 31 and was buried in an American cemetery in Holland. He enlisted March 2, 1943 and went overseas with an Infantry outfit in October, 1944.

Walter E. Freeman also died in service in March.

until he bid in a job as towerman at East Brookfield. On February 16, 1912, he was returned to West Warren as agent. Shown at the right of Agent Shea is J. A. Hooley, Passenger Conductor.

Amawalk Boy is One of First to Fight Way Across Rhine

Coxswain Eugene J. Platoni of Amawalk, N. Y., a former M. of W. employe, was one of the first United States sailors to cross the Rhine in an LCVP and is now in Germany. The crossing was made under fire in the Ninth Army area and the members of the task unit that made it have been officially commended, each receiving a bronze engagement star to be placed on the European-Africa middle eastern ribbon.

Coxswain Platoni, son of Angelo Platoni, a section worker at Yorktown Heights, entered the Navy in August, 1943, when he became 18. He trained at Sampson, N. Y., and Florida and went overseas in March, 1944. After crossing into Normandy on D-Day, he spent several months in Belgium.

M. R. S. Men Heroes Daily in Germany, Writes N.Y.C. Man

CAPT. Walter F. Dunn, Jr., formerly a Hudson Division Brake-man, has recently been stationed in Germany with the 706th Railway Grand Division. In a letter written to K. A. Borntrager, Superintendent, Mohawk-Hudson Divisions, he writes:

"While the railroads in the States have had just about all the business they could handle during the past year, they do have good equipment, adequate power, and no enemy action to hamper their activities. You would be surprised to hear just how many tons of freight are handled over here with our small engines, bad track and manual block systems. I have seen miles of trains standing one behind the other on their way to the front.

"When something goes wrong we are immediately faced with shortage of water and coal, with the only coal crane or water pump many miles away. Bucket brigades and shovels have filled many a tender.

"Men go for days without any sleep, very little food and still one more run to make. They stay on the job, however, for the ammunition, food and supplies must go through. Many have given their lives running over

strange track in the dead of night to yards they have never seen.

"Truly, heroism is written every day over here by railroad men, whose all important job in this war will probably never be recognized outside of our own transportation circles. All this not including enemy action, in which many have given their lives as true soldiers. Railroading here in Germany also has its complications, with sabotage and sniping a source of constant danger.

"The German, too, recognized the importance of railroads in modern war. On German locomotives we have captured, in large letters on the tender is written, 'Rader Mussen Rollen Fur Den Sieg,' Wheels Must Roll For Victory; a better tribute to our own soldier railroad men, I think, cannot be found.

"The work here is interesting, especially in the job I have as Special Duty Man, 'called Stationmaster,' from the General Superintendent's office, 'the Railroad Grand Division.' My personal means of transportation is a jeep, and it is usually more dependable than the railroad itself. Most of the work is at the forward railheads with

On "Fighting Lady"



First Lieut. Jack Faus of the Marine Corps, son of H. W. Faus, Engineer Motive Power, New York Central System, is once more stationed on the "Fighting Lady," heroine of the famous sea battle off Formosa, early in January. His father recently received from Captain Dixie Kiefer, Commander of the "Fighting Lady," a letter which said in part:

"If any Father should ever be proud of his Son, you should be proud of Jack. It was one of his batteries that did such excellent work in fighting off the enemy ship after we had been badly injured. I will always be eternally grateful for his wonderful work."

Captain Kiefer, a veteran of two wars, with ten wounds received in this and the last war, was hit by 15 pieces of shrapnel in the historic battle in which the "Fighting Lady" participated. He was in New York recently, convalescing.

Classes in "Techniques of Supervision" Held at Springfield and Pittsfield, Mass.

Three groups recently completed 10 two-hour sessions of conference and discussion on "Techniques of Industrial Supervision," led by instructors of the Massachusetts Department of Education, Vocation Division. Slide films were used to depict typical industrial situations. The two classes at Springfield were held on Thursday and Friday nights while the one at Pittsfield was held on Thursday nights.



FRIDAY NIGHT CLASS AT SPRINGFIELD

First row: William L. Dehey, Instructor; Mitchell P. Krach, Clerk, Car Department and Secretary of Class; Frederick C. Ruskaup, Master Mechanic; Francis W. Scully, Trainmaster; Walter J. Drugan, Chief Clerk to Master Mechanic; Edward A. Sullivan, Assistant Examiner, and Clesson Martell, Car Inspector Leader. Second row: Frank E. Hesford, Special Inspector; D. A. Bertocki, Chief Clerk to District Passenger Agent; James F. Keefe, Traveling Car Agent; Merton Rollins, Traveling Car Agent; Arthur Kelly, Electrical Inspector, and Harry C. Fletcher, Master Mechanic's Office. Rear row: James F. Freeman, Clerk, Master Mechanic's Office; Harry R. Nunn, Scrap Dock Foreman; Michael L. Corcoran, Traveling Conductor; Joseph E. Cotter, Passenger Conductor; Thomas Murphy, Car Inspector Leader; Alvah R. Huntley, Car Inspector; Chester A. Dimick, Mason Foreman, and William E. Dodge, Painter Foreman.



THURSDAY NIGHT CLASS AT SPRINGFIELD

Front row: Roy E. Haskins, Assistant Examiner; Grover C. Kelly, Assistant Chief Clerk, Superintendent's Office; Frank A. Chase, Assistant Trainmaster; Herman A. Persson, Instructor; Ralph M. Heywood, General Engine House Foreman; David Lavoie, Assistant Supervisor of Bridges and Buildings, and Arthur P. Wallin, Chief Clerk, Superintendent's Office. Second row: Newell P. Hall, Traveling Fireman; Thomas F. Mahoney, Foreman, Engine House; Winfred H. Dibble, Foreman, Engine House; Everest J. Brassard, Drop Pit Foreman; Gordon H. Craft, Road Foreman of Engines, and Harold P. Shepardson, Boilermaker Foreman. Rear row: Robert L. Townsend, Passenger trainman; Robert D. Fuller, District Passenger Agent; James C. Guyer, Messenger, Car Service Department; Cornelius J. Crowley, Superintendent of Car Service; Edwin A. Messerschmidt, Ticket Agent, and Alvah L. Perkins, Chief Clerk, Car Service Department.



THE CLASS AT PITTSFIELD

Front Row: P. Hagadorn, Section Foreman; R. Pheulpin, Clerk, North Adams Junction; T. F. Moriarity, Yardmaster, North Adams Junction; W. F. Flanagan, Assistant Yardmaster, and W. Monks, Instructor. Second row: Andrew J. Flynn, Car Inspector; H. B. Foley, Freight Agent; V. P. McKeone, Freight Agent; Charles Kenyon, Night E. H. Foreman; William Ryan, Relief Yardmaster; F. Alvord, Signal Inspector and T. Harte, Clerk, Floating Gang. Third row: R. Litchfield, Yard Clerk; E. Kelley, Car Leader; E. Alcombright, Section Foreman, and E. Clossy, Freight Agent.

the 'foxhole delivery' boys, but as on a civilian railroad, there is plenty of paper work, reports to write up and phone in.

"Wrecks, delays, tieups are all part of the job. When things are quiet, I act as division trainmaster. Then too, making reconnaissance of new railroads to be taken over, usually takes me to the front lines, where excitement is unlimited."

Lieut. Hessler, N. Y., is Killed in Germany

First Lieut. Robert Hessler, 24, son of Emory I. Hessler of the Office of the Mechanical and Electrical Engineer, New York, was killed in action in Germany, April 11.

He had been overseas since September, 1944 and was a reconnaissance officer with the 329 Engineers, 104th Division (The Timber Wolves), First Army.

Lieut. Hessler, an only child, was graduated from Clarkson Technical School in Potsdam, N. Y., as a Chemical Engineer, in 1943.

M. E. Welch Dies in Buffalo at 73

Michael E. Welch, who retired in 1941 as Superintendent of Grand Central Terminal, Electric, Harlem and Putnam divisions, died suddenly at his home in Buffalo May 17. He was 73 years old.

Mr. Welch entered New York Central service in 1891 as a Freight Brakeman on the Syracuse Division. After becoming a Passenger Conductor, he was appointed Assistant Trainmaster, then Trainmaster on the Rochester Division. He was appointed Assistant Superintendent at Buffalo in 1919 and later Superintendent of the Ontario, Buffalo and Syracuse divisions, before going to New York in 1930 as Superintendent there.

Surviving are his wife, Mrs. Catherine Welch; a son, Capt. Charles E. Welch, of the Army Judge Advocate General's office, Washington, D. C., and a daughter, Mrs. Edmund S. Brown.

Erie Captain Retires

Capt. John Faller, head of the Central's police force at Erie, Pa., retired April 1. Lieut. William Beck of Cleveland succeeded him.

"Stay Alive in '45"

H. I. Waite, Chicago Man, Ends 53 Years Work; Gets Watch

Fifty-three years of railroading came to an end May 2 for H. I. Waite, Chicago, with his retirement as Credit Supervisor for the Stock Yards District Agency. The date also marked his 70th birthday.

Employees of the Stock Yards District Agency, the Chicago Produce Terminal Agency and the Wood Street Terminal Agency joined in presenting Mr. Waite with a 19-jewel watch and a wool lounging coat.

Immediately following his retirement Mr. Waite left for his home on Diamond Lake near Cassopolis, Mich. With him will live his granddaughter, Mrs. Ralph Schwedland, whose husband also is due for a well earned rest, having recently been released from a German prisoner of war camp.

Collinwood Boy Killed on Iwo Jima

Earl Chambers, an Apprentice at Collinwood Car Shops at the time of his induction, June 3, 1944, lost his life March 6 while serving with the Fifth Marine Division on Iwo Jima. Earl, 23, started work at Collinwood Shop January 7, 1942.

A Memorial Fund was raised by Earl's co-workers and it was turned over to his mother at memorial services, which were held on May 6. Mrs. Chambers is the widow of Thomas Chambers, who had formerly been employed in the Car Department at Collinwood and Linddale.

The shopmen also remembered Earl's mother on Mother's Day by sending her flowers, which he never failed to do each year.

I. H. B. Credit Union Now Has 1258 Members

Gael Earnhart, Secretary of the Indiana Harbor Belt Railroad Employees Federal Credit Union, with offices at Hammond, Ind., reports that the Credit Union now has 1258 active members, out of a potential 2000, an indication of the popularity of its service.

To members purchasing and maintaining homes loans up to \$1000 are made at half the Union's usual rate of interest, one percent per month.

Present officers are: E. E. Iloff, Dispatcher, President; V. W. Dufrain, Cashier, Treasurer and Secretary Earnhart, Locomotive Engineman.

J. L. Clark

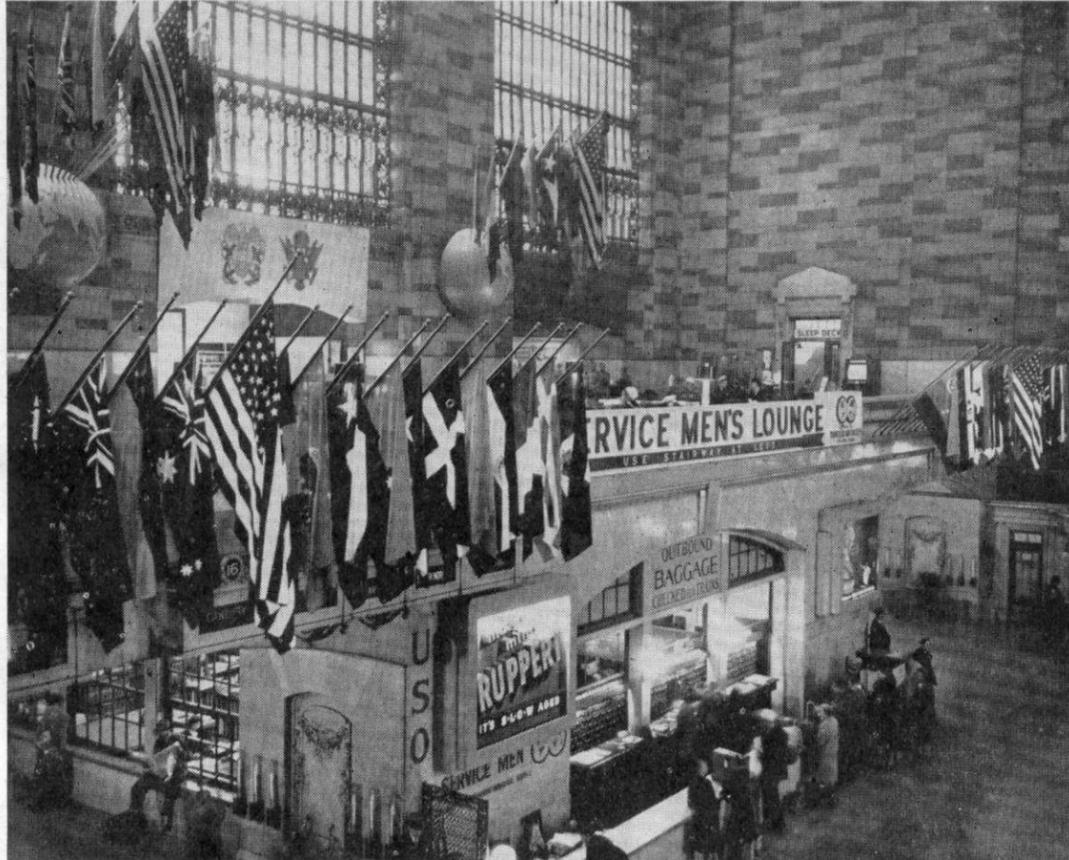
J. L. Clark, 65, retired Collinwood Car Shop employe, died of a cerebral hemorrhage at his home, in Cleveland, May 11. He retired May 16, 1943, after 37 years.

In Belgium



Staff Sgt. Arthur F. McGlynn, formerly in the office of J. M. Breen, General Freight Agent, New York, entered the Armed Forces October 27, 1943. After reporting to Camp Dix, N. J., he was sent to Camp Planche, New Orleans, where he received basic training. Sgt. McGlynn was assigned to a Railway Battalion and approximately six months from the date of his induction was sent to England. After D-Day, "Mac's" outfit was sent to Europe and from latest reports is now in Belgium.

Allied Flags Deck G. C. Terminal in Honor of V-E Day



George E. Reid Killed on Cebu in Motor Accident



T/Sergt. George E. Reid, Jr., Camden, N. Y., a furloughed section laborer, was killed April 26 in a vehicular accident on Cebu, in the Philippine Islands. He was 27 and had been in the Army since March, 1941, and overseas since January, 1942, serving in Australia, New Caledonia, Guadalcanal, Bougainville and the Fijis. His parents and several brothers and sisters survive. Sergt. Reid's father, George E. Reid, Sr. is a veteran section worker at Camden.

Maischaider Ends Work in Cincinnati; Honored at Dinner



A. F. Maischaider

A. F. Maischaider, Principal Assistant Engineer, Cincinnati, retired from active service April 30, after 42 years with the New York Central System.

A native of Chicago, he graduated from Purdue in 1902 and entered the Central's employ in the Engineering Department.

He participated in the work of relocating tracks between Cincinnati and Indianapolis. He was division engineer on several divisions and went to Cincinnati in 1924 as Assistant to the General Manager. He assumed the position from which he retired in 1937. He expects to remain in Cincinnati.

On the evening of May 1 a dinner was given in his honor at the Cincinnati Club, with about sixty officials present.

LaRocque Retires at N. Y.; Is Given Watch

John A. LaRocque, who for several years has been the Special Representative of the General Claims Attorney, retired May 31, after nearly 43 years of service. On May 17, his 70th birthday, friends and associates, including Vice President Aronson, General Counsel Beakes and other members of the Law and Claim Departments, gave him a luncheon at the Park Lane Hotel, New York, and presented a handsome wrist watch, suitably engraved.

J. F. Williams

J. F. Williams, former Signal Supervisor, Ohio Division, died May 7 at his home in Galion, Ohio.

"Stay Alive in '45"

Robert W. Martin, Collinwood Boy, Killed by Torpedo



Robert W. Martin, 19, Water Tender, 3/C, U.S.N.R., was killed in action in the Pacific, February 11, while serving aboard an L.S.T. (landing ship tanks) which was torpedoed off Leyte. He was the son of Mr. and Mrs. Edgar G. Martin and was a Machinist Apprentice at Collinwood Locomotive Shop at the time of his enlistment in November, 1943. Mr. Martin is Chief Piecework Inspector at Collinwood Shops.

Water Tender Martin had been at sea since August, 1944, and participated in the Leyte Campaign, where he met his first enemy action and other Philippine Operations. He was in charge of a working crew in the boiler room and was praised by his senior surviving officer for his professional abilities and the conscientious performance of his duties.

Besides his parents, he is survived by a brother, A.M.M., 3/C Edgar G. Martin, stationed at the Naval Aviation Technical Training Center in Chicago, Illinois.

Detroit Veterans, Retiring, Get Gifts

Two veteran employes of the Accounting Department, Detroit, retired May 1. They are Irwin H. Hilborn, Assistant Chief Clerk, who had 48 years of service, and Louis C. Seitz, with 34 years in Cleveland and Detroit.

Mr. Hilborn began work at the local station in Chicago. This was followed by service with the Central Railway Clearing House at Buffalo and Cleveland, and last, in the Auditor of Freight Accounts office at Detroit. He was guest of honor at a luncheon tendered him by members of the A. F. A. staff. At a gathering of his associates in the office, he was presented with a purse by W. J. Daeschner.

Mr. Seitz also was the recipient of a purse. The presentation was made by T. W. Meyer. Mr. Seitz will live in Novelty, Ohio.

Edward B. Morse, of Battle Creek, is Honored by 200

Nearly 100 men, including officials from all over Michigan, industrial traffic men and their guests, gathered at the Block Inn, Battle Creek, May 1, at a dinner honoring Edward B. Morse of Battle Creek, New York Central telegrapher, who retired April 30th after nearly a half century of service.

Mr. Morse began his railroad career just after the turn of the century at Nashville, Mich., and went to Battle Creek in 1904. For many years he was first trick operator at the Battle Creek passenger station, and has perhaps the widest acquaintance among the traveling public of any railroad man in that part of the state.

Many industrial traffic men were present.

After several talks, Hudson W. Cady, former New York Central employe, present Auditor for the Central Weighing & Inspection Bureau, presented his magic show.

Knowing Mr. Morse to be an ardent fisherman, it was planned to present him with a new boat but since none could be obtained, he was presented with a miniature craft. Stowed away in the cockpit was a purse of \$55 toward the purchase of a boat. J. H. Clissold, Harley Reek and Ray Hartlein, all of Battle Creek, arranged the dinner.

Henry G. Lochmuller Honored by Masons

Henry G. Lochmuller who retired on December 31, 1941 as Assistant to Auditor of Disbursements, R. R. Richards, after 53 years' service, was honored May 16 by his Masonic Lodge, Commonwealth, No. 409, Brooklyn, New York.

Mr. Lochmuller who has received many Masonic recognitions, was presented with the Medal awarded by the Grand Lodge of the State of New York for 50 years of service.

A delegation from the New York Central Railroad, which included G. H. Howe, Treasurer, R. F. Hoppenstedt, Assistant Treasurer, F. G. Day, Credit Officer, General Auditor Richards, and Harold Van Wyck of Mr. Richard's office, attended.

Allyn W. Stillman, Cashier's Division, Treasury Department, is the 1945 Master of Commonwealth Lodge.

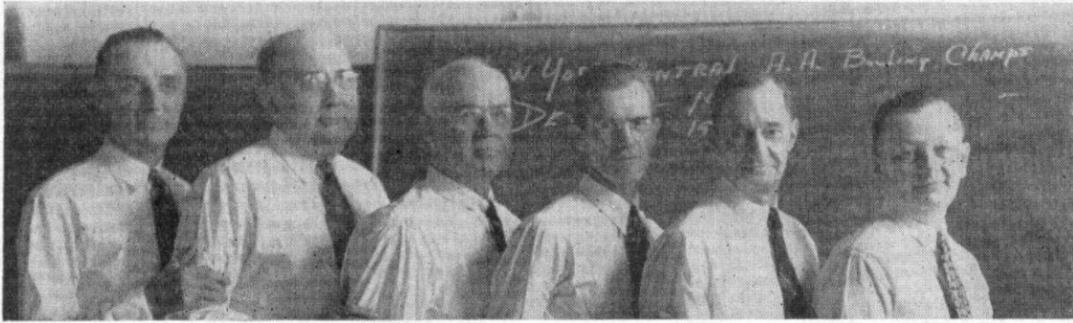
C. L. Steinhart Honored in Syracuse; Railroaded 54 Years



Charles L. Steinhart, General Telegraph and Telephone Inspector, Buffalo and East, retired May 1. Mr. Steinhart had 54 years' service in the railroad industry, having started with the Erie Railroad as a telegrapher in 1891.

Mr. Steinhart was the guest of honor at a luncheon in the Hotel Syracuse, April 27, attended by System and local officials. Among those present were Mr. Van Akin; C. E. Baxter, Superintendent of Telegraph, Detroit; P. S. Hughel, Assistant Superintendent of Telegraph, Detroit; T. S. Christy, Assistant Superintendent of Telegraph, Cincinnati, and G. L. Miller, Assistant Superintendent of Telegraph, Syracuse. Mr. Steinhart received a gift and purse.

Accounting Team Once Again Champion Detroit Bowlers; Juniors Good, Too, Capturing Third Place



At the conclusion of the Detroit Athletic Association's bowling season, the Departmental Accounting team, captained by "Scrappy" Kennedy, won first place for the second consecutive year. "Cannonball" Steinecker was high average man on the team, which also came in second in the roll off. This team also bowled in the City Tournament and hit 229 pins over the average. In the doubles, Lisse and Reinhart are right up there with the leaders, with 219 pins over. Left to right: Moeller, Steinecker, Willkomm, Kennedy, Reinhart and Lisse.



The "Wolverines," the junior team of the G.D.A. Office also came in for their share of glory. This team, bubbling over with youth, is captained by "Junior" Ray Schauffel. During the regular season it came up in third place and in the roll off took first money. In the City Tournament it hit 302 pins over its average and in the doubles Schauffel and Wenzel smashed 100 pins over. They get a large slice of the tournament prize. Left to right: Wenzel, Nuckles, Duranceau, Schauffel and seated is Bennett. The Detroit A.A. League is composed of sixteen teams. Norman Vonderwerth, from the Police Department, was high average man.

Geo. W. Botens, Detroit Worker, Dies in New York

George Washington Botens, Division Clerk in the office of the Auditor Passenger Accounts, Detroit, died in Bellevue Hospital in New York April 29 as the result of a brain tumor. He was born on July 3, 1905, and entered the New York office of the auditor of Passenger Accounts May 10, 1926. Quiet, handsome and well liked, he was only away from the office about a month when an operation showed his condition to be hopeless. He passed away shortly afterward. Burial was in his home town of Montrose, New York. Surviving are his wife, Dorothy and two children, George Theodore and Robert.

Latest Auditor Passenger Accounts boys to leave the country are Corp. Carmine A. Nappi with an Engineers Construction Battalion in the European area; Sergt. Frank Schairer with a Medical Unit in the Pacific; Pvt. Lester Horton with the Infantry in Italy; Corp. Robert Rose in England and Walter S. Nalley, Mineman 2/c in the Pacific area.

Snipers Bad on Okinawa, Detroit Marine Reports



Pfc. Jack Paris of the Marine Corps, former A. P. A. boy, Detroit, now is on Okinawa. He reports his outfit is especially bothered by Jap snipers and by infiltration at night. A Jap Zero brought down furnished them with plenty of souvenirs. Another A.P.A.-er, Sergt. H. Carl Schuler, also is on Okinawa.

Auditor Passenger Accounts folk are eagerly awaiting the return of their own air hero, Staff Sergt. J. Joseph Briody, a Flying Fortress tail gunner. The likeable lad, who recently received the third Oak Leaf Cluster for his Air Medal and one for his Presidential Citation, was reported to be on his way back to the United States after having completed 30 bombing missions against the erstwhile Reich.

The Auditor Passenger Accounts office is also proud of Lieut. Nick Tikfesi, Liberator bombardier now based in the Palau. He has received his second Oak Leaf Cluster for his Air Medal for action in the Philippines and the Palau.

Reckless, devil-may-care Pfc. Edwin Biebel, of the Marine Corps, and formerly of the Auditor Passenger Accounts office, Detroit, reports coming safely through the bloody Iwo Jima campaign. Although two Jap mortar shells, which fortunately failed to explode, landed within a few feet of him, and an artillery shell (which did go off) hit 50 feet from him, he suffered nary a scratch.

Second Chicago Class in Public Speaking Started May 14



Shown above at the initial meeting held in Room 1215, LaSalle Street Station, are seated, left to right: Mae Healy, Walter Wilcox, Mabel O'Neill, Alice Regnier, Mildred Reed, Isabella Junz, Ella Appgar, Helene Jewett, Irene Shantz, Frances Alexander, Emilie Kelley, Ethel Johnson and Helen Stanton. Standing, left to right: Charles Indra, I. O. Lower, George Vinalek, A. G. Pierrot, Professor of Speech, Central Y.M.C.A. College, Chicago, Instructor; Andy Liesenfelt, M. L. Seger, H. W. Finch, W. P. Gannon, and Harold Carlson.

Chicago Girl Bride of Decorated Veteran



Miss Mary M. Eakins, of the office of A.G.F.T.M. at Chicago, recently became the bride of Pfc. Robert L. Lockinger, just returned from the European theater. Pfc. Lockinger was in on the Normandy invasion, and among other decorations, has the Presidential Citation, Purple Heart and five campaign stars.

A.P.A., boy T/Sergt. Albert Soltis, quite frequently. Happily, both are stationed in New Delhi, India.

A weenie roast on Belle Isle on April 28 helped to keep the morale of the employes of the Auditor Passenger Accounts office high. Dolores Seely and Walter Warren were the moving forces behind the venture.

Pfc. Wilma Edwards, only girl Marine from the Auditor Passenger Accounts office, Detroit, surprised even her closest friend by marrying Pfc. H. W. Bogart.

Hugh Richard Owen, formerly Department Assistant, has been appointed Chief Clerk of the Interline Department in the Auditor Passenger Accounts office, Detroit. George (Gus) Hirschmann moves up to Department

Assistant, and Harold Leck becomes Head Clerk of the Redemptions Department.

Sergt. J. S. Spiegel, furloughed clerk from the Auditor of Freight Accounts Office, Gibson, Ind., who is now in France, recently learned that his brother, Michael, had been killed in action in Germany, March 3.

Asst. Supt. Maltby Honored at Jackson

Approximately 100 railroad men and women gathered at the Otsego Hotel at Jackson, Michigan, March 31, for a farewell dinner for Mr. and Mrs. B. D. Maltby. Mr. Maltby, former Trainmaster, Michigan Division, has been promoted to Assistant Superintendent at Chicago.

E. H. O'Keefe, Assistant Superintendent at Jackson, was Toastmaster and introduced D. J. Hackett, Mayor of Jackson and Pensioned Superintendent of the Michigan Division, heads of various departments and representatives of the several brotherhoods. A short program of musical numbers was given.

Mr. Maltby was presented with a War Bond from the guests and a gift from the Brotherhood of Railroad Trainmen.

Wounded Jackson Man Is Recovered

Pfc. George F. Hull, a former Jackson Stores Department employe, serving in the Infantry, Fifth Army, 88th Division, in Italy, who was severely wounded July 9, 1944 has now recovered.

M. C. Man in Texas



Corp. Joseph Czuk, furloughed Secretary to the Assistant Superintendent, Jackson, is stationed at the Headquarters Battalion Executive Office, A.A. Replacement Training Company, Fort Bliss, Texas. He reports strong winds in Texas.

S/Sergt. P. A. Haney, P. & L. E., Wins Soldier's Medal

STAFF SERGT. Philip A. Haney, son of Mr. and Mrs. John Haney of 740 Mary Street, McKees Rocks, Pa., has been awarded the Soldier's Medal. The presentation was made by Lieut. Col. Y. B. Kuykendall, Commanding Officer of an Air Service Group with the Fifteenth Air Force Service Command in Italy. The citation was for heroism at an Allied airfield in Italy. On November 7, 1944, Haney and several others, when off duty, saw a medium bomber crash and burst into flames while returning from a mission with bombs aboard. Despite the intense heat and danger of further explosions, they extinguished the flames and freed five of the crew members from the wreckage. They then quickly cleared the field, having it in operational condition again. Sergt. Haney is also authorized to wear the Good Conduct Medal and the European, African, Middle-Eastern Theater ribbon with two battle stars for participation in the Naples-Foggia and Rome-Arno campaigns. He was employed by the Pittsburgh & Lake Erie Railroad as a Freight Car Repairer at Davis Island Car Shop.



P. & L. E. Man is Pencil Collector

Russel D. Hiles, Sr., of 35 Wilson Avenue, McKees Rocks, Pa., has the unusual hobby of collecting pencils. Beginning in 1937, he now has 351 rare pencils from practically every state in the Union, Mexico, Canada, and most of the Latin-American countries.

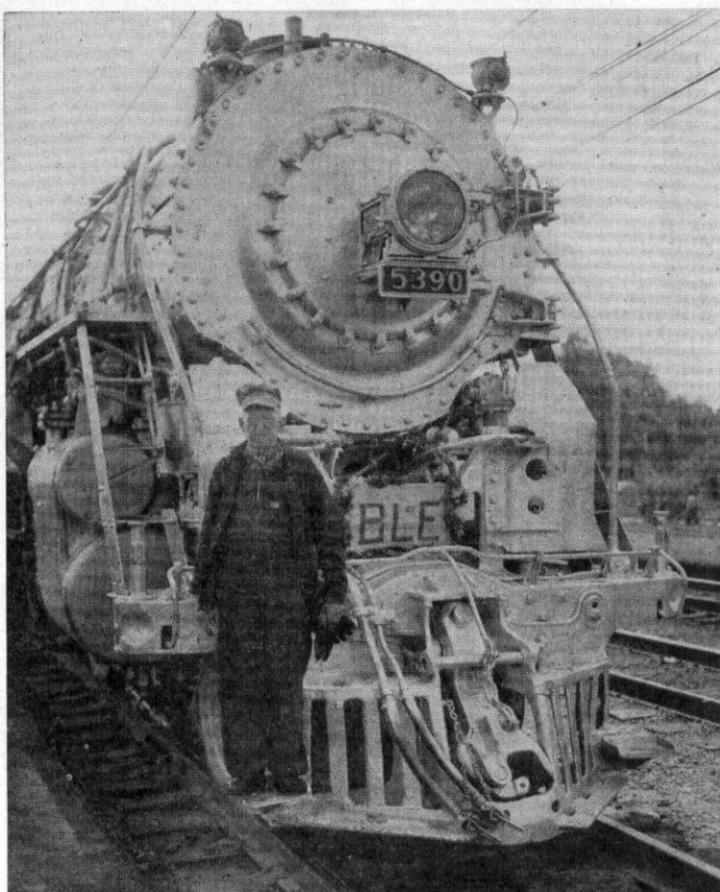
Mr. Hiles is employed by the Pittsburgh & Lake Erie at McKees Rocks, Pa., as Chief Piece Work Inspector in the Rolling Stock Department.

His collection includes a dazzling display of pencils in every shape, size and color. Some are mechanized, some lead, while others are a combination of crayon and lead. Several rare ones are fifteen inches in length. One particularly beautiful one is wrought in solid gold, and another is in the form of a necktie clasp.

Other unusual items are a bookmark pencil, a thick pencil which writes in four different colors, red, yellow, blue and black, one replete with calendar, a pre-World War I pencil with pen attachment which can be adjusted to six thicknesses, and a cumbersome homemade pencil. The metals in the mechanized pencils are gold, silver, bronze, plastic, aluminum, steel, etc.

Mr. Hiles values his collection at more than \$500 and plans to exhibit it.

Big Four Engineman Ends 47 Years' Service



Engineman Charles E. Burrows made his last trip on April 29, on Train No. 426, from Columbus to Cleveland, Ohio. He entered the service as a fireman on the Cleveland district in 1897 and had been in continuous service ever since. He has held positions as Assistant Road Foreman of Engines, Road Foreman of Engines and Assistant Trainmaster, and at present is the Secretary of the B. of L. E., Lodge 318, Cleveland.

"Bob Hawley's Awakening" New Safety Story in Fiction Form

NEW YORK Central employees are receiving copies of a new booklet, "Bob Hawley's Awakening," which tells a human interest story dealing with every day problems in their relationship to Safety.

Written by Charles E. Hill, General Safety Agent, New York Central System, especially for railroad employees and their families, it was designed to help create a greater spirit of co-operation in the Company's efforts to protect the men who work for it and save them and their families needless suffering and hardships.

Throughout the story the fact is stressed that accidents do not just happen; most of them are caused, and can be prevented, by individual alertness and by following the simple rules set up to prevent them. The booklet also contains the history of organized safety on the American railroads and is illustrated by photographs showing safe practices in railroad work. It also describes a method of applying the fundamentals of accident prevention.

President Metzman has said that he hopes all railroad employees and their families will read the booklet and in a letter carried in the preface wrote:

"It is excellently done and should be read not only by the railroad employees, but also by members of their families, because interest of wives and children in our daily problems, risks and responsibilities makes us doubly aware of them, and this should have a decided effect upon our conduct, particularly in connection with protecting our lives and those of our fellow employees."

Letters of appreciation and commendation concerning it have come from Executive Vice President R. D. Starbuck, W. J. Patterson, Interstate Commerce Commissioner, Roy V.

Wright, Managing Editor, Railway Age and officers of the National Safety Council and of more than two dozen railroads.

Ashtabula Man Trains at Norfolk

Fireman First Class George L. Collier, 30, of Ashtabula, recently arrived at the Naval Training Station, Norfolk, Va., to undergo training for duties aboard a new destroyer of the Atlantic Fleet. He wears ribbons for the American Area Campaign, and the Asiatic-Pacific Area Campaign with four stars.

Before enlisting, Collier was employed by the Central.

Detroit Camera Club Opens Dark Room; Shows N. Y. Prints

All necessary materials for film developing, enlarging and contact printing having now been obtained, the New York Central Camera Club of Detroit has announced the official opening of its new darkroom on "B" floor, Detroit Terminal. Now begins a course of instruction designed to familiarize novices with, first, elementary methods of print production, then with the tricks that go to make advanced photography so fascinating.

Exchange of prints with other camera clubs began with the sending to the N. Y. C. Camera Club of New York twenty representative prints for exhibition in Grand Central Terminal. At the same time twenty outstanding photographs received from the New York Club were shown on the main floor of the Detroit Terminal.

"Animals" was the subject of the May photo competition. Charles Fagin, price clerk in the Departmental Ac-

countant's office, walked off with top award when his selenium-toned portrait of the head of a black cocker spaniel received the most votes. Jack Ferguson, division clerk in the A.P.A. office, took second with a fine shot of his beloved bird dog on point. Howard Hutcheson, clerk in the Departmental Accountant's office, edged into the third slot with his work entitled, "Three Bears."

Picture taking outings to Cranbrook, Rochester, Mich., and Bloomer State Park gave lovers of the outdoors their chance to get some fine potential salon shots.

Although enrollment in the Club has increased of late, there are still openings for new members. Men and

women may join by attending the Club's meeting in the Detroit Terminal on the second Thursday of each month, at 6-p.m. in Room 114, unless otherwise designated by notice in the elevators.

Corp. Nelson, Ohio, Killed in Germany

Corp. Hobart M. Nelson, 21, a fur-loughed employe from Dexter, Ohio, was killed in action, April 8, in Germany.

He entered military service in March, 1943. After training for several months in a tank destroyer division he was transferred to the cavalry and went overseas in November, 1944 with the Eighth Armored (Thundering Herd) Division of the Ninth Army.

His parents, Mr. and Mrs. Pearl Nelson, a sister and a brother survive. Both his father and his brother, Orion, are Central employes.

Penna Division Notes

D. F. Cassidy, Signal Maintainer at Clearfield for 12 years, has been transferred to Jersey Shore, Pa.

John V. Burns, Telegrapher Maintainer at Clearfield for three years, has been assigned to a position with the Western Union at Rochester, N. Y.

Harmon Robb of Clearfield, Pa., who retired from active service as an engineman December 24, 1940, after 43 years of service, died April 2.

M. R. S. Halts Thefts on Trains in France

Both in central France and Belgium, recent reports say, American railwaymen have stopped pilferage on trains en route to the front. In Belgium, the men have built wooden frameworks to put over the top of gondola cars. After the framework is on, it is bound together by either steel blanding, spikes or wire.

In France, former combat men, in limited service, after being discharged from hospitals, maintain a 24-hour guard on all trains. Large scale pilferage has stopped.

J. C. Thomas Retires

John C. Thomas, Conductor who entered the service with the T&OC in 1910, was retired on account of disability on April 16, after 34½ years of service. An active member of the Columbus Athletic Association, he was awarded a life membership.

Two Job Training Classes of Cleveland Supervisors



LOCOMOTIVE DEPARTMENT GROUP. Front row, left to right: R. F. Culbreth, Assistant Master Mechanic, Collinwood; H. A. Hampson, General Foreman, Linndale Enginehouse; F. D. Garries, Road Foreman, Collinwood; J. E. Chandler, Master Mechanic, Collinwood and W. L. Helpin, Chief Clerk to Superintendent of Equipment.

Second and third rows: W. F. Corbett, Chief Clerk to Superintendent of Shops, Collinwood; C. H. Haynes, Road Foreman, Linndale; R. C. Cross, Superintendent of Equipment; E. W. Sturgis, Chief Road Foreman, Collinwood; B. A. Schmidlin, Assistant General Foreman, Collinwood Enginehouse; Wm. Burke, General Foreman, Collinwood Enginehouse; J. C. Hoeger, Assistant Master Mechanic, Collinwood Enginehouse; T. E. Ducat, Instructor and J. F. McDonough, Assistant Chief Clerk to Master Mechanic, Collinwood. When this Training Program is completed, a total of around 70 supervisors from the Equipment Department will have received diplomas. CAR DEPARTMENT GROUP. Front row (left to right): J. P. Lannon, Assistant Car Foreman, Orange Avenue; F. H. Linfoot, Car Foreman, Orange Avenue; C. E. Walter, Gang Foreman, Linndale. Second and third rows (left to right): E. G. Doehring, Inspector Foreman, Nottingham; E. R. Kinter, Car Foreman, Linndale; O. C. Ash, Car Foreman, Nottingham; E. J. Weber, Gang Foreman, Cleveland Union Terminal; R. C. Frey, Foreman, Nottingham; W. T. Russell, Gang Foreman, Linndale; A. L. Wright, Assistant Supt. of Equipment; T. E. Ducat, Instructor and F. L. Frericks, Car Foreman, Cleveland Union Terminal.

The Safety Record

IN the five years ending with 1910 the railways had an average of only 451 employes for each one killed in an accident; in the five years ending with 1943 they had an average of 1571 employes for each one thus killed—a reduction of 71 percent in fatalities to employes in proportion to their number.

In the five years ending with 1910 the railways carried an average of 2,503,000 passengers for each one killed; in the five years ending with 1943, an average of 7,183,000 passengers for each one killed—a reduction of 65 percent in fatalities to passengers in proportion to the number carried. —The Railway Age, April 28, 1945

Back from Luzon



Shown is Ralph R. Gritzke mom. 3/c, formerly a fireman on the Erie Division, who joined the Navy, in June, 1943. He served in the South Pacific for 11 months, and took part in the invasion of Luzon and Leyte. Recently he was home on furlough, visiting his wife and son.

Group Leaders Who Will Train About 400 Employees in Erie, Pa.



The above picture shows the group leaders at Erie, Pennsylvania, who completed their early training in December, but, on account of the severe winter weather, were delayed in starting group sessions until the latter part of March. They are: Front row, left to right: C. C. Stoughton, T. E. Church, K. L. Stillwell, Josephine Foran, E. J. Paisley and S. A. Thaler.

Rear row: A. Hart, Assistant Superintendent, S. W. Spencer, Supervisor Personnel; K. C. Breyley, J. D. Bookman, J. H. Leamy, D. H. Grootenboer, Adviser-Transportation Training and J. F. Jeffery, Director of Vocational Education, Erie School District. Superintendent Jedele reports that about 400 employees have enrolled for Public Relations training in Erie.

Clearfield Man Dies at Iwo Jima



Pvt. James Collar of the Marine Corps, formerly Section Laborer at Clearfield, Pa., died as a result of injuries received in the invasion of Iwo Jima. He was the son of Ray Collar, also an employe of the M. of W. Department, now in the Armed Forces at Camp Blanding, Fla.

Beech Grove Notes

Seaman 2/c D. E. Stevens, formerly a carman apprentice is now at Corpus Christi, Texas. In completing training as a radio gunner in the Navy Air Corps, Donald received the second highest grade in a class of 150, which makes him eligible for examination for V5 pilot training.

Piece Work Inspector Lester W. Wise passed a busy week with his son and daughter. RM/1 William Eugene Wise of the Navy, who after serving two years in the South Pacific, returned on furlough and was married to WAC Betty Coryen formerly of Columbus, Ohio, in the Chapel at Fort Harrison, Ind., on April 6.

Peggy Joan Wise, daughter of Lester, was married to Gayle McFarland in the Baptist Church at Acton, Ind., on April 7.

Carman Helper, W. P. Kinser retired after 20 years in the Shops.

Veteran Pilot Visits Beech Grove

Lieut. Ralph W. Trout, HA 2/c George Milner, Jr. and Pvt. Howard Cunningham visited the Beech Grove Shops during recent furloughs. Lieut. Trout has 30 air missions to his credit in the European Theatre.

HA 2/c Milner has been stationed with Hospital Unit in Newfoundland.

Pvt. Cunningham is stationed at Camp Wheeler, Ga.

Lewis Long in Service

Floyd Edgar Lewis, recently appointed Assistant Freight Traffic Manager at Cleveland, has been in the service of the Central since September,

1899, when he started as a student operator at Dearfield, Mich.

He held many posts as agent-telegrapher, commercial agent, division agent at Detroit and Hillsdale, assistant general freight agent at Detroit and Cleveland and industrial agent at Cleveland and more recently assistant to freight traffic manager, Cleveland.

Beech Grove Groom



Home on furlough after 16 months in North Africa, Aviation Metalsmith 1/c J. D. Parker, son of Mr. and Mrs. R. S. Parker, and Miss Geneva Ausbrooks daughter of Mr. and Mrs. A. E. Ausbrooks, were married recently in the Garfield Heights Church of Christ, Beech Grove. Before entering the Service, the bridegroom was employed in the Locomotive Tin Shops of the Beech Grove Shops. The fathers of both bride and groom are also Tin Shop employes.

1430 Consecutive Days on Job

An outstanding case of devotion to duty in war time is the record of J. J. Fishbaugh, Yard Conductor, Middletown, Ohio, who recently completed 1430 consecutive days on the job, with the exception of one day, when he attended a funeral. He has been in the employ of the Company since 1905 and has been a yard conductor since 1906. His two sons, Michael and Jean, are in the Armed Services. He also has a married daughter.

He is of railroad stock, his late father having also been a yard conductor at Middletown, and his brother, Robert, is a conductor and extra yardmaster at Middletown.

Trio in MRS Abroad

Three former New York Central employes, Captain Anthony J. Serieno, Master Mechanic, of Cleveland, Ohio; Captain Howard F. Shetler, Master Car Builder, of Williamsport, Pa., and First Lieut. Fred M. Eusey, Station Master, of Bucyrus, Ohio, are serving with the 774th Railway Grand Division of the Allied Forces in the Mediterranean Theater of Operations.

Overseas 22 months, Capt. Serieno wears the Mediterranean Theater Ribbon, with two Battle Participation Stars.

Both Capt. Shetler and Lieut. Eusey have been overseas seven months. Both officers wear the Mediterranean Theater Ribbon with one Battle Participation Star.

Cleveland Man Air Mechanic, Dakar

Sergt. Ignatius Thomas Quinlivan, 25, of Cleveland, Ohio, is assigned to the Aircraft Maintenance Section at Mallard Field, Dakar, French West Africa, the connecting point in the North African Division between Africa and South America of the Air Transport Command.

As aircraft mechanic, eight months overseas, he services aircraft and has been helping to get under way numerous tactical and transport planes bound for Europe, Russia, the Middle and Far East, and the States. In a recent month approximately 300 planes stopped there.

Sergt. Quinlivan was employed by the New York Central prior to his induction in April, 1942.

Charleston Man Army Cook in Italy

Private Cecil R. Runion, a furloughed employe from Charleston, W. Va., is serving as a company cook with the 715th Railway Operating Battalion in Italy. His company recently was cited. He has been overseas 24 months and has two battle participation stars on his Mediterranean theater ribbon.

Ohio Man in Italy

Technician Fifth Grade Carroll F. Vandermark, a former Central employe of Lancaster, Ohio, is now in Italy as an auto equipment operator with an aviation engineers unit, helping to build air fields. Vandermark has been in the service 26 months and has served in French Morocco, Algeria and Tunisia.

Cleveland Man on Boat in Philippines

Robert J. Hall, Cleveland, a furloughed employe, is now a Chief Motor Machinist's Mate in the Philippines. He is one of the Coastguardsmen who man an Army freight supply vessel and took part in the liberation of the Philippines.

He joined the Coast Guard in 1942.

Killed at 19



Pfc. Donald Eugene Dean, 19, formerly employed as a section laborer at Wharton, Ohio, was killed in action in Germany, March 28. He entered military service in July, 1944 and was in the Seventh Army. His father, Dwight Dean, is a New York Central employe.

Blanding, Cleveland, Back from the Wars

Howard G. Blanding, who has served two years as Chief Petty Officer in the Naval Construction Battalion, was recently demobilized and returned to his former position as Secretary to Vice President & General Manager at Cleveland.

Bellefontaine Shopman Wounded

Corp. Harry E. Lowman, formerly employed as Storekeeper in the Bellefontaine, Ohio, Shops, is reported as wounded in action in Iwo Jima. His parents in Bellefontaine were notified.

He has a brother, John, who is a PFC in the Marine Corps in the Pacific war zone.

Beech Grover Returns

Sergt. Ross Dunmire of the Marines, who recently served 15 months in the Central Pacific, returned to his base at Quantico, Va. after spending a 30 day furlough with relatives and friends.

Sergeant Dunmire enlisted in the service in May, 1942. He was a Carman Apprentice in the Passenger Department, Beech Grove.

Penna. Division Foreman Has Six Sons in War; One Wounded



Left to right: Theodore, Rex, Wayne, Bruce, Chester and Phillip Perry

REX A. PERRY, a Pennsylvania Division Section Foreman, at Wellsboro, Pa., has six sons in service, five in the Armed Forces and one with the Merchant Marine.

One of the boys, Private Philip Perry, 18, a Marine, now in the Philippines and a section laborer prior to

his enlistment in 1943, took part in the invasion of Iwo Jima and the Philippines. In the latter invasion he was wounded.

His brother, T/Sergt. Rex E. Perry, 25, also a former section laborer, is with the Army Medical Corps in the Philippines. He enlisted in March,

1941.

S/Sergt. Chester E. Perry, 21, is in an Infantry regiment in France or Germany. A former section laborer, he enlisted in August, 1942.

Private Wayne Perry, 32, is a Marine stationed at Parris Island, S. C. The remaining son, Bruce L. Perry,

is with the Merchant Marine at Newark, N. J.

The father, Rex A. Perry, served in the Regular Army from November 5, 1904 until November 4, 1910, attaining the rank of sergeant and serving two years, ten months in the Philippines.

Pfc. W. L. Houghton, Chicago, Returns with Bronze Star and Purple Heart — Twice Wounded

HOME on furlough recently, wearing the Purple Heart with Oak Leaf Cluster, the Bronze Star, The European Theatre of War Ribbon with three stars and the Combat Infantry Badge, was Pfc. W. L. Houghton, Jr., son of W. L. Houghton, Superintendent of Equipment, Chicago.

Pfc. Houghton was inducted August 13, 1943, and trained with the 42nd (Rainbow) Division. Going overseas May 12, 1944, he moved from England into France July 4, 1944, later being attached to the 28th Infantry Division.

He was first wounded near Paris. He received the Purple Heart and was hospitalized in England. He returned to the 28th Division November 1, 1944, in the Hurtgen Forest, Germany, where he again was wounded on November 16, 1944, winning the Oak Leaf Cluster. This time he was hospitalized in France.

The award of the Bronze Star was for action between November 2 and 11. He returned to service November 28 and about January 26, 1945, was transferred to Division Headquarters Company.

Shown are Pfc. Houghton and his father.



Jackson Man Ignores Shells to Get Oil to Rhine Front

FIRST LIEUT. H. J. Fedore of Jackson, Mich., a veteran of 26 years' service with the New York Central, is a member of the 723d Railway Operating Battalion, a M.R.S. unit now in Germany. He has had some tough times recently in enemy territory.

His unit played an important part in the ammunition build-up for the crossing of the Rhine, March 25, by U. S. troops at Wesel, about 40 miles from the Dutch border. His company also handled much material for the bridge that was erected at that point.

During the operations of the 723d in the Rhineland, Lieut. Fedore was given the task of getting 43 freight cars of package P.O.L. (petrol-oil-lubricant) from the yards at Rheydt to Rheinberg, 30 miles north of Krefeld. To add to the peril, the movement had to be made in daylight and on a line parallel with the front lines, sometimes within a mile of the fighting front.

Small bits of rail had been blown out every 400 or 500 yards and for this reason the speed of the highly inflammable train could not exceed 10 miles per hour. Meanwhile, in advance of the train engineer crews repaired the rail as fast as possible.

Troops in the front line outfits cheered when they saw the train, being surprised to see one so close to the battle line, especially in broad daylight.

When the train reached the yards at Krefeld, the crew had another narrow escape when the area was shelled heavily by the big German 88's.

The Krefeld roundhouse was found intact except for the machine shop which had been heavily damaged by shells. Shop crews from the railway battalion took over 22 German locomotives, immediately restenciling them with U. S. Army markings. Some were fired up and placed in service against their former owners.

Brakeman Gets Reward

Superintendent H. F. Milligan of the Illinois Division recently had a report of the loss and finding of a valuable bracelet by a woman passenger. Mrs. Josephine Lord Rienzi of Biltmore, North Carolina, enroute to Phoenix, Arizona, stopped at Mattoon and later informed the conductor on the train that she had lost the bracelet, which was set with diamonds and sapphires.

Brakeman E. B. Kircher had found the bracelet and reported it. The bracelet was forwarded to Mrs. Rienzi and she sent a reward of \$100 to Mr. Kircher.

Chicago Bomber Survives Flak



A NINTH AIR FORCE BOMBER BASE, France—Of the 15 combat missions that Sergt. Carl F. Bornemann of Chicago has entered in his flying log thus far a recent "show" over Kevelar, Germany, in advance of Canadian ground forces, was his most exciting.

On the bomb run flak hit the Ninth Air Force B-26 Marauder in which the Chicago airman was serving as engineer-gunner and damaged the aircraft severely. Fragments struck the right engine, sliced the trim tabs and peppered the wing and fuselage surfaces at will.

"Pieces of steel and glass whizzed by me with the speed of bullets but it was my lucky day, for I didn't even get a scratch," Sergt. Bornemann said. "We certainly 'sweated out' the ride back to friendly lines but our pilot handled the ship skillfully and set it down safely on the first emergency air-drome that we came to," he added.

Sergt. Bornemann is the son of Gus Bornemann, New York Central City Freight Agent, Chicago. He arrived overseas in August, 1944, and was assigned to the 322nd Bomb Group "Annihilators," pioneer B-26 Marauder organization in the European Theater of operations.

He wears the Air Medal with two Oak Leaf Clusters and the Distinguished Unit Citation ribbon.

Yardmasters Retire

John N. Bowen, Yardmaster, C.R.&I. at Chicago and Dennis T. Brennan, General Yardmaster at Bellefontaine, retired recently. Mr. Bowen had 32 years, 11 months and Mr. Brennan 47 years, 6 months' service.

Edward Boykin, heretofore night General Yardmaster, succeeded Brennan and S. D. Fultz took Boykin's post.

Chicago Woman Has Five Sons—All Sergeants

If Mrs. R. A. Minogue, 3433 Jensen Avenue, Chicago, were to raise her voice to call "Sergeant!" five sons could, if all were assembled, reply in chorus, "Coming, Mother!" and one of them would be S/Sergt. G. J. "Jerry" Minogue, a former member of the New York Central Publicity Office in Chicago.

Sergt. Jerry, who was employed by the Central until the Fall of 1941, entered military service in March, 1942, and now is with the headquarters of the Combat Cargo Task Force in India and Burma. Husband of Dolores I. Minogue, also of Chicago, he is the father of a daughter, Mary Ann, one year old, whom he has not seen.

Another Minogue sergeant, who formerly was a railroader, is Joseph, now a member of the Quartermaster Corps taking part in the Philippines campaign. In civilian life he was with the Baltimore & Ohio.

The three other brothers are T/Sergt. Gregory in the medical corps at Fort Lewis, Wash.; Sergt. Robert, with the Air Transport Command at Morrison field, West Palm, Fla., and Sergt. John, who went overseas soon after he joined the service in November, 1942, and served 26 months in North Africa and Italy.

Still another Minogue boy, Richard is a senior at Lane Technical high school in Chicago and is expected to be in the Armed Forces by Fall. The seventh son of the family, Daniel, 13, a student at St. Andrews school in Chicago, for the present is sticking with the Boy Scouts.

Of the two sisters of Mrs. Minogue's brood of nine, one is married to an Army corporal serving with the infantry in Germany.

Elkhart Man Has Three Sons Overseas

Technical Sergt. Alexander Ignafol, one of three overseas service sons of Elkhart, Indiana, Foundry for more than 35 years, is a member of a wire section in the Philippines whose members are "doing more than just their duty as far as their job in wire laying is concerned," according to a story from the 38th Infantry Division public relations office.

The wire crews ride to and fro from the front lines, laying wire under mortar fire, harassing sniper fire and other types of enemy opposition.

Sergt. Ignafol's section, which is with Headquarters Battery of the 163rd Field Artillery Battalion, one night replaced two dead lines, permitting restoration of communications between front line infantry and the battalion which was supporting it.

Sergt. Ignafol entered the army April 10, 1941, and has been overseas two years. His brother, Corp. Michael Ignafol, is in Germany, and another, Pfc. James, is on Saipan.

Chicago Man Shifts

F. H. Garner, Superintendent, Chicago, announced the appointment, effective April 16, of E. J. Ryan as Assistant Trainmaster, Western Division. Formerly Mr. Ryan was Supervisor, Passenger Service.

Gibson Men Write

The Auditor Freight Accounts, Gibson, Ind. reports that letters have been received recently from various war fronts from former associates: Corp. Bernal Story, now in New Guinea; Sergt. J. S. Spiegel, France; Pfc. P. G. Austgen, South Pacific; Corp. C. J. Mund, Germany, and Corp. J. C. Wilfinger, Holland.

Fred Ratkay a S/Sergt.; Fought at Iwo Jima

Word has been received that Fred Ratkay, formerly of the Dairy Department at Chicago, who enlisted in the Marines in October, 1942, has been promoted to Staff Sergeant. He has been through many of the campaigns in the Pacific, including Iwo Jima.

Elkhart New York Central Man Carves Miniature Dogs as Hobby



George H. Aldrich, Foundry Carpenter, Elkhart, Ind., is living proof that the day of the whittler has not passed altogether. For 10 years Mr. Aldrich's hobby has been carving miniature dogs, and during that period he has turned out approximately 200 excellent specimens of hand carving. Dogs of all sizes, breeds, and descriptions are included in his collection. Many of them have been modeled after comic strips such as "Smoky Stover's 'Sparkie,'" and Walt Disney's "Pluto."

Many of his models have been given away, but at his home in a wall cabinet he retains a "kennel" of 35 "pedigreed" specimens. Mr. Aldrich, who began service in the New York Central in 1908, presently is working as flask carpenter in the Elkhart foundry.

I. H. B. Flier Just Escapes Flak Hit



15TH AAF IN ITALY—T/Sergt. Walter E. Hutchcraft, 25, former Indiana Harbor Belt Switchman, of Lincoln, Ill., radio operator gunner of a 15th AAF B-17 Flying Fortress has participated in more than 35 successful daylight bombing missions against enemy targets in Europe. He is shown standing by his ship after returning from a mission. He wears the Air Medal with three Oak Leaf Clusters for "meritorious achievement while participating in aerial flight."

Hutchcraft is keeping as a souvenir a big slab of flak which narrowly missed him, March 21, while his group was bombing an oil refinery at Vosen-dorf, Austria. Intense flak was encountered.

"I heard the ripping noise as our ship was hit," he related, "but it was not until we were well on our way home that I spotted a piece of flak about three inches square and an inch

thick on the radio room floor.

"It had entered the left side of the ship, torn through the bulkhead over my desk, missed my head by about three inches, then smashed into radio equipment on the right side. No serious damage was done to the plane, however."

E. R. Hutton 25 Years in Chicago Job

April 15 marked Ed. R. Hutton's 25th anniversary as City Ticket Agent at Chicago. Mr. Hutton also has served for 24 years as Secretary of the American Association of Railroad Ticket Agents and business manager of the association's magazine, "The Ticket Agent."

This organization was founded 25 years ago to aid railroad and Pullman passenger traffic officers in the promotion of railroad travel by increasing the efficiency of the ticket forces in salesmanship, courtesy and service. It has a membership of 1,680 throughout the United States.

Mr. Hutton has had 35 years of service with the New York Central.

Elkhart Man Corporal in Assam

ASSAM, INDIA—Clifton J. Markey, furloughed New York Central employe from Elkhart, Indiana, was recently promoted to Corporal.

"Working on the railroad" for the Army in India the past year, Corp. Markey is serving with one of the units of the Army Military Railway Service on the Bengal & Assam Railway. He was inducted at Fort Benjamin Harrison 19 months ago.

Chicago District Job Instructors Meet



Job instructors assigned to the territory of Supt. F. H. Garner, Chicago, met recently in the latter's office with S. W. Spencer, Supervisor of Personnel, Cleveland, to discuss accomplishments to date and possible improvement in instruction methods resulting from past experience. The instructors, who work under the supervision of state and local boards of vocational education, and their fields of instruction, are, seated left to right: C. A. Duncan, brakeman; H. I. Potter, firemen, and C. L. Blanc, road and yard brakemen. Standing: H. H. Menges, passenger trainman; E. G. Wolfe, brakeman; C. A. Huffman, ticket clerk-operator, and J. W. Williams, Yard brakeman.

N.Y.C. Western and M.C. West Divisions Handle Million Cars

24,000,000 Passengers Also Carried by Two Vital War Links

Chicago and Great Industrial Area Around It Served by These Busy 193 Miles of Multiple Tracked Main Line

INITIAL links of the New York Central System in the West, and in the fore among the more than a score of trunk-line railroads which converge on Chicago to make that city the greatest railroad center in the world, are the Western Division of the New York Central and the West Division of the Michigan Central.

Over the tracks of these two divisions, extending Eastward from Chicago to Elkhart, Indiana, and to Niles, Michigan, respectively, last year moved, in both directions, nearly a million carloads of vital war materials and essential civilian goods.

Over them also traveled an estimated 24,000,000 passengers, members of the Armed Forces en route to one or another of the many battlefronts throughout the world, and civilians, many of them engaged in activities necessary to the successful prosecution of the war.

Chicago, the starting point of these two divisions, and the second largest city of the United States, is the capital of the nation's greatest industrial empire. In that area thousands of industrial concerns, large and small, produce an enormous quantity of goods annually. Great steel mills yield approximately 20% of the nation's ingot production, and at Gary, Indiana, is located the world's largest integrated steel plant.

Of international fame is Chicago's "Packing Town," where great meat packing concerns have assembled at the Chicago Stock Yards the largest industry of its kind ever gathered at any one location.

Equally famed as the grain market of the world, the city is the home of the Chicago Board of Trade, whose membership of approximately 1500 includes representatives of firms operating in all sections of the country. Through this market there were handled, in 1943, approximately 200 million bushels of all grains, practically all of it through some 40 elevators in the Chicago district, which have total public and private storage capacity of about 50 million bushels.

Scores of other important industries, all vital to the prosecution of the war, are located within the Chicago territory. Petroleum industries of northwestern Indiana, where is located the largest refinery in the world, constitute another activity which has brought worldwide fame to Chicago and the Middle West.

The city is also the home of the largest mail and distributing organizations in the world. Other of its more important products include such items as Diesel locomotive engines, agricultural implements, plumbing supplies, aluminum products, aviation engines, chemicals, railroad freight and passenger equipment, telephone equipment, and many other articles of manufacture such as machinery, furniture, radio and automobile accessories.

Concentrated in an area which includes roughly the city of Chicago and its suburbs, known as the Chicago Switching District, is approximately eight per cent of the entire railroad investment of the United States. The District embraces an area of approximately 400 square miles and is served by 22 trunk line railroads, 15 switching and industrial railroads, and one tunnel company.

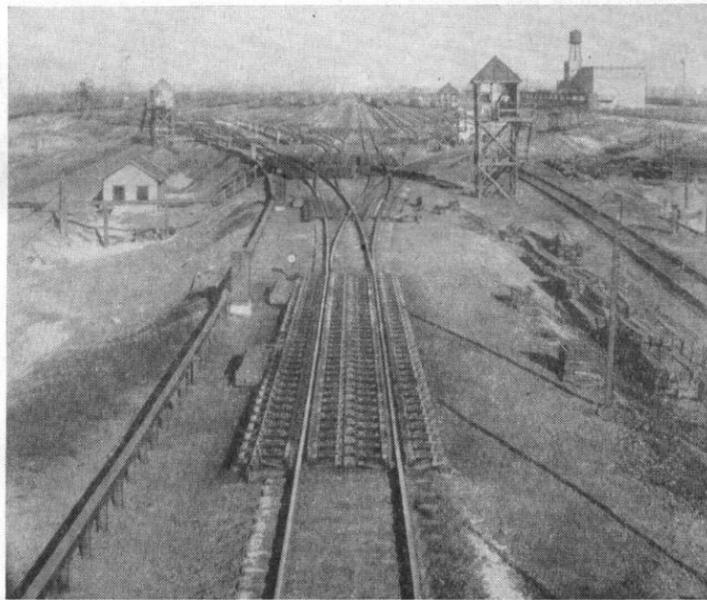
Five belt lines, among them the Indiana Harbor Belt, the Chicago River & Indiana, and the Chicago Junction, link the 22 trunk lines so that an interchange of freight among all of the roads is possible. Under this arrangement, materials moving into the switching district over the New York Central may be quickly moved to any one of the other 21 lines radiating out of the area. The other two belt lines serving the city are the Belt Railway of Chicago and the Elgin, Joliet & Eastern.

Chicago is unique in that in ordinary times no train, freight or passenger, passes through the city, and the only exceptions these days are through military trains. Troop trains en route across the country are not handled over the belt lines, but are delivered directly from one railroad to another. This direct delivery, which naturally expedites troop movements, is possible since these trains, unlike freight trains, do not have to go into

classification yards for breakup and re-assembly.

The bulk of ordinary passenger traffic through Chicago in either direction is handled through the La Salle Street Station, where a total of 60 regularly scheduled New York Central passenger trains arrive or depart each day. This station, shared jointly with the Rock Island Lines, is one of the busiest in the country. Altogether its daily total of incoming and outgoing trains is 172.

Michigan Central trains, with the exception of the Twilight Limited, which uses the La Salle Street Station, arrive and depart from the Central Station, home terminal of the Illinois Central System. An average of some 17 Michigan Central trains are handled there daily. In addition, the Central



Blue Island Yard, car interchange point for Indiana Harbor Belt and Chicago & Eastern Illinois Railroads. In foreground is a car retarder machine, which was first demonstrated on the Indiana Harbor Belt and now is used in Yards all over the country.

station is the Chicago terminus of passenger service for the Big Four Route.

Eastward from Chicago, along the Western Division of the New York Central, lie such important Hoosier industrial cities as Hammond, Gary, La Porte, South Bend, Mishawaka, and Elkhart, where such important items as farm machinery, automobile radiators, automotive and aviation products, lathes, paints, varnishes, medicines, rubber goods, and railroad supplies are produced in quantity. At Michigan City, on the West Division of the Michigan Central, are found industries whose manufacture range from cough drops to railroad cars, and there is a heavy production of machinery and boilers. The city also yields a heavy sand tonnage.

Elsewhere in the Chicago area, in territory served by branch lines of the Western and West Divisions, among many important industrial communities are Joliet, Illinois, with its large steel plants, stone quarries, and manufacture of wall paper; Chicago Heights, where a well-diversified line of industries includes such important ones as steel, chemicals, railroad equipment, fertilizers, and roofing; Kankakee, noted for its output of stoves, paint, and furniture, and Streator, a center of bottle manufacturing. Other industries served there include brick making and production of dump bodies.



Above, seated, left to right, Asst. Supt. W. H. Leahy, until recently in charge of the West Division; Supt. F. H. Garner, whose jurisdiction covers the West and Western Divisions, and Asst. Supt. E. C. Johnson, in charge of the Western Division.

Standing: F. C. Boderock, Trainmaster, Niles, Mich.; E. W. Hobbs, Trainmaster, Gibson, Ind.; W. O. Phillips, Trainmaster, Danville, Ill.; J. P. Smille, Chief Dispatcher, Chicago; W. P. Dickey, Trainmaster, Elkhart, Ind.; J. L. Sorensen, Trainmaster, Engelwood, Ill., and R. B. Perry; Chief Clerk to Superintendent, Chicago. Since this picture was taken Mr. Leahy has been transferred to the Erie Division. He was succeeded in Chicago by B. D. Maltby.

Neither the Western Division of the New York Central nor the West Division of the Michigan Central presents any particularly difficult physical conditions so far as operation or maintenance is concerned.

The main line of the Western Divi-

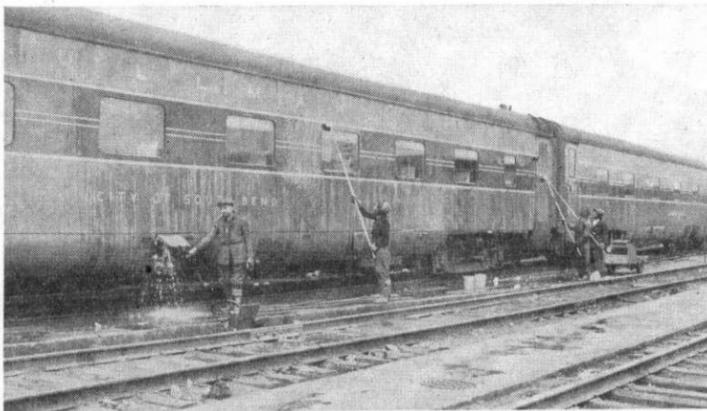
This gives a total of approximately 144 miles of two-track railroad and 114 miles of four-track.

Throughout the main line of the Western Division there is no extreme curvature and the only grade of any consequence is on a five-mile stretch between Burdick and Durham, Indiana, where a six-tenth of one per cent rise results in a total climb of 150 feet. The elevation above sea-level at this point is 825 feet, the second highest point west of Buffalo.

The entire operation throughout the division is protected by automatic block signals, with automatic train control.

The West Division of the Michigan Central, part of the New York Central System, extends 93 miles, from Chicago to Niles. Actually, however, Michigan Central tracks extend only to Kensington, on the south side of Chicago, and access to the heart of the city is over an approximate 13 miles of Illinois Central tracks. The M. C. main line is double-tracked for the entire distance between Kensington and Niles and, like the New York Central, the main line of the West Division is protected by automatic block signals with automatic train control.

The Chicago terminal is comprised of a series of freight and passenger yards. Among them is the Twelfth Street Yard, where are located the Polk Street Freight House and team tracks. Here also is located the New York Central Mail House, a facility recently provided for the handling of solid carloads of ordinary parcel post mail moving over the New York Central to such points as Buffalo and Albany, New York; Springfield and Boston,



The busy cleaning, inspection and repair forces in the Root Street Coach Yard, Chicago, four miles from La Salle Street Station, Chicago, have helped mightily in keeping war-time traffic moving. Last year a daily average of 284 cars was serviced.

the next 30 miles from Pine to Durham are double-tracked. Continuing eastward, there is another four-track stretch of about six and one-half miles between Durham and La Porte, and the final stretch of about 42 miles through Elkhart is double-tracked.

Massachusetts; New York City and the Postal Concentration Center at Long Island City.

Incoming cars are received from Boston, Concord, Springfield, New York, Rochester, Cleveland, and Toledo; as well as carloads from Buffalo

over the Nickel Plate. The station also handles carload lots to Council Bluffs via the Rock Island Lines.

This new mail facility has immeasurably relieved serious congestion and interference with passenger traffic in the La Salle Street Station, and without it, it would be impossible to handle the unprecedented increase in the volume of mail in the last two or three years.

Last December, the volume of holiday mail handled showed an increase of 14 per cent over December of the preceding year. This was the largest increase in any railroad station in Chicago, the nearest approach to this record being 2.14 per cent at the Union Station. Its accomplishments won the praise of the Railway Mail Service in Chicago.

Some three miles south of the Twelfth Street Yard is the Root Street Coach Yard, where some 300 New York Central employees, plus about the same number of Pullman Company people, are engaged in cleaning, washing, repairing, lubricating, and testing all kinds of passenger service cars, which include coaches, diners, sleepers, hospital cars, and troop sleepers.

The Root Street Yard forces have performed yeoman service in the last two or three years. Ordinary difficulties occasioned by the enormously swollen wartime volume of passenger traffic, aggravated by delays resulting from last winter's storms in the East, made speedy work a prime essential if departure times were to be met. It is to the credit of the Root Street forces that the morning fleet of passenger trains arriving in the La Salle Street Station was moved to the yard, a distance of four miles, the trains turned, serviced, switched, repaired, and returned to the station within a period of four hours. Last year, the average number of cars serviced daily was 284.

Located at the Root Street yard also is the New York Central Commissary Department, which each day stocks and services between 35 and 40 dining cars.

Some idea of the tremendous increase in passenger traffic business can be gained by a comparison of the volume of dining car business for 1944 as compared with five years earlier. Last year, the number of meals served in dining cars operating out of the Chicago District totaled 2,379,752, against only 856,110 five years ago. Total employment of personnel of all kinds last year was about 1200, an increase of 95 per cent over 1939.

The cost of food served in dining cars last year was \$1,313,858, as compared with \$437,729 five years ago.

Among the various items of food purchased in the largest quantities last year were: 14,000 bushels of potatoes, 90,000 pounds of butter, 177,780 dozen eggs, 131,966 pounds of coffee, 95,000 quarts of cream, 180,000 quarts of milk, 756,000 individual milks,

(Concluded on page 11)

Indianapolis Flier



15th AAF in Italy — Co-ordination between bombardier and navigator on the bomb run pays off in excellent bomb patterns in the target area. Here Second Lieut. Dean S. Birch, 23, a B-24 bombardier, of Indianapolis, a furloughed New York Central employe, rechecks the coordinates with his navigator, F/O George J. DeVries, 21, of 555 Rosecrans Ave., Norwalk, Conn., right.

A graduate of Tech High, Lieut. Birch was employed as switch tender at Indianapolis before joining the Air Corps in December, 1942. He received his appointment and wings at Kirtland Field, N. M. His brother, Claude A., is serving with the Army in France.

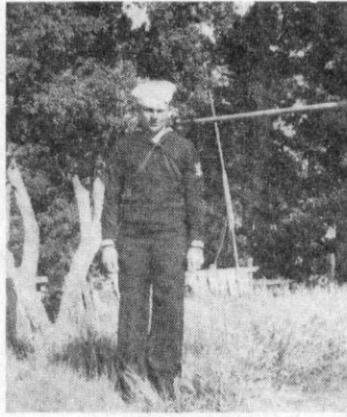
systems on the System for instructions to switchmen, car inspectors, and others from the yardmaster. In addition, there recently was installed a modern pneumatic tube system between the Central Yard Office and the Eastbound Yard for the transmission of way bills and switching lists. By means of this tube, bills are transported from the Eastbound Yardmaster's office to the central billing office, where they are worked, in about 16 seconds. The previous custom of sending bills with the conductors or Yard clerks required about 15 minutes.

This means a saving of about 30 minutes on the round trip handling of bills between two points, and has made it possible for symbol trains to be handled through the Elkhart Yard faster than through any other Yard on the line west of Buffalo, NY-8, for example, with 65 cars of perishable goods, will go through the Yard, including inspection, change of cabooses, switching out of bad-order cars, and the handling of way bills, in some 40 or 45 minutes.

Daily inspection of cars at Elkhart results in repairs to an average of about 85, which work is handled by a force of 158 men, operating in three shifts in the eastbound and westbound Yards and on the repair tracks.

Also at Elkhart, roundhouse em-

Back from Pacific



Arthur E. Gracz, Aviation Machinist Mate 3/c of the Navy Air Corps, has returned from the South Pacific after two and one half years' service there. He is now stationed at Harvey Field, Inyeokern, Calif.

ployes, totaling 265, inspect, condition, and service an average dispatchment of 72 locomotives daily.

At Niles, Michigan, is a top grade classification yard handling between

2300 and 2500 cars a day, all of which originate in Chicago and the Chicago territory. The Michigan Central, it might be noted in passing, has, since Pearl Harbor, been handling between 12 and 20 trains of oil a day, thus becoming one of the main oil arteries of the eastern seaboard.

Three important branch lines come under the jurisdiction of the Western and West Divisions. The Kankakee subdivision, part of the Western Division, swings southwest and west to Zearing, Illinois, a distance of about 200 miles. This branch line handles a large volume of traffic, much of which is received from the Burlington and Santa Fe roads.

The handling of this traffic over the Kankakee subdivision makes it possible to keep it out of the congestion of the Chicago territory and the line has afforded much relief to the Indiana Harbor Belt and other Chicago belt lines, which in turn made possible a more speedy movement of vital freight in both directions.

Another subdivision of the Western Division is the Danville line, whose tracks extend 109 miles from Indiana Harbor, Indiana, to Danville, Illinois. Primarily a coal and freight road, this subdivision, which connects with the Illinois Division of the Big Four, since the outbreak of hostilities has

handled thousands of trainloads of oil, in addition to hundreds of troop trains. For the most part, the line is double-tracked.

Another branch line well worthy of mention is a 45-mile stretch of the Michigan Central between East Gary, Indiana, and Joliet, Illinois, known as the "Joliet Cut-Off." In the last two or three years this branch has handled much of the oil coming off the Danville subdivision, as well as that received from the Chicago and Eastern Illinois, and the Illinois Central.

All dispatching for both the Western and West Divisions, as well as that for the subdivisions, is handled from the Chief Dispatcher's Office in the La Salle Street Station in Chicago, where three shifts of dispatchers are in operation, one each for the Western and West Divisions, and one to handle the Kankakee and Danville lines.

L. J. Cavanaugh

Lawrence J. Cavanaugh, 81, retired locomotive engineer, died at White Plains, N. Y. He entered service January 1, 1888, as a fireman on the Harlem Division, was promoted to engineman June 27, 1892 and was pensioned August 31, 1933. One of his two sons, Col. H. A. Cavanaugh, is on Gen. MacArthur's staff.

Western Divisions

(Concluded from page 10)

190,000 loaves of homemade bread, 135,000 loaves of French bread, 132,000 pies, 22,000 gallons of ice cream, 500,000 pounds of meat, 350,000 pounds of fish, and 660,000 pounds of poultry.

More than 6,000,000 pieces of linen were laundered to take care of this service.

Another important Yard in Chicago is the main Englewood Yard. Here are handled trains to and from Niles, Elkhart, and the East, the Danville subdivision of the New York Central Western Division, and St. Louis. The Yard has 36 tracks, with a capacity of approximately 2,200 cars. Packing house products received from the Chicago Junction make up a large share of the traffic.

Also at Englewood is located an engine house, where daily dispatchments of passenger, freight, and switching locomotives last year averaged 79. Daily servicing and conditioning of locomotives, plus periodic washouts, monthly, quarterly, and annual inspections require a force of 315 mechanics, helpers, laborers, and others.

Other repair facilities at Englewood include a car repair force of 92 men to handle outbound freight car movements. Out of an average of 1800 cars received daily, 90, on an average, are repaired.

Slightly farther east over the Indiana State line is the Indiana Harbor Yard, one of the best in the Chicago district. This yard has 32 tracks, with a capacity of some 50 to 75 cars each. It was used to good advantage last winter in switching and regrouping cars to build up straight trains to save switching in the Buffalo territory and to keep trains out of the DeWitt Yard during the storm period.

At Porter, 40 miles east of Chicago, is an important interchange with the E. J. & E. Here, also, tracks of the Michigan Central and the New York Central main line cross.

Two other important Yards should not be overlooked. One of them, the most important of all, is that at Elkhart, a "railroad town," and the home of hundreds of New York Central Western Division engine men, firemen, brakemen, switchmen, and others.

The Elkhart Yard, with a capacity of 5,000 cars, handles an average of about 2,500 a day with some 25 or more switch engines working.

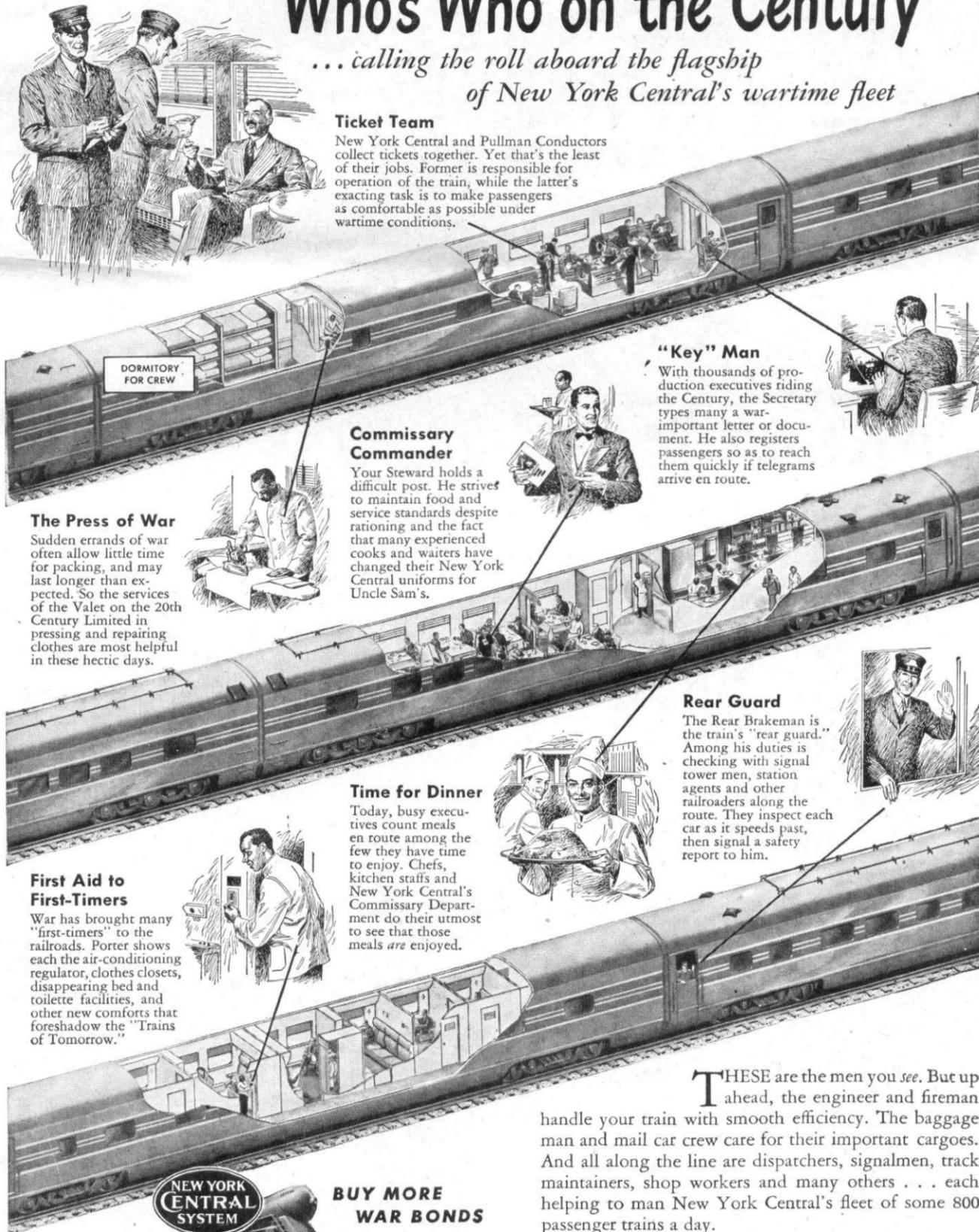
Eastbound movements include solid trains assembled for the Toledo and Ohio Central, Toledo, Air Line Junction Yard, East Toledo, Cleveland, Collinwood, Buffalo, and for DeWitt Yard and the East.

Westbound work is on symbol, or fast freight, trains designated for the Indiana Harbor Belt, the Kankakee line, and various destinations in the Chicago district and farther west.

At this Yard there is in operation one of the most modern loud speaker

Who's Who on the "Century"

... calling the roll aboard the flagship of New York Central's wartime fleet



Ticket Team

New York Central and Pullman Conductors collect tickets together. Yet that's the least of their jobs. Former is responsible for operation of the train, while the latter's exacting task is to make passengers as comfortable as possible under wartime conditions.

"Key" Man

With thousands of production executives riding the Century, the Secretary types many a war-important letter or document. He also registers passengers so as to reach them quickly if telegrams arrive en route.

Commissary Commander

Your Steward holds a difficult post. He strives to maintain food and service standards despite rationing and the fact that many experienced cooks and waiters have changed their New York Central uniforms for Uncle Sam's.

The Press of War

Sudden errands of war often allow little time for packing, and may last longer than expected. So the services of the Valet on the 20th Century Limited in pressing and repairing clothes are most helpful in these hectic days.

Rear Guard

The Rear Brakeman is the train's "rear guard." Among his duties is checking with signal tower men, station agents and other railroaders along the route. They inspect each car as it speeds past, then signal a safety report to him.

Time for Dinner

Today, busy executives count meals en route among the few they have time to enjoy. Chefs, kitchen staffs and New York Central's Commissary Department do their utmost to see that those meals are enjoyed.

First Aid to First-Timers

War has brought many "first-timers" to the railroads. Porter shows each the air-conditioning regulator, clothes closets, disappearing bed and toilette facilities, and other new comforts that foreshadow the "Trains of Tomorrow."



BUY MORE WAR BONDS

New York Central

THE WATER LEVEL ROUTE

THESE are the men you see. But up ahead, the engineer and fireman handle your train with smooth efficiency. The baggage man and mail car crew care for their important cargoes. And all along the line are dispatchers, signalmen, track maintainers, shop workers and many others . . . each helping to man New York Central's fleet of some 800 passenger trains a day.

With fellow railroaders of America, they're learning new efficiencies from the wartime task of moving the greatest traffic in history. And tomorrow, they'll apply those lessons to bring you still finer travel aboard America's post-war trains.

Utican in India



Sergt. Richard J. Ryan is with the 721st Railway Operating Battalion in India. He was previously a conductor in the Utica yards. He enlisted in December 1942, but was not called to active duty until April 16, 1943. He received basic training at New Orleans and technical training at Camp Cushing, Fort Sam Houston, Texas, before leaving for overseas duty in December, 1943. The 721st roster has many men from the Mohawk Division. They have had to cope with such difficulties as sacred cows languishing on the tracks; large water buffaloes derailing trains; occasional elephants stepping out of the jungles to charge the engines; and the monsoon's intense heat and heavy rains. In the midst of their efforts, the tent camp of the G.I. Railroaders burned down, and the men went to work in their underclothes. Not long afterward, the same camp was blown down. Again it was flooded out but the flow of weapons down the railway continued. Sergt. Ryan has a two-year-old "future railroader" Richard Jr., to get acquainted with when he returns.

B. & A. Conductor's Son Cited Abroad



First Lieut. Benjamin S. Fogwill of Newton, Mass., son of Boston & Albany Conductor S. T. Fogwill, has been awarded a Bronze Star for heroic action while serving with a tank destroyer unit in Luxembourg, in February. The citation, in part:

"With utter disregard for personal safety, he braved intense enemy machine gun fire to lead his detachment of destroyers into position from which he destroyed seven pillboxes, killed 17 enemies and took 15 prisoners. His actions were instrumental in enabling a task force to accomplish its mission."

S/Sgt. Ahearn, N. Y. Overseas 44 Months

Staff Sergt. Martin A. Ahearn, formerly of the 33rd Street Yard, New York, who enlisted in the Army in September 1940, was overseas 44 months. He is now stationed in Florida.

Now An Ensign



Harwood Spaulding, son of former District Engineer Charles Spaulding, was Commissioned an Ensign April 26, in the United States Naval Reserve, after graduating from the Naval Reserve Midshipmans School at Columbia University. He was ordered to report for active duty in the Naval Training School (Communications) at Harvard University, Cambridge, Mass.

Pullman Reservation Bureau, G.C.T., is Sound-Proofed and Air Conditioned



REDECORATION of the New York Central Pullman Reservation Bureau, Grand Central Terminal, included soundproofing and air-conditioning, both of which were made necessary by the steady increase of personnel. Because of wartime passenger traffic, the personnel has grown from approximately 60 in 1940 to 159.

Photo at top shows the rows of sliding diagram racks operated by seated reservation clerks, with supervisors standing at call to solve problems. A new six unit rack was added May 15.

In photo at right John Cotter, Manager of the Bureau, and Miss Helen M. Reynolds, Assistant Manager, discuss a problem. At rear are three telephone switchboards, to which a fourth will be added, with a new private office. Mr. Cotter was appointed Manager February 1, succeeding E. N. Adams, appointed Asst. to Gen. Passenger Agent.



Nuffer of Syracuse Now Major in Paris

Chief of the passenger branch of the Transportation Corps' Movements Division, Capt. George A. Nuffer, of Syracuse, N. Y., recently was promoted to major in Paris.

As passenger chief, Maj. Nuffer directs movement of all passenger trains on Continental Europe as well as all hospital trains. The latest of the trains to be run by Maj. Nuffer are five "Furlough Specials" that carry battle veterans to vacation areas on the Continent.

"The most popular is our 1000 seat Riviera Limited from Aachen, Germany, to Nice, France," said the major.

Before entering the Army, February 20, 1942, he was a traveling agent for the New York Central. He was promoted to staff sergeant in June, 1944, after being assigned to the first group regulating station. In November, of that year, he was given a direct commission to second lieutenant in London.

Major Nuffer went to France on July 16, 1944.

Albany G.I. Proves Handy; Makes Shower

Pfc. Frederick H. Ball, 339 Livingston St., Albany, N. Y., mixed Yankee ingenuity, mechanical ability and salvaged metal parts—and came up with a portable hot-and-cold shower for his unit in France.

A pipefitter by trade, Private Ball assembled the shower from parts manufactured in four countries. There's a hot water heater removed from a concrete German fortress in Normandy; two salvaged British storage tanks; American pipe, and French valves obtained from a demolished house.

Son of Mr. and Mrs. Simon Ball Jr., Private Ball is a furloughed employe of the Central.

Albany Man in Africa

ATC AIR BASE, MARRAKECH—Pfc. Joseph A. Biondo, of Albany, N. Y., a furloughed New York Central locomotive fireman, is assigned to duty as a generator man in the utilities section of this base unit in the North African Division, Air Transport Command.

Inducted March 9, 1943, at Camp Upton, N. Y., Biondo also served at Fort Leonard Wood, Mo.; Camp Shanango, Pa.; and Charleston, S. C. before transferring overseas in August, 1943. A bowling fan, Biondo was a member of the American City League bowling team, Albany, N. Y., in 1942, and was Secretary and Treasurer of the Wildcat bowling team in Albany in 1941.

They Cook Their Own



Sergeant Arthur J. Tracey, left, furloughed Diagram and Information Clerk, Union Station, Albany, and Richard Cooper of Rochester, also a Central employe, are shown getting a meal in India. They are with the 721st Railway Operating Battalion.

Pfc. F. K. Sharp, of Buffalo in Britain

AN VIII AIR FORCE SERVICE COMMAND STATION, England.—An electrical specialist at this strategic air depot, Pfc. Francis K. Sharp, Buffalo, N. Y., speeds the repair of battle damaged B-17 Flying Fortresses of the Eighth Air Force so they may be returned to combat status in minimum time.

Son of Mr. and Mrs. Frank Sharp, 63 Girard Place, Buffalo, he was graduated from East high school and employed by the New York Central Railroad prior to entering the service in August, 1942. He has been overseas 19 months.

Albany Man is Now Seabee Skipper

B. M. 2/c Jackson O. Roberts, a furloughed engineman, Hudson Division, is now the Seabee skipper of a tug boat in the South Pacific, where he has been for more than nine months. Previously, he skippered a boat in the Aleutians for 14 months. His wife and two daughters live in East Greenbush, N. Y.

B. & A. Train Master Ends 38 Years' Work

After 38 years of service with the Boston & Albany railroad, W. Frederick Daniher of Natick, passenger Train Master at Boston, retired April 30. He was succeeded by Joseph C. Lavoie, also of Natick, formerly an assistant crew dispatcher, who has been with the railroad for 29 years.

B. & A. Man Goes Up

On May 1, John F. Regan was appointed Assistant Supervisor of Track, Subdivision No. 2, with headquarters at Worcester, Mass.

Gets Bronze Star



Pfc. Arthur M. Brown, Jr., formerly a ticket clerk at Grand Central Terminal and now with the Third Army in Germany, recently was awarded the Bronze Star for heroism. Private Brown was a member of a detail which laid 20 mines near Habkirchen under heavy mortar and small arms fire. As the group returned a mortar shell burst wounding several of his comrades and knocked Private Brown and another soldier unconscious. All the casualties eventually made their way back to their own lines.

Private Brown is almost 20 years old and was drafted on his eighteenth birthday, July 25, 1943. His father, Arthur M. Brown, Sr., of Bronx, N. Y., is a veteran of World War I.

Albany Boy in Training at Norfolk

Seaman, Second Class, John Francis Shea, 18, of Albany, N. Y., a Central employe, recently went to the Naval Training Station, Norfolk, Va., to train for duties aboard a new destroyer of the Atlantic Fleet. He completed recruit training at the Naval Training Center, Sampson, N. Y.

The son of Joseph Shea of 110 Southern Blvd., Albany, Shea has three brothers in the armed forces: James, 21, is a pharmacist's mate, first class, in the Navy, Edward, 23, private, first class, and Joseph, 29, private, first class, both in the Army.

Buffalo Man Now a Lieut. Colonel; His Son Wounded



Word has just been received of the recent promotion, to Lieut. Colonel, of Edgar F. DeLisle, who, prior to entering the Service, was District Storekeeper at East Buffalo.

Commissioned a Major in 1942, Col. DeLisle was assigned to the 701st Railway Grand Division when that unit was activated in December, 1942, and went overseas in April, 1943. After two years with the 701st in North Africa and Italy, he was transferred to the 774th Railway Grand Division and his promotion followed shortly afterwards. The picture at the top was taken while he was enjoying a brief rest period at a scenic spot in Italy.

Sergt. Edgar T. DeLisle, son of Col. DeLisle, serving with an infantry division in Germany, was recently reported wounded in action. Sergt. DeLisle was a Stores Helper at Suspension Bridge Engine House.