

# CENTRAL HEADLIGHT

Vol. V, No. 7

JULY, 1944

## Destroyer Escort Named for Heroic N. Y. C. Surgeon and Son

Memory of Commander Pratt and of Marine Officer, Both Lost at Guadalcanal, Honored in Texas

The U. S. S. Pratt, a destroyer escort vessel, was launched June 4, at Orange, Texas. It is named in honor of Lieut. Commander Malcolm Lewis Pratt, former Company Surgeon of the New York Central at Bellefontaine, Ohio, and his son, First Lieut. John Lester Pratt, Marine Corps Reserve. Both were killed in the war.

During the first World War, Dr. Pratt entered the Service as an Assistant Surgeon. He was awarded the Navy Cross for extraordinary heroism at the Lucy Cross Bosage. He also received the Second Division Citation and the Meritorious Service Citation Certificate from the War Department.

After the war he entered the practice of medicine at Bellefontaine with his brother, Dr. Robert B. Pratt. He re-entered the service and was commissioned Lieutenant Commander, Medical Corps, U. S. Naval Reserve on March 3, 1941.

He was reported missing in action on August 13, 1942, when he and others of the First Marine Division, Fleet Marine Force, failed to return from a reconnaissance patrol near Atanokau Village, Guadalcanal, Solomon Islands. He was officially declared dead on August 14, 1943. He has been posthumously awarded the Purple Heart.

His son, John Lester Pratt, enlisted in the U. S. Marine Corps Reserve on May 6, 1941, and was commissioned a Second Lieutenant November 1, 1941, and promoted to First Lieutenant October 1, 1942. He was killed in action on Guadalcanal, January 22, 1943, when he was 23. He was posthumously awarded the Purple Heart.

The launching was sponsored by the widow and mother of the two heroes, who was accompanied to Texas by her daughter, Jane, and Dr. and Mrs. Robert B. Pratt.

## Gets Air Medal

M. R. Roche, Chief Rate and Bill Clerk at the Polk Street Freight House, Chicago, recently was informed that his son, First Lieut. Thomas D. Roche, has been awarded the Air Medal.

## Missing



Above is Sgt. R. N. Cunningham, son of George Cunningham, the latter a Towerman at Grand Central Terminal, New York, for 16 years. Sgt. Cunningham was reported missing after a raid over Europe, May 11. He was formerly a baggageman at Harmon, N. Y. A brother, David Cunningham, is in the Navy.

## N. Y. C. Police Officer Killed at Anzio Beach

Patrolman Thomas J. McGee, formerly a patrolman at Grand Central Terminal and later with the New York Terminal and River Division squad, was killed in action at the Anzio Beachhead, Italy, April 17, the War Department reported recently. No details were given.

Private McGee was an Infantryman and had been in the Army since September 9, 1943. He had been overseas since February, 1944. He apparently saw action as soon as he put foot on European soil. He was a machine gun and mortar operator.

Patrolman McGee entered the Central's service at Grand Central Terminal September 1, 1939, and was transferred to the New York Terminal and River Division July 9, 1940. He resided with his father and mother, Mr. and Mrs. Thomas McGee at 803 Hudson Avenue, Peekskill. He was 26 years old, having been born in Peekskill March 29, 1918. He was unmarried.

Besides his parents, he is survived by a brother George A. McGee, a teacher in the Peekskill schools, a second brother Joseph, a high school student and two sisters, Mary and Gertrude.

## Empire Conductor Hutchinson Retires

William A. Hutchinson retired June 30 as Conductor of the Empire State express after 49 years of service.

## Group of N. Y. C. Marines on Bougainville



(Official U. S. Marine Corps Photograph)

Talking about their experiences on the iron rails in peacetime and of their duties as warriors for Uncle Sam in the far-off Southwest Pacific, are these seven Leathernecks, all employees of the N. Y. C. System prior to their enlistment in the Marine Corps. Four of the Devil Dogs hail from Indiana, two from Illinois and one from Ohio. Pictured, standing, left to right are: Privates First Class Frank P. Graben, switchman, Cincinnati; George Annas, Franklin Park, Chicago; Robert Branson, brakeman, Mattoon, and Warren C. Magnuson, Elkhart, formerly a molder with the N. Y. C. Kneeling, left to right: Privates First Class Walter L. Matheny, brakeman, South Bend; Russel J. Gentner, brakeman, South Bend and Delbert L. West, Indianapolis, a former worker in the Beech Grove Shops.

## Bond Campaign Goes Well

The New York Central System's second campaign for additional purchases of War Savings Bonds by the Payroll Deduction Plan at this writing is well under way and is steaming ahead with an energy that should bring success.

All over the System divisional and to all ranks of employees, new and old, departmental committees have been organized, with sub-committees, to carry on top of all the other reasons governing the campaign of personal solicitation Bonds, added impetus was given by

Concluded on Page Five

## First Diesel Road Freight Engines for N. Y. Central



LOOKING forward to post-war improvement in its motive power, the New York Central System placed in operation, June 12, the first of two diesel freight road locomotives of 5,400 horsepower. This is a step in its program of comparisons with various types of motive power on a competitive basis.

The second diesel freight road locomotive entered operation June 14, and after a brief trial period both locomotives were given their first scheduled road service on symbol freight trains between Elkhart, Indiana, and West Springfield, Massachusetts.

Built by the Electro-Motive Division of General Motors Corporation, the two new locomotives are each in four units, every unit having a two cycle-

16 cylinder oil engine. There are two 4-wheel trucks under each unit and each truck has two traction motors. The total weight on drivers is 451.5 tons for the entire 4-unit locomotive.

The program for post-war improvement in motive power also includes the purchase of four 6,000 horsepower diesel passenger locomotives, on order with the Electro-Motive Division, and a super-steam locomotive of 6,000 horsepower, designed by New York Central's Equipment Engineering Department collaborating with the builder, American Locomotive Company. Delivery of these locomotives is expected within a year, if materials for their construction are available.

New York Central was the first American railroad to experiment with

diesel freight and passenger road power, but the early types did not prove satisfactory. Subsequent experimentation with diesel power in switching service, however, demonstrated its value in this work and the New York Central today has 186 diesel switchers in service and 15 on order, the largest number owned by any railroad.

New York Central also pioneered in electrification and today uses electric power in New York and Westchester counties in New York State, in Cleveland, Ohio, and through the Detroit River Tunnel at Detroit, Michigan.

The new freight locomotives are painted black, decorated with the New York Central oval and flaring silver stripes on the aprons at each end.

## Son of B. & A. Man First to Bomb Berlin

TECHNICAL Sergt. Nunziato Sansevero, 24, bombardier-gunner with the Eighth Army Air Force in England, and eldest son of Anthony Sansevero of Boston & Albany's Beacon Park enginehouse, Boston, has garnered for himself a record of which his parents can be justifiably proud.

The Sergeant, riding the Flying Fortress, *Rubber Check*, the first American Fortress to fly over Berlin, can lay claim to being one of the first American bombardiers (if not actually the first, as described by the *Boston Post*) to release a load of American bombs on the German capital.

The experiences of many subsequent missions over Europe are earned for him, more recently, the Air Medal.

Orlando, a younger brother, serving with our Armed Forces in the southwest Pacific, is stationed in New Guinea.

## Beech Grove Man's Son Killed by Japs

Otis G. Parks, in the Armored Infantry, was killed May 12, at Bougainville by Japanese machine gunfire.

Otis' father, James W. Parks, Electrician Helper, Passenger Department, Beech Grove, has received from the War Department the Purple Heart for his son. The father, a corporal in the 11th infantry, was injured November 10, 1908, at Meuse-Argonne.

Mr. Parks also has another son, Charles, Seaman First Class, serving in the South Pacific.

## Chicago Boy "Gets" Four Enemy Planes

Lieut. Mark H. Stepelton, formerly of the Freight Traffic Department, Chicago, has been credited with destroying four enemy planes, two in the air and two on the ground, in the European war zone.

## They Went Across — You Come Across!

## Wins Silver Star



Sgt. Elliot (Rusty) Brusseau, 24, Aerial Gunner in the Squadron commanded by Captain Richard Bong, air ace, in New Guinea, sent this picture of himself in hirsute camouflage. Sgt. Brusseau is the son of H. E. Brusseau, Assistant Engineer in the office of Designing Engineer, New York City. After a strafing in New Guinea he won the Silver Star for rescuing a wounded man from a burning plane. He has been introducing Japs to their ancestors for more than two years in New Guinea.

# Central Headlight

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

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Volume 5

JULY, 1944

No. 7

## The Great Day

**D**-DAY, long awaited, became history last month as the Allied forces, protected by the guns of a great fleet, surged ashore on the beaches of Normandy and fought their way inland.

With them they carried the confident hopes and prayers of 34 nations, at the same time striking ominous fear at the German heart, for in their wake came potential retribution for shocking crimes against whole populations and ancient races. At their shoulders hovered the invisible spirits of millions of innocents who suffered and died under the Nazi yoke.

Among our indomitable fighters, all animated by the flaming spirit of Liberty, who offered their flesh against every weapon that Germany had, were many of our sons, brothers and other relatives. Some, God rest them, will not come back — how many we shall not know until the full casualty lists are published.

To those of us on the home front who, month after month, have been contributing to the transportation of the arms and supplies without which our forces cannot win, D-Day inevitably will be in our thoughts until V-Day is at hand. It cannot fail to inspire us to still further efforts in our daily work — efforts that will help to bring victory nearer and to speed the return of those who are fighting for us overseas in foreign lands.

It is assured that while we may think we have been doing our best heretofore, we shall find a reserve of strength and spirit that will enable us to better our previous noteworthy efforts.

We, over here, reading of the destruction of homes and cities and of entire countrysides laid waste, may count ourselves fortunate beyond words that the war is being waged outside our immediate borders. In Britain, for example, from August, 1940, to the Summer of the following year, German bombs demolished, or damaged, one house out of every five in England. We have been spared this devastation, which even yet continues.

Likewise, we have had in our individual lives fewer of the dislocations which war produces. In Britain, for example, all men, 18 to 65, and all women, 18 to 55, are registered under the National Manpower Act. Every able-bodied man in the country between 18 and 41, unless exempted for essential war work, is in the Armed Forces. Of those who remain in civilian life, every able-bodied man has to perform some essential war duty, up to 48 hours a month.

Our freedom from these several obligations makes it incumbent upon us to perform as faithfully and as well as we can the duties which are assigned to us in this common fight for the preservation of our lives and our liberties. Every productive hour at work is a blow against the foe.

Likewise is every additional Payroll Deduction subscription for a War Savings Bond!

## N.Y.C. Colonel Writes from India

Superintendent E. M. Kelley, Indiana Division, Indianapolis, recently received a letter from Lieut. Col. Karl F. Emmanuel, formerly Trainmaster, Chicago District East, Indianapolis Division, who now is with Railway Operating Branch in India. The letter was dated "Somewhere in India," May 26, and was received June 7.

Part of it:

"We had a nasty little accident on a bridge of 13 spans, or about one half mile long. We had 11 cars wedged into the girders; they were loaded with things you drop on the NIPS and so we were quite busy. We cleared it in less than 24 hours, worked on it daytime, moved trains at night, and really did well — kept our railroad open from 8 P.M. (or 2000) to 8 A.M. (0800). In five days the girders and cross members were repaired. Had to fabricate some and we rolled them specially to the bridge. Accident was caused by a heavy truck breaking loose and coming in contact with bridge — just like we have at home sometimes.

"I do hope you will not have any accidents on our old pike as it has been carrying so many passengers as well as freight. We do not do so badly ourselves. Besides operating my division we have to transship all cars from broad gauge to metre gauge, which includes all lading and that is some job.

"If I told you how much passenger business we do I am fearful, as Speck (Supt. H. F. Milligan) would say, you wouldn't believe me, but I have trains of 25 to 28 carriages leave here with Indians hanging all over them — as high as 1500 to 2000 aboard. At night the platforms are covered with Indians, coolies and soldiers of every nation. I have two long island passenger platforms besides our main one, on which my office is located.

You talk about reduction in force — my superintendent's office consists of two stenographers, two sergeant clerks, one liaison officer, Jim Truden and myself, and we run the show. Our men are on every job and have handled as many as 46 freight and 12 passenger trains in one day. Our freight trains average 65 wagons and our power is all U.S.A. engines.

"Capt. Harry Owens from Mattoon, Ill., is my Master-Mechanic and is doing a great job. John Murphy, car foreman, Beech Grove, is my old standby. V. L. Ernst of Springfield, Ohio, one of the jewels of India, has, as you know, three children at home and doesn't say a word. Vic and I sleep in the same tent. He is doing a great job and I have assigned a great deal to him as he is so capable. We needed a movie camera for our men and Vic flew to Delhi and back with movie actor Capt. Melvin Douglas.

## Information Booth

**B**ELOW are given the answers to a number of questions asked recently by some of our readers. They are printed here in the expectation that they will interest others besides those who made the inquiries:

- 1 — The New York Central System has sponsored four Railway Military Service Battalions, the 701st, the 718th, the 721st and the 753d. Two of these are in the Mediterranean region; one is in India and the fourth, the 718th, is in the United States.
- 2 — Toronto is an Indian name which means "The Place of Meeting." This city is the second largest in the Dominion of Canada, having a population of about a million. It was founded in 1793, when it was known as York, its name being changed to Toronto in 1834.
- 3 — In the 1870's and 1880's, more than 3000 patents on automatic couplers were issued. The progenitor of the present coupler, an invention of Major Henry Hanney, was adopted by all American railroads in 1887.
- 4 — Since the start of the war more than 10,000 "incidents" on British railways and London Transport property resulted from air attacks. A three and one-half mile stretch of line, near Coventry, was hit by 40 explosive bombs in one night — a record.

## C. C. Gibbs, West Albany Veteran, Given Purse as He Retires



Left to right, H. Schultz, J. Boyle, E. Kogler, H. Lyon, A. Raleigh, C. C. Gibbs, A. Greagan, H. Douringer, E. Lillseholm, G. Simpson and J. Hart.

Cornelius C. Gibbs, 68, Supervisor of Shop Orders in the New York Central West Albany Shops since 1931, retired on May 31st, after 45 years of railroad experience.

A native of Depew, and five times Mayor of that village, Mr. Gibbs will return there to play around with politics. He also was a member of the School Board and Village Treasurer

while residing at Depew.

He started his railroad career in 1899 at Depew, going to Albany in 1931, when the Depew Shops were closed. Mr. Gibbs was guest of honor at a party given by his fellow-workers May 29, at which time John Eble, Chief Clerk at the Locomotive Shops, presented him with a purse on behalf of his co-workers.

"We lost everything when our camp was destroyed but gradually are getting a few things again. Our men are all fine, food always good, morale high. Please remember me to our folks on the N.Y.C. Best of luck to all of you from all of us."

## Otto Gersbach Chief Engineer, Chicago, Retires

Otto Gersbach, Chief Engineer, C. R. & I.-I. H. B., Chicago, retired July 1 after 43 years of continuous service, all of which was in and around that city.

Born in Montezuma, Iowa, Aug. 24, 1876, Mr. Gersbach entered railroad work in 1901 after graduating from Ames College as a civil engineer. His first job was that of Office Engineer in Chicago. In the ensuing years he advanced through the positions of Assistant Engineer, Division Engineer, Engineer Maintenance of Way and Chief Engineer.

With the exception of brief periods, his services were largely with the I. H. B. and the C. R. & I.

## H. S. Rausch Retires

Harry S. Rausch, Assistant Master Mechanic at Dewitt, N. Y., retired from active service May 31, after many years of efficient service.

Effective June 1, the position of Assistant Master Mechanic at Dewitt was abolished and William G. Ringland was appointed Master Mechanic at that point with jurisdiction over the Dewitt and Syracuse territories

## Engineman Retires



Philip Volker, Electric Division Engineman, is shown here being bid farewell, after 42 years of service, by S. D. Hoffman, Road Foreman of Engines, Left, and C. E. Allen, Conductor of the 20th Century, when he took the Century on his last run out from Grand Central Terminal, May 31. Volker, who lives at 1038 East 28th Street, Brooklyn, N. Y., will give more time to his favorite sport of deep sea fishing and spend the summers at his cottage on Lake Packamak, N. J.

## Curly Top Today



Remember Curly Top? For the benefit of newcomers to the New York Central organization, Curly Top is Miss Violet Kathleen Schmidt, who, eight years ago, as a little girl in Elkhart, Ind., achieved international publicity as the "Sweetheart of the Twentieth Century Limited."

For several years she waved daily to the crews of the Century as it passed her humble home beside the New York Central tracks. She was so persistent that their interest was aroused, and just before Christmas, 1936, the train crew took up a collection and bought Curly Top, as they had dubbed her, a warm winter outfit.

President Williamson heard of this and invited her to ride the Century from Elkhart to Chicago and back as his guest. One of the big news syndicates made Curly Top the theme of its annual Christmas story, and thus her fame began to spread.

On her 10th birthday, in May 1937, she was again the guest of Mr. Williamson in Chicago, and on June 15, 1937, she participated in a ceremony in New York marking the 35th anniversary of the Twentieth Century.

Today, Curly Top is a charming young lady of 17 and resides in Fort Wayne, Ind., where last year she completed her high school education.

## Some Veterans Recently Retired

Veterans who have retired recently include the following:

Hollenberg, Aaron A., Asst. Signal Maintainer, Goshen, Ind., 36 years, 4 months.  
Sheehan, Frederick T., Switchtender, DeWitt Yard, N. Y., 37 years, 8 months.  
Hoffman, John A., Foreman, Car Dept., W. Albany, N. Y., 42 years, 11 months.  
Laing, Robert C., Clerk, Office of Departmental Accountant, Detroit, 38 years.  
Baker, William, Machinist, Hobson, O., 33 years, 10 months.  
Bardwell Morgan H., Conductor, Mohawk Division, 31 years, 8 months.  
Barrett, Miss Mary, Freight Clerk, Oil City, Pa., 41 years 10 months.  
Borges, Edward F., General Agent, Freight Traffic Dept., Cleveland, 51 years.  
Bostwick, Charles, Agent-Operator, River Division, 43 years, 6 months.  
Carey, Thomas F., General Yardmaster, Jersey Shore, Pa., 52 years, 7 months.  
Covert, Norton C., Truck Baggage Dept., Buffalo, 14 years, 10 months.  
DeYoung, Henry, Electrician, B. & B. Dept., River Division, 18 years, 9 months.  
Foster, Thomas C., Yard Clerk, Bellefontaine, O., 41 years, 9 months.  
Hollenbeck, Maurice Engineman, Mohawk Division, 43 years, 8 months.  
Hutchinson, William A., Conductor, Hudson Division, 49 years.  
Jordan, Walter D., Conductor, Adirondack Division, 45 years, 11 months.  
LaPetra, Elsie M., Comptometer Operator, Detroit, Mich., 27 years, 4 months.  
Loring, Charles F., Agent, Little Falls, N. Y., 45 years, 2 months.  
Lynch, John W., Engineman, Hudson Division, 53 years, 11 months.  
Melahn, Albert J., Machinist, Brewster, N. Y., 28 years.  
Pennell, Robert A., Sergeant of Police, Hillsdale, Mich., 25 years, one month.  
Pickles, Frank E., Hostler, McKees Rocks, Pa., 21 years, 3 months.  
Rewbotham, William R., Conductor, Canada Division, 46 years, 11 months.  
Schue, Wallace G., Conductor, Mohawk Division, 38 years, 7 months.  
Sexton, Timothy J., Supervisor of Track, Buffalo, 51 years.  
Shirk, William K., Engineman, Western Division, 40 years 6 months.  
Singrey, Roy C., Agent-Operator, Williamsfield, O., 32 years, 8 months.  
Smith, Edward A., Material Inspector, New York City, 33 years, 8 months.  
Thornbury, Albert E., Hostler, Sharonville, O., 43 years, 4 months.  
Toman, Frank J., Tower Director, New York City, 36 years.  
Utz, Henry C., Asst. to A.F.A., Detroit, Mich., 43 years, 9 months.  
Booth, William A., Brakeman, Hudson Division, 41 years, 7 months.

Robert William Stewart, Head Clerk of the Interline Typing Department, retired March '31 after nearly 43 years' service. He will reside in Ossining, New York.

**Airman in Africa**



Carl Boritzki, son of Emil Boritzki, Machinist, West Detroit Enginehouse, is a sergeant in the Air Transport Command in Africa. Young Boritzki, who entered military service in June, 1942, was also a Michigan Central employe at West Detroit, where he worked as a Machinist Regular Apprentice. He is 24.

**Marine in Britain**



London, England — Marine Pfc. Harvey T. Bronkhurst of Broadpark Lodge, White Plains, New York, recently arrived for duty with the Marine unit here. Private First Class Bronkhurst was an accountant with the New York Central Railroad before enlisting in the Marine Corps in June, 1942. The 29-years-old Leatherneck is anxious to meet his brother, First Lieutenant Arthur D. Bronkhurst, who is serving with the U. S. Army in England. Pfc. Bronkhurst's wife, Gertrude, resides at 23 Odell Street, White Plains, N. Y.

**Fiancee of Soldier**



Shown above is Miss Irma Ricci of the Tariff Bureau, New York, who recently became betrothed to Private Clarence E. Plank of Tennessee. He is overseas in the Infantry.

**Arthur J. Pouch**

Arthur J. Pouch, who entered the service of the New York Central May 15, 1925, and who transferred to the Information Bureau, April 30, 1927, died June 3.

**Army Machinist**



Machine shops of the Military Railway Service in North Africa and Italy are never idle. Many of the machines are the only ones of their kind in the theater, and MRS railroad-soldiers are often asked to do special emergency jobs for other branches of the service. In this photo S/Sergt. Angelo S. Bova, Westfield, N. Y., is busy with an intricate part of a water pump for an American hospital unit. The part was needed quickly, and the MRS shop saved the day — very likely some lives, too. In civilian life, S/Sergeant Bova was an employe of the New York Central.

**In Africa for Year**



Shown is Corpl. John Murphy of the Medical Detachment. Corpl. Murphy entered military service August 21, 1942, and has been in active service in Africa since May, 1943. Formerly he was employed as a Machinist Helper at West Detroit. He is 23 years of age.

**With the Seabees**



Here is Tom Harritt, of the Seabees, now in the Atlantic theatre of war. He was formerly Tin Shop Apprentice at Beech Grove Passenger Car Shop, and is the son of R. R. Harritt, Assistant General Foreman, Passenger Car Department.

**Now a Lieutenant**



W. J. D. Balsden, former Supervisor of Stock Clerks, General Storekeeper's Office, Detroit, was commissioned a First Lieutenant recently and reported to Atlantic Coast Transportation Corps Officers Training School, Fort Slocum, New York. His associates presented him with a wrist watch.

**In Panama**



Private Arthur L. Newberg, formerly employe in the A.P.A. office, Detroit, is now in an Anti-Aircraft Battery in Panama.

**Victory Gardening in July**

IT is at this time that the efficient gardener gives thought to the utilization of the space from which his peas and other early vegetables have been removed. Late greens and crops for storage are recommended.

Kale makes an excellent green and will last until the snow flies. Here is also the place for the beets and carrots which are to be stored. A late planting of wax beans is also in order.

Give all these successive plantings as liberal an application of fertilizer as was given to the first crop. UTILIZE ALL VACATED SPACE WITH THESE LATE CROPS.

The battle with the insects and diseases continues throughout July. Potatoes should be sprayed every ten days with Bordeaux Mixture to take care of the diseases. Add some arensic once in a while to kill the bugs and beetles. Tomatoes should have a spraying of fixed-copper or weak Bordeaux Mixture occasionally during the month.

Nothing much can be done about the corn borer at this time except to dust rotenone on the young ears to keep the pest out. The corn earworm, however, is still to be stopped and this can be done by putting a heavy grade of medicinal mineral oil on the tips of the ears with a medicine dropper. This may not have to be done until August, it being effective only after the silk has wilted—about five days after the silk appears.

A cucumber-melon dust, or a spray made up of calcium arsenate and fixed-copper, will take care of most of the diseases and insects that threaten the cucumbers, melons and squash. At this time, the only treatment for the squash borer is to locate his "sawdust," slit the stem lengthwise, remove the borer and cover the stem with moist earth.

**Voss Now a Marine Steward**

Charles J. Voss, of Phoenicia, N. Y., formerly Cook for the work crew under Mr. Baker of Newburgh on the Catskill Mt. Division and later at Weehawken, N. J., joined the Merchant Marine in August, 1943, as a Cook, First Class, his rating from service in World War I.

Mr. Voss volunteered with others for special duty at Casablanca and because of the success of the mission was advanced three grades to a Junior Lieutenant, upon his return to the U. S. Later he was transferred to a 24,000-ton transport, where he is now Steward.

**Guertin Retires**

Police Sergeant Joseph Guertin of the Harlem Division, retired recently, after almost 36 years' service. He had been a sergeant since 1922.

This is no time to permit the weeds to remove moisture and plant food from the ground. Keep weeds under control and maintain a light mulch, dirt or other material, over the surface to retain moisture. A straw or hay mulch under the tomatoes is almost a "must."

Along in July some of the garden activity is being transferred to the kitchen as home-canning starts. Those who think that we can let up on that phase of the food front have another guess coming. Do not let the reduction or elimination of ration points fool you.

In 1944-45, THE CIVILIAN SUPPLY OF COMMERCIAL CANNED GOODS WILL BE THE SHORTEST IN YEARS! By all means, do not let any food go to waste—can even more than last year, if possible!

**N.Y.C. Woman R.B.W.A. President**

At the May meeting of the Railway Business Women's Association, Cincinnati, a New York Central woman was installed as president. Mrs. Emily Glass, secretary to the General Passenger Agent, vice president, was elected President; Louella Grause of the B. & O., Vice-President; Charlotte Mark, Illinois Central, Treasurer; Emily Dressman, B. & O., Recording Secretary and Catherine Fisher, Southern Railway, Corresponding Secretary.

New York Central women have been active in the R.B.W.A. in Chicago, Cleveland, Cincinnati, Detroit, Buffalo and Dayton. Mrs. Glass is the third to be president of the Cincinnati group, Donna J. Harkness, publicity department and Nellie Corcoran, passenger department, both having served in that capacity.

At the installation dinner Mrs. Glass was the recipient of not one, but two huge bouquets. A gorgeous "vegetable" bouquet was sent by her passenger department friends. Another office group sent a handsome floral piece.

**Father at Tarawa as Son Is Born**

CORPORAL William C. Leonard, 22, of Lakewood, Ohio, recently arrived home after ten months' service in the South Pacific with the Marines.

On his arrival, he got his first glimpse of his son, Billy Leonard, 7 months old, who was born while his father was fighting at Tarawa.

He did not know of the boy's birth until he had left the South Sea island to go to a rest camp.

Leonard is a former New York Central employe.

**Charleston Men Work Victory Garden**

West Virginians were given high hopes of being able to obtain plenty of foodstuffs this Fall when they learned that three men from the Charleston office were taking the situation in hand. L. S. Emery, Assistant Superintendent, W. T. Frazier, Chief Clerk, Operating Department and Jim Robinson, Chief Clerk, Traffic, are trying to demonstrate that it can be done. It is reported that approximately an acre of ground has been leased and large quantities of seeds and plants purchased.

This will be a three-way partnership garden, which will also demonstrate what a cross section of farmers can do. Mr. Emery is from the East, where truck farming is carried on in a highly condensed form, Mr. Robinson from the Middle West, where an acre is considered a small home garden and Mr. Frazier from Georgia, where his relatives farm from a thousand to five thousand acres. But Bill says you can't eat cotton.

Estimates are that tomatoes, cabbage, beans and peas will be grown in such large quantities that there is little need for anyone in the vicinity to worry.

After much reading Mr. Emery has not found an article on how to plant a garden in the rain, so from this date on it will depend largely upon the weather conditions.

**Husband and Three Brothers in Service**

Mrs. Clarice Whited Stacey, clerk in the office of the Vice President and General Manager, Cincinnati, recently has been the recipient of varied news from a number of the war fronts.

Her husband, Robert E. Stacey, a.b. Merchant Marine, is somewhere on the high seas, having recently been home on a short furlough. He has been in service a little more than a year.

Corporal Everett Whited, a brother, was first reported as missing last November. In May the family received another report that he presumably has been lost in action in the North African area.

Pfc. Carl Whited, also a brother is in the Army Signal Corps, and has been stationed in England.

A third brother, Sergt. Curtis Whited, has seen service in the Anzio Beachhead drive and some months ago was hospitalized in Italy. He is in a hospital at Cleveland. He received a number of shrapnel wounds and has been given the Purple Heart award.

**Now Trainmaster**

Emil Moore was appointed Train Master, Hudson and Mohawk Divisions, on June 1.

**In Pacific Area**



James E. Ochs, Ph. M. 3/c, former member of A.P.A. office, Detroit, is on active duty somewhere in the Pacific area.

**On Duty in Pacific**



Robert J. Sanzo, Jr., Seaman 2/c, U.S.S. Crane, is the son of Robert J. Sanzo, Diesel Inspector, working out of West Detroit Enginehouse. Seaman Sanzo entered Naval service in April, 1943, and is on active duty in the Pacific area. He was employed at West Detroit as an Electrician Helper.

**Soldier's Bride**



Miss Edna Grace Phillips, an employe of the Tariff Bureau, New York, and Pfc. Charles M. Dobbs, a furloughed N. Y. C. employe, were married last month in Peekskill. A reception for 100 followed at the home of the bride's parents, Mr. & Mrs. Joseph O'Dea, in that city. Pfc. Dobbs' home is in Croton. He is stationed at West Point.

## Telegrapher's Son Has War Souvenirs

Charles T. Fisher, Telegraph Department, Cincinnati, recently received from his son, Corpl. Bruce W. Fisher, a "Hermann Goering Panzer Division" arm band he had removed from the arm of a German sniper with whom he had an encounter in the Sicilian invasion.

Corporal Fisher recently has been transferred from the Infantry to the 120th Medical Battalion as a radio technician and is on the Anzio Beachhead. He left the United States in May, 1943, went to Africa, then to Sicily and on to Italy. He was first at Naples and now is in Cassino.

He was the first radio man to be transferred to the Medical Battalion, there previously being no radio work under the Medical division.

Corporal Fisher also is retaining his gas mask which has a German bullet hole through it, depicting his narrow escape before overcoming his oppressor.

## St. Louis Yard Notes

The Passenger Coach Yards, St. Louis, report:

William H. Gausmann, Pipefitter, who recently retired, was surprised by gifts of a gold watch and chain from fellow workers. Mrs. Gausmann was given a brooch. Presentations were made by Charles Aye, General Foreman, and Eugene Davis, Electrical Foreman.

We recently welcomed R. C. Stewart, Assistant Foreman, who came here from East St. Louis. Also, C. E. Snyder, from Mt. Carmel and O. E. Bogan, from Midland, who are working here as carmen.

Sympathy is extended to Charles Barmier, now in the Army, and to Murphy Norment, Coach Cleaner, in the death of their fathers.

Peter Walker and Frank Donnelly, former car inspectors, recently died.

James Mahoney and William Pyatt, pensioned Carmen, visited recently. Both are in good health.

Our two Marines in combat areas, Lero Hager and George Marquette, have both seen heavy action, but are safe and well.

Private Richard Johnson, with the Engineers, reports his safe arrival overseas. His father is Leroy Johnson, a coach cleaner.

Russell E. Moe, formerly with the Engineering Department, is with the Engineer Corps on the Anzio beachhead. He was also in on the North Africa and Salerno invasions.

## Quits Chicago to Work in Honolulu



Mrs. Jeannette Ivie Harder, Convention Clerk Passenger Traffic Department, Chicago, and for 17 years a member of that department, resigned May 10. On the following day she left for San Francisco and later sailed for Hawaii to work as a stenographer-clerk in the Industrial Department of the Navy Shipyards at Honolulu. There, Mrs. Harder will join her husband, Ray Harder, also a former New York Central employe in Chicago, now a civilian pipefitter for the Navy. Mrs. Harder has entered into a two year contract with the Navy Department.

## Flagman In 5 Battles

Pfc. John D. Choate, of General Clark's Fifth Army, recently was home on furlough. He formerly was a Flagman, Indianapolis Terminal District.

Pfc. Choate has seen an unusual amount of action, having taken part in the initial landings at French Morocco, Tunisia, Sicily, Salerno and Anzio. He has four stars for four major battles, the Anzio star not yet having been authorized.

Choate expressed his experiences by saying: "I've been through a lot and am lucky to be home. I have to pinch myself now and then to make sure I'm here. Everybody seems to be doing a swell job and buying Bonds, and I am sure they will keep on doing that."

He was wounded at Salerno and awarded the Purple Heart. He makes his home with his mother, Mrs. Lucy McCloud, 246 South State Street, Indianapolis, and has one son, John, Jr., nine, living at the same address. He entered the army in June, 1942.

## Cantwell Flying Invasion "Skytrain"

A NINTH AIR FORCE TROOP CARRIER BASE, England—Flight Officer Bernard E. Cantwell, a former employe of the New York Central Railroad, in Indianapolis, is serving with the Ninth Air Force Troop Carrier Command in England.

Commanded by Brigadier General Paul L. Williams, the Ninth Troop Carrier Command flies the C-47 "Skytrain," which, without fighting armament or protective armor, is designed to move airborne infantry and paratroops to strategic positions within enemy territory.

## Allen D. Milne

Allen D. Milne, 48, Conductor, working out of Indianapolis, died June 8, in Indianapolis, of a heart attack.

## Chicago Man Dies

Felix M. Cassidy, who worked for sixteen years as cashier at the Polk Street Freight Station, Chicago, died June 13, after a lingering illness. Mr. Cassidy, born in Montreal October 29, 1869, came to New York in May, 1881, and had a continuous service record of over 58 years at the time of his retirement November 1, 1939. He is survived by a son, Noel J. Cassidy, employed in the Commerce Department, Chicago.

## More C. U. T. Men in Military Forces

The Chief Stationmaster's Office, Cleveland, reports:

Oscar Meluzin, formerly a Number Clerk, is now a Corporal in an AAA Gun Battalion, Muroc, Calif.

Angelo Cala, formerly a Number Clerk, is training in South Carolina as a Machine Gunner.

Norbert Haag formerly third trick Supervising Station Attendant, and Ernest Halliday, Chief Supervising Station Attendant and Relief Asst. Station Master, are both overseas as Sergeants.

Crew Dispatcher Holzman is with Halliday's group.

Harold J. Porter, Jr., is now a Number Clerk and Miss Doris Urpschott, the "young lady with the friendly smile" is Night Clerk. Miss Alice Wright is also a Number Clerk.

Garry Evans, formerly a Red Cap, has been honorably discharged after being wounded and is at work.

## J. H. Hedges Retires

J. H. Hedges, Telegraph Operator for 35 years, recently retired on account of ill health. His first service with the Big Four was in 1909 and his last position was in the "DI" office, Bellefontaine, Ohio. Prior to coming with the Big Four, Mr. Hedges had worked for the B. & O. and the D. T. & I. Ry. He worked at a number of stations in Indiana and Ohio.

## Captor of Jap



Lieut. John F. Seck, Infantry, formerly of the Auditor Passenger Accounts Office, Detroit, son of Frank Seck of Auditor Freight Accounts Office, reports capturing his first Japanese prisoner in the Hollandia, New Guinea invasion. The Nip was so grateful to John for sparing his life that he kissed the ground in front of him and begged Seck to allow him to become his servant. Johnny, however, was not totally convinced of the Nip's sincerity and ordered him put in the enclosure with the rest of the Jap prisoners.

## Gets Flying Cross

S/Sergt. Marvin "Red" Frost, formerly of the Vice-President and Comptroller's office, New York, a Tail Gunner on a "B" bomber with the Seventh Army Air Force in the South Pacific Area, has been awarded the Air Medal and the Distinguished Flying Cross. "Red" recently enjoyed a much needed rest at Hawaii, having fulfilled his quota of flying missions.

## Ortelli Gets Gift; 25 Years at Work

Primo J. Ortelli, of the Superintendent of Equipment Office, New York, recently completed 25 years of service. Ortelli started as a Messenger in the old New Durham Enginehouse. Transfers took him through Ravena, Selkirk and finally to the New York office, as Secretary to A. D. Bingman.

The office staff had a little get-together for him and presented him with a gift.

When the champion War Bond salesman of the New York Central System, J. James Rodgers, retired from active service in the Auditor Passenger Accounts Office, Detroit, he was tendered a testimonial dinner at Redford Inn, May 23, by his many friends and fellow workers. He was presented with a bill fold containing \$200 by office friends and a \$25 War Bond by the local Credit Union, in which he was active.

## Ticket Man, 33, On First Train Trip



This is almost one for the eyebrow-raising department. Albert Vogtsberger, 33 years old, has been employed more than 14 years in the General Traffic Department of the Owens-Illinois Glass Company, Toledo. For several years he handled all passenger reservations for his firm, averaging about 25 tickets a day. It is estimated he arranged approximately 37,000,000 miles of freight and passenger transportation. Yet, only this year did Mr. Vogtsberger take his first ride on a train. That was when he made a business trip from Toledo to Chicago on the Prairie State and returned on the Advance Water Level Limited.

## Orange Avenue Statistician Retires

From the Orange Ave. Freight Terminal, Cleveland:

Mrs. Dorothy Gabriel, Statistician, has resigned after 22 years. A farewell party was given her at the Alpine Village. Mrs. Gabriel received two traveling bags from the boys in the warehouse and a \$50 War Bond from the office force.

Jack Fournier, son of Harry Fournier, Head Clerk, Switching and Demurrage, is a prisoner of war in Germany.

Condolences are extended to W. O. Frei, Outbound Department, on the recent death of his mother.

Winifred (Peg) Gibbs, Car Demurrage, is back after several months' absence due to an operation.

Mrs. Florence Williams, Head Switching Clerk, attended a farewell dinner at the Wardell Hotel in Detroit for R. C. Laing of that city, who retired after 38 years' service.

L. C. Ehrbar, Cashier, has been absent several weeks with a heart ailment.

John Lennort, Checker, Warehouse, is the father of a daughter, his seventh.

Frank Polimene, Checker, Warehouse, is leaving for an appointive position with Uncle Sam.

The Assistant Agents are both busy working in their gardens. John Frank in the rose garden and J. H. Rentsch in the vegetable garden.

## "Bob" Laing Retires

Robert Clark Laing, Head of the Voucher Department in the Departmental Accounting office at Detroit, retired May 31, after 38 years' service.

A banquet attended by 200 friends and associates was held in his honor at the Wardell Sheraton Hotel May 10 and he was given a purse and a wrist watch.

## Glen English Is Commended in Persia

Desert District T-4 Nathan Glen English, an engineer with a Railway Operating Battalion, of the Persian Gulf Command, recently was commended for "vigilance and immediate action in preventing a serious fire." The commendation was signed by Col. Paul F. Yount, Director and General Manager of the railroad.

Prior to his induction English was employed as a New York Central fireman and lived on South Seventh Street, Petersburg, Ind.

## Roundhouse Foreman Is Weather Observer

W. H. Carel, General Roundhouse Foreman at Bellefontaine, Ohio, recently was named Official United States Weather Observer for Bellefontaine, succeeding a city engineer.

Neil G. Winder, Roundhouse Clerk, will make the weather observations and readings as soon as equipment is installed. This equipment is to be located near the roundhouse.

This is just one more activity in which the railroad is cooperating with the government.

## H. G. Green Retires

H. G. Green, veteran Cincinnati Northern conductor retired on April 8, his sixty-fifth birthday, after a service of 34 years. He is a native of Mercer County, Ohio. He served in the Army during the Philippine insurrection and saw service in the campaign of Samar and in the expedition to Marinduque Island. His first rail service was as a brakeman, in 1910.

## Villeneave in Ireland

AN EIGHTH AAF COMPOSITE STATION, Northern Ireland—Private First Class Fredrick T. Villeneave, is an expert telephone linesman at this B-26 Marauder medium bomber station.

Telephone lines in the British Isles are kept so busy that a limit of six

## Overseas



Jule E. Kamm, son of Arthur E. Kamm, Chief Terminal Yard Clerk, East St. Louis. Young Kamm, is now serving abroad. His father recently wrote these verses:

### OUR BUDDY

Next month you'll have a birthday,  
You've been with us nineteen years.  
It's really just like yesterday  
That "Mom" shed all those tears  
Of joy, because God blessed us  
With a handsome, blue-eyed son,  
And "Gramps" and Grandma were all smiles  
O'er what the stork had brung.  
Of course you won't be home this year,  
For that we're awfully sad,  
But then our country needs you,  
And you are the kind of lad  
Who won't let others do the job  
For "Uncle," Mom and Dad;  
And for that we all are proud  
To have a boy like you,  
Who'll give his life, if needed,  
For the Red, the White and Blue.

minutes is placed on each call. As a Signal Corps linesman for the Air Force, it is up to Villeneave to keep the lines in working order 24 hours a day.

Before entering the service June 29, 1942, Villeneave worked for the New York Central Railroad as a maintenance man for 16 years.

## J. Murphy Ends 47 Years' Service

Edward J. Murphy, 65, General Clerk, in the Division Freight Agent's office at Toledo, retired May 1, after 46 years' and 11 months' service. He was first employed as a Stenographer, Freight Traffic Department, June 1, 1897, at Toledo. He later was Chief Clerk to the General Freight Agent, at Toledo, and General Traveling Freight Agent at Cleveland, Ohio, returning to Toledo on July 11, 1932. He was presented with gifts.

Lieut. L. A. Pomeroy, formerly of the Assistant General Freight Agent's rate office in Cleveland, notified the boys there that he is the father of a daughter, born April 20 in Washington, D. C., where he is stationed with the Navy.

## Exon in South Pacific

Word has been received that Lieut. Col. Ernest E. Exon, of the Real Estate and Tax Department, at Cincinnati, who has been in the service since July 1, 1942, has arrived in the South Pacific with an Air Force Service Command.

## Prize Photograph



Shown is Miss Eleanor Boecherer, employed at 466 Lexington Ave., New York, and portrayed by the lens of John E. Bechelaupt, of the Manhattan A. A. Camera Club.

## Detroit Blood Donors Eat Free on Battle Vet

Another nine-time blood donor from the Auditor Passenger Accounts Office, Detroit, Julia Conlon, reminds us of this clipping from H. C. L. Jackson's column in the Detroit News of June 12. The employees involved were girls from the A.F.A. Office.

SHORTLY AFTER noon, Friday, six women employees of the Michigan Central Railroad strolled out of the Red Cross Blood Bank at 450 West Fort street and their "doning" done, they dropped in at a small restaurant for lunch.

When they called for their checks, the waitress, answered:

"Your lunches are already paid for."

The six instantanier wanted to know by whom.

"I'm not supposed to tell you," the waitress confided, "but that man sitting over at the counter paid for 'em."

The girls semi-circled him, with thank-yous and queries.

"Aw," the man mumbled, "Aw, I just thought I'd do that because you'd just come from the Blood Bank and I'm just out of the Army, and if it hadn't been for the Blood Bank I wouldn't have been alive to get out."

"When you came in I saw those little white strips on your arms. I know they mean Blood Bank. I figured the least I could do was buy you a lunch."

Pfc. J. Joseph Briody, formerly of the Auditor Passenger Accounts Office, Detroit, now a tail gunner in a Flying Fortress in training at Pyote, Texas, describes his experiences like this: "Take a bean, place it in a bag and shake it. That's what it's like riding the tail of a B-17. I have twin 50 caliber machine guns in the tail, and when I fire them it feels like the whole tail is coming off."

Though they are far away many Auditor Passenger Accounts boys are finding it is not such a large world after all. Pfc. Frank Cedilote recently met Corpl. William Dinner in Italy and had a lively time talking over old times.

S/Sgt. Matthew Conlon visited Sergt. Walter "Scotty" Paul in London and discussed their experiences over Scotch and soda.

Congratulations to these Auditor Passenger Accounts folk on their recent promotions — it's now First Lieut. Helen Owen of the WAC and Walter S. Nally, Mn 2/c of the Navy.

Cupid is still shooting straight and true in the Auditor Passenger Accounts Office, Detroit. Olive Thomson was the latest girl to treat the center aisle, which she did at St. Vincent's Catholic Church in Detroit, May 13. Corpl. Leo Gaines was at the altar waiting for her and Mary McAllister, also of the office, was her Maid of Honor. Fellow employes gave her War Bonds and money.

Frances Golsky, Interline Typist, was married to Henry Weitz, S 1/c of the Navy on May 2 at Temple Beth El in Detroit.

Engagements announced were those of Donald N. Morris, Head Clerk of the Interline Department to Gertrude Rohde, a vivacious girl in the same department.

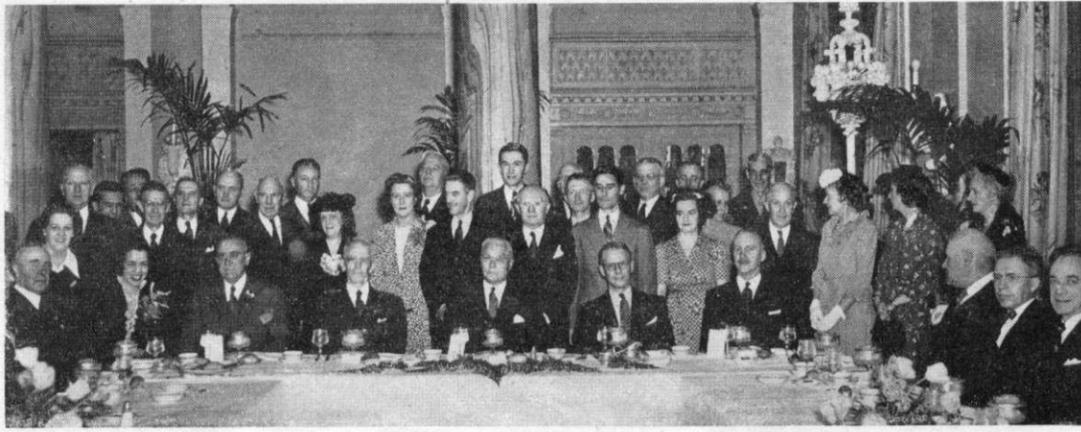
When extras appeared on the streets announcing that some of the new B-29 Superfortresses had bombed Japan everyone in the A.P.A. Office wondered whether Lieut. Nick M. Tikfesi, former employe, was in on the raid. It is known he was bombardier in one of the new giant ships in that area.

Another A.P.A. boy overseas in the Southwest Pacific area is Seebee Frank Kubera, S 2/c.

That old joke about WAVES in Uncle Sam's hair being more desirable than WACS in his ears reminds us that two more A.P.A. girls have enlisted in the WAVES. Mary Holdridge entered the service on May 18, and is now stationed at the U.S.N. T.S. at Bronx, N. Y. Phyllis Fournier joined on June 15.

Otis Orjens is the latest A.P.A. boy to be accepted for military service. He left for camp on May 23 and is now stationed at Camp Hood, Texas, now an infantry replacement center.

## Andrews Feted as He Ends 54 Years' Treasury Service



George E. Andrews, Assistant to Treasurer, New York City, was honored by officials and office associates at a luncheon, May 25, upon his retirement after 54 years of service. Shown seated in the above picture are, left to right, F. L. Wheeler, General Attorney; R. P. Ahrens, retired Treasurer; J. M. O'Mahoney, Secretary; Mr. Andrews; G. H. Howe, Treasurer; W. F. Place, Vice President, Finance; R. H. Mansfield, Assistant Treasurer; E. Coles, Assistant Treasurer; R. F. Hoppenstedt, Assistant Treasurer, and E. E. Pancost, Assistant to Treasurer.

## N.Y. Central II on 54 Bombing Missions Overseas Up to June 2

The NEW YORK CENTRAL II, medium Marauder bomber presented to the Army Air Forces through a cash gift by New York Central employes last September, up to June 2 had been on 54 bombing missions and had survived 225 hours of combat fire.

This information was contained in a letter to C. R. Dugan, Manager Public Relations, from Staff Sergeant Anthony J. Gibbs, furloughed New York Central employe who is a member of the ground crew which services the B-26, which is the first replacement bomber ever given to the Army Air Forces. Sergeant Gibbs says:

"The New York Central II has added 32 missions since my last letter and has now completed 54 missions over enemy territory. Thirty-five of these missions have been against enemy communications, M/Y's or railroad bridges. So you see that the New York Central has done much in the way of destroying one of its 'competitors.' While on these 54 missions, the NEW YORK CENTRAL II has dropped 176,000 pounds of bombs on the enemy's supply lines, which has caused them much grief. During these missions, it has completed 225 hours of combat, which is a long time dodging enemy anti-aircraft fire.

"There is something else that I am sure will interest you and the employes of the New York Central, that being the awarding of the Distinguished Flying Cross to Lieut. Ralph Childers, the pilot who so ably flew the New York Central on most of her combat missions.

"I hope that my next report to you

will be in detail and in person, with myself returning as a passenger on a great warrior, THE NEW YORK CENTRAL II."

## Flier Takes Bride



Flight Officer Emil G. Tallant, formerly in the Chief Engineer's office, Chicago, now has both a father and a father-in-law in the same department. On May 21, two days before his promotion to Flight Officer, Emil was married to Ruth Ellen Riedel at the Post Chapel, at the Army Air Force Pilot School at Stuttgart Army Air Field, Stuttgart, Ark. The bride is the daughter of Stanley Riedel and the groom is the son of Tom Tallant, both of the Chief Engineer's office.

## Bond Campaign Goes Well

Concluded from Page One

the news of the landing of Allied forces on the Normandy coast, June 6.

Throughout the System, employes' thoughts turn to this personal, concrete method of advancing the Allied cause against the enemy. At the same time, every subscription adds materially to the subscriber's post-war security.

Enthusiastic work by the committee-men and their assistants of all ranks has done much to promote the campaign thus far. It is believed that this patriotic cooperation on the part of all ranks will continue right up to the end of the campaign and beyond.

## In WAC Show

Lieut. Bernice G. McVicker, W.A.C., appeared in New York with the W.A.C. Army Show. She was formerly stenographer in the office of General Storekeeper at Beech Grove, Ind.

## 50 Years Married

M. E. Byington, retired Cashier at 33d Street Freight Station, New York, on June 7 celebrated with Mrs. Byington the golden anniversary of their wedding. The reception was held at the home of his son-in-law and daughter, Mr. and Mrs. Clyde Hahn, in Ossining. Mr. Hahn is in the Freight Traffic Manager's office, New York. Mr. Byington retired three years ago, after more than 50 years' service.

## Railroad Men Raise Flag at Troy Y.M.C.A.



Employes of the New York Central and Troy Railroad raised a new American flag, Memorial Day, on a grass plot beside the railroad Y building. The flag was presented by Leland Wadsworth, retired New York Central Freight Agent, and his wife. Mr. Wadsworth is chairman of the Y Board of Directors. Approximately 50 railroad employes were present. Shown holding the flag are Harold Bence, left, a World War veteran, who raised the flag, Mr. and Mrs. Wadsworth and Station Master Thomas J. Neeson. Joseph Dunwoody, Executive Secretary of the Y, received the flag from Mrs. Wadsworth and in turn gave it to Mr. Bence for raising. Frank B. Ward, General Secretary of the Troy Y spoke briefly and Mrs. Wadsworth read a poem.

## Fights Off Air Foes in Battle Damaged Plane

In the eyes of fellow members of the Flying Fortress, Lieutenant Walter J. Brown, a navigator of the 15th Air Force, is a hero of the first water. He is the son of E. M. Brown, New York Central District Station Accountant at Buffalo.

When on a mission to Weiner-Neustadt, Austria, May 10, the Fortress was hit by antiaircraft fire, losing a large piece of its tail and having its control cables loosened. Despite this, the crew made their bombing run successfully.

As they started to return, five enemy planes dived at them. The radio gunner exploded the first plane with a burst as a stray bullet nicked one of his elbows. When Lieutenant Brown started to take care of him the other four planes came in again and he had to start firing.

After bandaging the gunner, Lieut. Brown went back into the waist and found both gunners there had been hit. He administered morphine and between shots at the foe, using the guns on either side of the plane, he managed to bandage his comrades' wounds. While all this was going on, enemy fire from the Messerschmidts ripped off ten feet of the right wing and knocked out one of the motors. However, the pilot brought his battered ship home.

Lieutenant Brown has been in the Army since 1942. At last report, he had completed 27 combat missions and had the Air Medal with three clusters.

## Manhattan A.A. Bridge Prizes Given

The N.Y.C.A.A. Bridge Club, New York, recently concluded its annual competitions for the Individual Championship and Open Pair Trophy. At a supper in the Recreation Room, 466 Lexington Avenue, F. A. Yeager, President of the Athletic Association, presented cash awards for the weekly top scores during the Individual Championship competition and the following trophies to the respective winners:

Open Pair Champions—Vanderbilt Trophy, Frank M. Luepke (V.P.&G.M.) and John F. Russell (Mgr. Frt. Trans.).

Runners-up — Vanderbilt Trophy, Frank P. Tucker (V.P.&G.M.) and Albert M. Brosius, Jr. (V.P.&G.M.).

Bridge Club—Individual Championship Trophy, Frank M. Luepke, winner and M. S. McGarry (Land & Tax), runner-up.

The program of the Bridge Club will continue. Play is scheduled for each Friday evening at 6:15 in Room 553, 466 Lexington Avenue. Anyone interested is invited.

The Camera Club concluded a most successful season, June 23, when the final print competition was held. B. Earle Buckley, was the judge and critic and had a hard time to pick the winners of the competition covering the portraits of the NYCAA girls taken at the studio night. The pictures will be on display on the balcony of the G.C. Terminal throughout July. The club will hold its first Fall meeting September 8. A complete course in photography for beginners as well as advanced workers is being planned.

Six teams have been entered in the Twilight Soft Ball League. The teams are Harmon Electric, Harmon Engine House, Traffic Engineers, Railway Express, General Freight and G.C.T. Ticket Office. The games are held every Tuesday, Wednesday and Thursday evenings at the Marble Hill Field.

A variety program was given in the auditorium of the Castle Point Veterans' Hospital, Beacon, New York, by some thirty-two members of the NYCAA of Manhattan Orchestra and Glee Club, Sunday, June 18.

George Listman was Master of Ceremonies; Gladys Holtorf, Director of the Glee Club; and Frederick Williams, Accompanist. Ray Staib, Manager, Orchestra Group, was assisted by Andrew Ward.

Buy a Bond and Hold It!

### In New Guinea



Shown is Corporal H. Forrest Swartz, formerly a clerk in Vice President and Comptroller's Office in New York. Corp'l. Swartz was inducted in January, 1943, and received his basic training in Apopka, Florida and is now with the H. Q. Btry. of an A.A.A. Gp., in New Guinea. He is the son of H. F. Swartz, Cashier, Treasury Department.

### Detroit Plans to Have Camera Club

A Camera Club of employees in the Detroit Area interested in photography, is being formed. Still, motion and color photography will be featured.

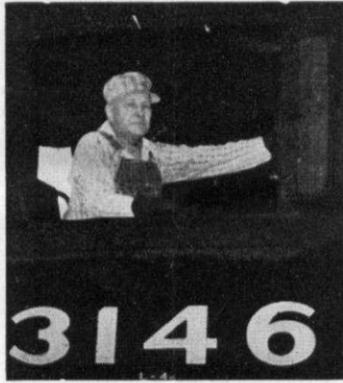
J. L. McKee, Vice President and General Manager, has generously assigned quarters in the Terminal.

### Courtesy: Considerate Behavior Toward All

### Weehawken Team Wins

The New York Central Bowling Team of the Industrial League, Weehawken, finished the season on top, and in addition to the usual prize money, was presented with a trophy, which is on display in the office of A. L. Swanson.

### Engineman Retires



Frank M. Starkweather, Mohawk Division, ended 44 years of service June 26. His daughter, Mrs. Frances DuBois, is a clerk in the Superintendent's office at Albany.

### Police Victors in Columbus Bowling

The NYC Police Department at Columbus, Ohio won top honors in the 1943-44 bowling season by a lead of five games, or an average of 562.

High single was won by the Car Dept. with a total of 1021 pins. High three-game went to the Office team with a total of 2842 pins. Individual high was won by Ritzman with a total of 254 pins. Individual three-high was won by King with a total of 650 pins.

### Selkirk Notes

The Selkirk Car Department reports: A. Lynch, W. J. Day, A. E. Burkhard, R. J. Benoit and H. Ditzel have completed a Public Relations course and have received certificate of proficiency.

Car Repairer R. Losacco is a happy man; he has taken a bride and finds this world is a great place to live in.

William Noyes has returned to service with the New York Central. He was with our Armed Forces in Africa and received a medical discharge. He entered the Army in January, 1942.

### Gibson Man Now Pilot of Fortress

The Auditor Freight Accounts office, Gibson, Ind., reports:

Congratulations to "Bill" Gallagher, now a First Lieutenant and Pilot of a Flying Fortress. He has completed 18 bombing missions over Europe.

All were glad to welcome Corp'l. Bernal Story on his last furlough, just before he was assigned to over-seas duty.

Congratulations to John Spiegel on his promotion to Sergeant, with a Railway Battalion in North Africa.

### New "Y" Building for West Albany

Plans are under way to convert the former New York Central Superintendent's home, near the entrance to West Albany Shops, into a Railroad Y.M.C.A. building at a cost of \$10,000.

This building will be equipped with locker rooms and sanitary facilities for the convenience of the more than 2500 shop employes at West Albany. It is also planned to conduct educational, safety, and First Aid classes. These meeting and recreation rooms will also be made available for the use of any of the labor organizations at West Albany Shops.

More than 500 new members were obtained recently for the "Y."

L. O. Graham and Frank McHarg representing labor organizations at West Albany, and H. T. Stonebraker and John Tobin, representing the management, have been named to the Board of Governors, James Wooten is Local Secretary.

Employees of West Albany Locomotive Shops are endeavoring to do their part in the National drive for Victory Gardens. To date licenses have been granted to over 25 applicants to have gardens on Railroad property. These gardens are approximately 100 by 200 feet. Besides producing vegetables these gardens are also a beautifying factor.

George Devenau, former clerk in the Locomotive Shop, surprised his old friends while on leave recently, by displaying sergeant's stripes. He is at Chanute Field, Illinois.

Sergeant Bade Giminianni of the Marines and former apprentice boy at West Albany, was home on a 15-day furlough after spending 18 months in the South Seas. Bade saw plenty of action. He returned to the Naval Base at San Diego.

Staff Sergt. Charles Mesick, former Machinist Apprentice in the Locomotive Department, was married April 23 to Miss Elaine Messer at Albany, N. Y. Sergeant Mesick, son of Police Sergeant Charles Mesick, is at Fort Bragg, No. Carolina, where he has set up housekeeping with his new bride.

### M. C. Engineering Department Notes

The Engineering Department, M. C. Division, reports:

W. P. Nolan is the new draftsman in Chief Draftsman's office; a World War II veteran.

Mrs. H. A. Horning, wife of retired Supervisor of B. & B., Jackson, Mich., died recently.

Sergt. Robert V. Friedman (Medical Corps), furloughed Rodman, and son of Assistant Engineer Mort Friedman, Valuation Department, dropped in for a visit while enroute to Swift, Texas.

Lillian Floyd is the new clerk in the Valuation Department. Her husband, serving in the Army, is stationed in Florida.



## He's No "Glory Boy"

He may not go in with the first wave . . . but he keeps stepping on their heels . . .

For the shells are still whining overhead, and enemy strafing planes are still churning the beachhead sands with machine gun bullets, when G. I. Joe, of the Army Service Forces, starts hustling in the supplies . . . tanks, guns, jeeps, shells, ammunition, medicines, food.

There's nothing glamorous about this work-horse job . . .

But it's helping win a war for Uncle Sam!

Because whether it's from beachhead to firing line . . . or from factory to embarkation port . . . the transportation of fighting equipment is one of the war's biggest jobs.

And as our armies move closer to Tokyo and Berlin, that job will grow constantly bigger with each advancing step.

We of the railroads already know how big our part of it is. We know that, in spite of growing manpower shortages, we must meet *in full* the increasing transportation demands of the armed forces—no matter how great they become.

And we know that this will call for even closer cooperation between the railroads and the shippers and receivers of freight.

And to those of you who plan to travel by rail, we urge once again that you first consider whether your trip is essential.

For you and we and G. I. Joe are in this fight *together* . . . and only by working together can we get this *bigger* job done.

## New York Central



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

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

**New Yorker Now Bomber Pilot Overseas**



In the top row, second from the right, is pictured First Lieut. John Meade, a bomber pilot attached to the Army Air Forces in England, who has made numerous successful missions over Germany. "Speedy" formerly was in the Office of the Vice-President and Comptroller, New York.

**Tenore's Fighter Pilot Son Wins New York Central Air Medal Thrice**

Louis Tenore, Signal Maintainer, Electric Division, New York, is the proud father of a fighter pilot, who has proven himself in battle, and whose exploits have been officially recognized.

Lieut. Bartholomew C. Tenore received the Air Medal and two bronze Oak Leaf Clusters, reports the Headquarters of the Ninth Air Force in England.

Lieutenant Tenore, husband of Mrs. Wanda Doherty Tenore, of Willis, Mich., is a P-51 Mustang pilot and has flown his ship, *Prodigal Son*, on 25 missions over enemy territory. He destroyed an ME-110 on a bomber escort mission to Bourges, France, and shared in the destruction of two others—one near Berlin and another at Biarritz. His group accounted for 225 enemy craft in four months.

Prior to joining the Royal Canadian Air Force in January, 1941, Lieutenant Tenore was employed in the publicity department of the General Electric Company in New York City. He transferred to the United States Air Force in November, 1943, and was assigned to the Ninth Air Force, a United States component of the Allied Expeditionary Air Force.

He was graduated from Bronxville High School and the University of Richmond.

**P.&L.E. Man Burned in N. Guinea**

Pvt. Paul Grimm, former Labor Foreman in the Stores Department, McKees Rocks, has been confined to a hospital in New Guinea, suffering from second degree burns about the body and hands.

Dominick Todaro, roundhouse employe, Newell, recently enlisted in the Navy, making a total of six sons of Patsy Todaro, Crossing Watchman, Newell, Pa., who are in the Armed Services. All are former employes of the P. & L. & E.

Ready to go overseas are Pvt. David Gregory, Sergt. James Laughlin, and Col. Joseph Sobek, former employes of the General Storekeeper's Office, McKees Rocks.

Pvt. Frank "Mope" Brunell, when home on furlough, was in good condition and strong voice. "Mope" was tenor of the popular lunch period McKees Rocks Car Department quartet, which also included Marine Pvt. Carl Foster, tenor, Bill Wood, bass, and Jack "Nonpareil" Lemic, baritone.

**Cleveland Man An Air Force Captain**

Roxie J. Marotta, 29, of Cleveland, was one of the first men to enter the service from the Property Protection Department. He enlisted February 28, 1941.

He was first with the 107th Cavalry, then went to Chemical Warfare School, graduated from Officers' Training School and was commissioned a First Lieutenant in November, 1942. He went to England in May, 1943, and on March 15, 1944 was advanced to Captain and was assigned to the 8th Air Force Squadron.

He is the son of Mr. & Mrs. D. Marotta, and has a brother, John, who is a Lieutenant in the Navy Ordinance Department.

Pvt. Frank Cedilote, former A.P.A.er, now an infantryman in Italy, writes: "They can give this place back to the Italians anytime they get ready. The people are very friendly though—they will gladly sell an egg for thirty cents, or a chicken for nine bucks. I guess they never heard of ceiling prices."

At an Eighth AAF Bomber Station in England the Good Conduct Medal has been awarded to Staff Sergeant Matthew J. Conlon, formerly of the Auditor, Passenger Accounts Office, Detroit. Sergt. Conlon is a cryptographer.

**New York Central Men Doing a Big Job in N. Africa**

ALLIED FORCE HEADQUARTERS, MEDITERRANEAN THEATER:—Former employes of the New York Central Railroad, now members of the 759th Railway Operating Battalion in North Africa, are helping to operate one of the toughest stretches of railroad in the world.

The unit, commanded by Lieut. Col. Ernest M. Price of Tacoma, himself a veteran of 40 years' railroading, operates trains over 300 miles of rugged Atlas Mountain terrain.

And the job is done in big-time style. In one six-months period, these "Casey Joneses" of the U. S. Army hauled 1,030,224 tons of vital war freight in 2,164 trains.

Virtually all of Col. Price's men were engineers, firemen, dispatchers, signalmen, conductors, shopmen, brakemen, telegraphers, repairmen or brakemen on leading American railways. Officers in the unit average more than 18 years' civilian railroading experience, and the enlisted men's average is more than five and a half years.

Sponsored by the Missouri Pacific Railroad, the 759th drew its personnel nucleus from that line. Later men were added from other lines. The unit trained at West Claiborne, Louisiana, operated the 49.5-mile-long road between Camps Claiborne and Polk, and then spent several months working alongside the Missouri Pacific's civilian employes at Van Buren, Arkansas.

A year ago they came to North Africa. During the Tunisian campaign, the men wore steel helmets over their engineers' caps. Pistols and carbines had equal stature with oilcans and coal shovels. Trains were run in blackout conditions as war supplies and troops were rushed to the front—with train crews never certain that enemy paratroopers had not blown up the next bridge or tunnel.

Now, with the enemy gone from the immediate area, tremendous problems still exist. In one 50-mile stretch there are 20 tunnels, one of them two miles long and horseshoe-shaped. While 2.2 per cent grades over the Rocky Mountains are the usual maximum on American transcontinental lines, these soldier-railroaders face 2.5 per cent grades frequently along their 300-mile run. Impurities in the water mean that firemen usually must work like fiends to produce steam in their boilers instead of mere foam.

The line is still directed by the French, and the Americans had to learn their systems of signals, schedules and regulations. Many of their locomotives and cars are still used, and again the Americans had to master those. But the French have learned American ways, too. Through patient demonstration, the American unit has convinced the French that efficiency and speed can be combined and now the 300-mile run is made in exactly half the time required formerly.

Now, too, it's common to see an Arab brakeman using American hand signals, just as it is to hear a Yank engineer jabbering in French to the "chef de gare" about switches or changes in schedules. At first, American train crews had mimeographed lists of railroad phrases and their French equivalents.

New York Central employes, now in the 759th, include:

- Pvt. Edward A. Snider of Covington, Ky.
- Corpl. Eugene L. Hammer of Louisville, Ky.
- Pfc. Henry J. Champagne of Albany, N. Y.
- Corpl. Gerard R. Griffin of Buffalo, N. Y.
- Pfc. Earl J. Schwarzenholzer of Depew, N. Y.
- Pvt. William J. Wolf of White Plains, N. Y.
- S/Sergt. William J. Wragg of Chicago, Ill.
- Corpl. Eugene D. Wells of Elkhart, Ky.
- Capt. John Voorhies of Bucyrus, Ohio
- Pvt. Harry G. Hansen of Cleveland, Ohio
- Sergt. Frank J. Micicli of Cleveland, Ohio
- Corpl. Louis A. Felice of Cleveland, Ohio
- Corpl. Jack B. Fillingier of Cleveland, Ohio
- Corpl. Ralph D. Deney of Cleveland, Ohio
- Pvt. William I. Davidson of Girard, Ohio
- Sergt. Arthur R. Zimmerman of Swanton, Ohio.
- Pfc. Donald A. Bauer of Toledo, Ohio
- Corpl. George L. McDowell of Toledo, Ohio
- Sergt. Robert F. Zimmerman of Toledo, Ohio
- Pvt. Ralph D. Woods of Toledo, Ohio
- Pvt. Leo J. Collins of Toledo, Ohio
- Corpl. Harry A. Smyers of Youngstown, Ohio
- Corpl. Robert B. Hudnall of Pratt, W. Va.
- Corpl. Paul R. Berkshire of Elkhart, Ind.
- 2nd Lieut. Victor R. Kingdon of Indianapolis, Ind.
- Sergt. Eldard R. Cortrecht of Indianapolis, Ind.
- Corpl. Burrell Wyle, Jr., of Michigan City, Ind.
- Pvt. Robert B. Richeson of Oakland City, Ind.
- Sergt. Lester L. Dickerson of Terre Haute, Ind.

**Promoted**



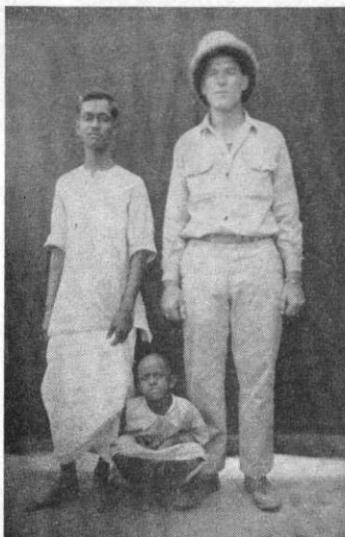
Shown is First Lieutenant Paul H. B. Reich, formerly a Clerk-Stenographer, in the office of J. F. Jones, General Agent, Baltimore. Lieut. Reich entered the Armed Forces in September, 1941, as a private. He graduated from the Infantry school at Fort Benning, Ga., and later was transferred to North Africa in June, 1943, serving there as a liaison officer. He was promoted to first lieutenant in March, 1944.

**Buffalo Man Is Promoted Overseas**

A NINTH AIR FORCE SERVICE COMMAND UNIT, ENGLAND: The promotion of Paul J. Gilch of Buffalo, from the grade of corporal to sergeant, has been announced by headquarters of the service group of the Ninth Air Force Service Command, to which he is attached in the British Isles.

Before entering the service in September, 1942, Sergeant Gilch was employed by the New York Central and since having received training and experience in the Technical Training Command has become an aircraft mechanic, helping to keep combat squadrons in the air.

**Twin Brothers**



At top is Pfc. Joseph Libertucci, formerly a River Division Brakeman. He is now in India and is pictured above with his valet and errand boy. At bottom is Pfc. Christopher Libertucci, formerly a Maintenance of Way employe at Selkirk, N. Y. In three years, he has seen action in Africa, Sicily and at last reports was in England. A third brother, Carmen, is in the Marines and a fourth, Michael, is a conductor on the River Division. These boys' father, John Libertucci, was a New York Central employe until his retirement for disability, in 1923.

**M.R.S. Awarded Plaque by Gen. Mark W. Clark**

ALLIED FORCE HEADQUARTERS, ITALY—For "excellence in discipline, performance, merit," the Fifth Army Plaque and Clasp has been awarded by Lieut. Gen. Mark W. Clark to the entire Military Railway Service under the command of Brig. Gen. Carl R. Gray, Jr.

Among the battalions in the M.R.S. are four sponsored by the New York Central. Three of these are now overseas and have been doing valiant work.

The presentation of this award, highest yet to be received by the military railroaders, was timed to take place on General Gray's fifty-fifth birthday. On behalf of the Fifth Army's general, General Clark's deputy chief of staff personally presented the plaque to the MRS Director General in ceremonies attended by the railroad staff and many officers of his operating and shop units.

Along with the plaque itself—an elaborate inlaid tablet made by master craftsmen out of native Italian woods, General Clark sent a personal letter to General Gray:

"I have regarded with mounting admiration the operations of the Military Railway Service in its support of the Fifth Army," General Clark wrote. "From the early days at Paestum, the effectiveness of those operations has been inextricably linked with the success of the Italian campaign."

"In planning, construction, and operation the Military Railway Service has habitually performed the impossible. Despite clever enemy demolition, your engineers have executed near-miracles of reconstruction."

"The spirit of the Military Railway Service Staff is outstanding and bespeaks of leadership of the highest quality. From Commanding General to enlisted locomotive engineer, each displays a genuine desire to cooperate and to serve. Plans have been based, not on the easiest solution, but on the one that would most fully meet the needs of the Army. With unswerving concentration on

the task ahead, your officers and men have labored often under fire in planning, constructing and operating the rails to the forward areas, virtually to the Army front lines. Time and again, crucial materials and reinforcements could not have been brought into action except from the outstanding performance of the Military Railway Service.

"It is therefore with genuine pleasure that I pay tribute to this outstanding service by the honorary award of the Fifth Army Plaque and Clasp to the Allied Force Military Railway Service for exceptionally meritorious service in the movement of supplies for the Fifth Army. Although this plaque is normally given only to organizations under Fifth Army control, I believe it is particularly fitting that on your birthday this tribute be presented to you, who as Director General, organized, trained and now guide and direct the Service which has played such an important role in Fifth Army operations."

**Weehawken Flyer In Italy Gets Medal**

Second Lieut. Alvin T. Thrun, 23, former resident of Teaneck, New Jersey, who is now a co-pilot on a Liberator Bomber of the 15th Army Air Force, has been awarded the Air Medal, it was announced recently at 15th Army Air Force Headquarters.

This honor was bestowed upon him "for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy." Lieut. Thrun is stationed in Italy with a 15th AAF Liberator Bombardment Group which has been bombing German-held targets in Austria, Rumania, Hungary and Northern Italy.

A graduate of the Dumont High School, Lieut. Thrun was employed by the New York Central railroad in Weehawken, New Jersey. He received his commission as second lieutenant at Waco, Texas, September 30, 1943.

**Free London Club For Railway Officers**

Kenneth R. K. Speir, whom many NEW YORK CENTRAL men met when he brought the CORONATION SCOT to America, in 1939, has retired from the L. M. & S. Railway and is in charge of the Transportation Club in London. The club is for American and Canadian Army and Navy officers who in peace time were attached to railroads on this side.

The Club, which offers many free facilities to American officers has now 1270 members.

Mr. Speir invites any NEW YORK CENTRAL officers who may be in London now, or in the future, to take advantage of the Club's free facilities. The address is 44 Wilton Crescent, London, S. W. 1.

**Elmes of P.&L.E. in Important Post Abroad**

Lieut.-Col. William T. Elmes, former Roadmaster, Pittsburgh & Lake Erie, is now Assistant General Manager, Engineering, of a Military Railway Section in the Office of the Chief of Transportation, European theatre of operations. After having been a reserve officer in the Corps of Engineers since June 1926, he was promoted to Lieut.-Colonel in April 1943. He has been overseas since March.

**Rail Sergeant**



Sergt. E. R. Cortrecht, now overseas with the 759th Railway Operating Battalion, A.P.O. 512, New York. He was a conductor on the Indianapolis Division before he entered the Army two years ago.

# John B. Scott, G.C.T. Assistant Master, Retires

John B. Scott, Assistant Station Master, Grand Central Terminal, retired June 30, at the age of 65, after 42 years of service.

He began work in 1902 as a gate-man in the old Grand Central Station, and subsequently served as Chief Ticket Examiner and Chief Gateman before promotion to Assistant Station Master, in 1916.



John B. Scott

When a youngster Mr. Scott took part in the Spanish-American War. As a member of the 71st New York Infantry he charged up San Juan Hill in that decisive action which foretold the end of the war.

Mr. Scott is especially proud to have been a member of the Terminal's staff during those years when it was built and every train was kept running on schedule.

He has one son, George E., in the Army Air Forces and another, John E., in New York Central service as Assistant Supervisor, Equipment Distribution, Office of Manager, Freight Transportation.

On June 26 Mr. Scott was tendered a farewell reception by Terminal officials. He lives at 65 Cane Street, Bogota, N. J., where he will devote his leisure time to his Victory garden.

## Veteran Enginemen in Chicago End Work

The end of May saw the retirement of two veteran enginemen running out of Chicago. They are Lane Wilhelm, who quit work June 1, with more than 44 years of service to his credit, and William K. Shirk, who ended 39 years of service May 30.

E. H. Anderson, Manager Stock Yards and Agricultural Relations, announced the appointment, effective June 1, of Walter L. Mustard as General Superintendent Stock Yards, New York Central System, with headquarters at the East Buffalo Stock Yards.

### Has Victory Bell



This shows Leon C. James, General Land Tax Agent, New York Central System, and the bell at the rear of his house in Larchmont, N. Y., which he plans to ring on Victory Day. He rang it lustily when the report of the invasion came on the morning of June 6.

## Public Relations Leaders at Cincinnati



Around the table, seated, left to right: R. C. Heckel, Assistant Engineer; W. M. De Wan, Yard Conductor; Walter Raabe, Federal Machine Inspector; J. P. Murray, Locomotive Engineman; F. A. Poehlman, City Freight Agent; T. J. Byrne, Asst. Chief Clerk, District Engineer's Office; W. H. Fleu, Transit Clerk, D. F. A. Office; W. D. Hammond, Maintainer, Signal Department; N. L. Fridman, Passenger Representative; L. W. Tepe, Passenger Representative; A. L. Bloebaum, Car Inspector and H. E. Winn, Draftsman, Signal Department. Standing, left to right: Ira L. Austin, Assistant Secretary, Board of Pensions; W. S. Dixon, Co-ordinator in Chief of War Production Training; J. J. Brinkworth, Vice President and General Manager; C. A. Radford, Publicity Manager, Big Four Route.

## Public Relations Course Now Offered to All N.Y.C. Employees

FOR the past year the New York Central has been conducting a course of training in public relations for its employes in New York State, with the assistance of the Industrial Service Bureau, New York State Department of Education.

More than 1,000 employes have participated in the training in New York State and many others have enrolled.

The Central is regarding this training as an important part of the program of post-war planning, feeling that, as a result of increased business, railroad employes are now meeting more people than ever before and consequently have an opportunity to develop many new friends for the railroads.

Thousands of people who are using the railroads at present traveled by other means prior to the war. If friendly relations are established now, the Central feels that these people may be retained as passengers and shippers after the war when other forms of transportation are operating more extensively in competition with the railroads.

Representatives of the Personnel Departments of the New York Central and the New York, New Haven and Hartford Railroads recently made an arrangement through the United States Office of Education so that this training program will be available to railroad employes in the other twelve states through which these railroads operate.

Arthur L. Mann, Chief, Bureau of Industrial Service, New York State

Department of Education, who, with the assistance of fifty key New York Central employes at New York, developed the program, has familiarized representatives of the Departments of Education of the other twelve states with the material used. These state representatives will train key employes at various points on the railroad as conference leaders and these conference leaders will conduct the public relations training among groups of employes.

The primary purpose of the course is to bring about a better understanding on the part of railroad employes as to how the public, both passengers and shippers, should be served in order that their goodwill may be developed and maintained. The course also demonstrates the value of the public's goodwill to the employes in the way of security of employment and security of a fair wage standard. The training consumes a total of twelve hours, conducted in two-hour sessions — one night per week for six weeks.

The subjects covered in the course are as follows:

- I—Good Will
  - (1) Introduction
  - (2) Individual and group approval
  - (3) Monetary value of goodwill
  - (4) Who or what is the New York Central Railroad Company
  - (5) The fundamental purpose of all business activity
  - (6) What wants can the New York Central satisfy
  - (7) Who and what are the competitors of the New York Central
  - (8) What are the natural advantages of the New York Central
  - (9) The importance of the personal element
  - (10) War and post-war conditions

## Two Gold Stars on Buffalo Honor Roll



Above is shown the Honor Roll which adorns a wall of the Buffalo Central Terminal Baggage Office in tribute to absent employes serving in the Armed Forces. The Roll of Honor is painted in colors and totals 62 men, approximately one-third of the Buffalo force. Most of them are serving overseas. Included are two who gave their lives, Seaman L. S. Dera and Private F. Zelasko; also two who were wounded in action, PFC D. J. Fritz and Gunner's Mate J. E. Morris.

## Cleveland Traffic Men Play Ball

The boys in the Freight Traffic Department at Cleveland held their semi-annual stag party, May 20 at Haag's Grove, Parma, Ohio.

The feature was the ball game, one of the closest and most hotly contested games to date. Ed Hoffman, retired General Agent, umpire, was never in better form. After a sea-saw battle, the final score was 7 for the Keeganites to 5 for the team captained by Les Ehrhard.

The boys extend a vote of thanks to Chairman Bill Young, who while confined to bed, arranged details.

## Gibson Notes

Master Sergt. V. E. Howard, formerly of the Auditor of Freight Accounts Office, Gibson, Ind., has been transferred from the Station Hospital at Fort Benjamin Harrison to Camp Atterbury, Ind.

## G. F. Platts Retires



George F. Platts, General Agent, Cincinnati, retired on June 1, after 40 years of service with the company, all of it in Cincinnati. He first was employed in 1904 as a clerk in the local freight office. He served as chief clerk for the agent at Ivorydale, and in 1920 was made chief clerk in the office of the general freight agent. Since 1933 he has been general agent. Platts is a veteran of the Spanish American War, in which he was a sergeant of artillery. He is an alumnus of the Salmon P. Chase College of Law and is a member of the Cincinnati Traffic Club and the Masonic Order.

## II—Advantages of Being a Railroad Employee

- (1) Advantages and opportunities
- (2) Discouragements and difficulties of the new employe
- (3) The resulting casualties
- (4) Effects
- (5) Prevention and cure
- (6) Morale
- (7) Building a future for employes and the company

## III—Employee-Employer Relations

- (1) Definitions
- (2) Employee wants
- (3) Employer wants
- (4) Management wants
- (5) Ownership wants
- (6) Conflicts
- (7) Mutual interests
- (8) Cooperation and understanding
- (9) Importance of the customer and his wants
- (10) Looking ahead

## IV—Employee on the Job

- (1) Jobs on which the employe contacts the customer
- (2) Service jobs without personal contact
- (3) Personal appearance
- (4) Personal characteristics and mannerisms
- (5) Complaints
- (6) Opportunities
- (7) Rules and regulations
- (8) Judgment and tact
- (9) Improving the service

## V—Employee as Part of the Public

- (1) Employee off the job
- (2) Opportunities
- (3) Keeping informed
- (4) Self-interest

## VI—Review and Summary

- (1) Value of an organized Public Relations program

The following State Directors of Vocational Training are equipped to conduct this program for any railroads operating in the thirteen listed states:

- Earnest J. Simon, 216 East Monroe Street, Springfield, Illinois
- H. G. McComb, 701 Illinois Building, Indianapolis 4, Indiana
- Dr. Ralph H. Woods, State Department of Education, Frankfort, Ky.
- Dr. R. O. Small, 200 Newbury Street, Boston 16, Massachusetts
- George H. Fern, State Board of Control for Vocational Education, Lansing 4, Michigan
- George E. Kohrman, State Department of Education, Jefferson City, Mo.
- Arthur L. Mann, State Education Department, Albany 1, New York
- John J. McCarthy, Trenton Trust Building, Trenton, New Jersey.
- Joseph Strobel, 150 East Broad Street, Columbus 15, Ohio
- Dr. Paul L. Cressman, State Department of Public Instruction, Harrisburg, Pennsylvania
- William B. Connoley, 1721 Quarrier Street, Charleston 1, West Virginia
- A. S. Boynton, State Department of Education, Hartford 13, Conn.
- George H. Baldwin, State Department of Education, Providence 3, R. I.

## In England



Staff Sergeant Joseph J. Gambino, a Machinist in the Harmon Locomotive Shops before joining an Army Railway Shop Battalion, was last reported in England, repairing British and American locomotives used there and assembling locomotives employed in the wake of the invasion.

## Torpedoed



Louis D. Pannaci was a member of the crew of the Cruiser New Orleans when it was torpedoed. After the torpedoing, the cruiser broke in two pieces, then rammed itself together and is still in service. Pannaci came out of the ordeal unhurt.