

CENTRAL HEADLIGHT

Vol. VI, No. 7

JULY, 1945

Starry Heavens Gleam Anew in Grand Central Terminal; Big Renewal Job Completed



Some of the constellations as they appear today on the ceiling of the main Concourse of Grand Central Terminal, outlined in gold against a cerulean blue sky.

IN all their original beauty of 32 years ago, the wondrous Heavens of the Grand Central Terminal, showing the signs of the Zodiac in the world's largest mural 118 feet above the Grand Concourse, were revealed, June 13, to public gaze with the final removal of the gigantic scaffolding from which the work of re-decoration was done.

The work was begun last August, with the construction of the largest hanging scaffold ever made. Since then painters, gilders, carpenters, plasterers and metal workers employed their crafts on the 41,541 square feet of the whole vault of the ceiling, far above the heads of the hundreds of thousands of people daily passing through the Terminal.

The original design of the mural, first displayed when the great Terminal was opened, in 1913, has been restored in oil paint and gold leaf on a new permanent, rock-board sur-

face. Approximately 750 gallons of paint and 40,000 feet of three-quarter inch gold leaf were used. At the same time, the ornamental plaster work at each end of the vaulted ceiling and over the great arched windows was cleaned and repainted.

The ceiling mural represents the winter heavens and is illuminated by the constellations composing the corresponding signs of the Zodiac. In the path of the Ecliptic, arranged in the order of the months, the following signs of the Zodiac are shown: October — Aquarius (Water Carrier); November — Pisces (Fishes); December — Aries (Ram); January — Taurus (Bull); February — Gemini (Twins); March — Cancer (Crab).

Orion, the Hunter, appears on the path of the Equator, while Pegasus, the Winged Horse, is seen opposite Pisces. Triangulum, the Triangles, and Musca, the Fly, also sometimes called the Bee, are seen above Aries.

Sixty of the brighter stars have lights placed above them, within the ceiling, with adjustments made to give them their relative celestial magnitudes when seen from the floor of the Concourse. More than 300 other stars in gold and the myriads indicated in the Galaxy, or Milky Way, crossing the ceiling, are shown in their relative positions to add a sense of reality to the sky.

While the origin of the signs of the Zodiac is lost in antiquity, their

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"Think Safety and Work Safely"—Pres. Metzman

July 1, 1945

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

THE Harriman Award Gold Medal, recently presented to the Michigan Central for its outstanding Safety record in 1944, is a forceful reminder of a rule which is basic in our entire system of operation. You all know how it reads: "Safety is of the first importance in the discharge of duty."

This rule emphasizes, of course, the importance of Safety to all concerned — but might not each of you well take thought of just what it means to you individually? For after all, you have the greatest stake in it — your life, your limbs. It is you who, for a moment of carelessness or disregard of the Safety rules, may have to pay a lifelong penalty or worse, and perhaps bring financial disaster and grief upon those near and dear to you.

This railroad, for many years, has been a leader in organized Safety work in an attempt to protect its employes, and its record is outstanding. Today, with a great war, already costly in American lives and treasure, still to be won in the Far East, it is a patriotic duty as well as a personal and common sense obligation to let Safety guide our every act in our daily work. We have nothing to lose and everything to gain.

Think Safety and work safely!

Yours sincerely,

President.

Harriman Gold Safety Award Goes to M. C.

IN recognition of its outstanding Safety record for 1944 among the larger railroads of the country, the Michigan Central Railroad was awarded, last month, the E. H. Harriman Gold Medal for the best Safety record. This award came close on the heels of an earlier award to the same railroad by the National Safety Council for the best record for employes' safety in 1944.

The Harriman Medal was presented at a dinner in the Waldorf Astoria, June 27, in the presence of a distinguished gathering of railroad and industrial leaders. Judge R. V. Fletcher, Vice-President of the Association of American Railroads and Chairman of the Harriman Award Committee made the presentation on behalf of the American Museum of Safety, whose President, W. J. Falvey, presided. The medal was accepted by C. L. Jellinghaus, Vice President and General Manager, Michigan Central.

A silver medal was awarded the Ann Arbor Railroad Company and a bronze medal to the Lake Superior & Ishpeming Railroad Company for Safety records in their respective classes. The Arthur Williams Gold Medal was awarded to Col. John Stilwell, Chairman of the Board, National Safety Council, and presentation of a Distinguished Service Certificate in honor of the late Lew R. Palmer, Managing Director of the Museum, was made by Roy V. Wright.

The guest speaker was Col. J. Monroe Johnson, O.D.T. Director, who said:

"American lives are at stake in the Pacific and the railroads face their biggest job yet. To shorten the war, to save as many of those lives as can be saved, we are calling on our railroads

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Chicago Radar Operator Wins Silver Star



William M. Thomas, Radio Technician First Class, USNR, has been awarded the Silver Star, according to word received by his father, William E. Thomas, Passenger Representative, Chicago.

The citation, by Fleet Admiral C. W. Nimitz, was awarded Thomas for his work as Radar Operator in a submarine and says: "His outstanding ability in the operation of equipment and his ability to transmit accurate information were of valuable assistance in the execution of torpedo attacks which resulted in sinking approximately 9,000 tons of enemy shipping."

Young Thomas, who recently was home on leave, has been in the Navy nearly three years, 13 months of which were in sea service. A graduate of Morgan Park High School, Chicago, he enlisted at the age of 19 on September 14, 1942.

B. & A. Man First Marine to Enter a Japanese City, Naha

A New York Central man, Private Roy Wheeler of Watertown, Mass., furloughed locomotive fireman from the Boston & Albany, had the honor recently of being a member of the first American war patrol to enter a Japanese city. It was Naha, on the island of Okinawa.

Private Wheeler was with a group of Marines, led by Lieut. Dennis Chavez, son of the United States Senator from Mexico. For more than an hour, on May 12, the patrol explored the northernmost ward of Okinawa's capital city, which is separated from the main part of the town by a muddy estuary.

Chavez, Wheeler and another Marine then tried to ford the basin at low tide while the rest of the

patrol covered them with small arms from a northern bank. They were almost bogged down by the viscous muck and finally were driven back by snipers. However, the patrol had won its paragraph in history.

Jackson Man's Son Killed on Iwo Jima

Word has been received by Mr. and Mrs. Peter Dzienis, Jackson, Mich., of the death of their son, Pfc. Edward Dzienis, in action with the Fourth Marine Division on Iwo Jima, February 20.

Pfc. Dzienis, a telephone wireman, enlisted in the Marines, Sept. 27, 1943, and received his basic training at San Diego, going overseas in April, 1944. He was awarded the Bronze Star for heroic action on Saipan and Tinian in the Marianas in June and July, 1944.

Mr. Dzienis is a Car Inspector at Jackson.

Cincinnati Gunner Killed; Saturday a Fateful Day for Him



PFC Richard F. Snider, Jr., 20, son of Richard F. Snider, Sr., car inspector at Riverside, Cincinnati, was killed in action, July 29, 1944, in New Guinea, the War Department has informed his family. He was listed previously as missing in action on that date.

A mortar-gunner with the Infantry, PFC Snider was employed as a carman apprentice by the New York Central before entering the Army.

One day of the week threaded through his life. He was born on Saturday, inducted on that day, reported to Fort Thomas, Kentucky on Saturday, left this country on Saturday and was killed on Saturday.

Besides his parents, he leaves a brother, Howard, and a sister, Alice,

Weds on Furlough



L. J. Ricci, formerly Machinist Regular Apprentice, West Detroit Enginehouse Locomotive Department, when home on leave recently, was married to Miss Geraldine Schumaker. Mr. Ricci entered the service in May, 1943, and spent some time in the South Pacific as Machinist Mate 3/c.

Central Headlight

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Proud of Them All

NOW that the main fighting front has shifted to the Far East, American railroad men and women can review, with merited satisfaction, the glorious record so valiantly won by thousands of their fellow workers, enlisted in the Military Railway Service, on the European battle grounds.

In every major respect the record, still incomplete, is one worthy of the great traditions of American railroading. Much of it was made by New York Central employes, who were represented in large numbers and in all ranks, from colonels to enlisted men, among these soldier railroaders. Their names are to be found enrolled in some of the most famous operating, shop and engineering battalions of the Military Railway Service.

Theirs was a vital share in creating and maintaining in a strange, vast and foreign territory, the largest and most complicated supply operation the world has ever known, particularly in the eleven months from D-Day to V-E Day. In this period, more than 18,500,000 net tons of supplies were hauled by the Military Railway Service in France, Belgium and Germany. This was accomplished despite inferior local equipment, hastily repaired tracks, heavily damaged bridges and every possible hazard that bombing, strafing and sniping could offer.

Many crews were on the road a fortnight at a stretch before returning to their bases, sleeping anywhere in blankets and eating C rations. Overtime meant nothing and they worked until sleep and fatigue overcame them. Some of the crews, operating under fire, took essential supplies of oil, gasoline and ammunition right into the fighting lines, amazing the combat troops by their presence.

Most of the time the conditions under which these heroic G. I. railroaders worked were fantastic but they kept delivering supplies where these were needed and when they were needed.

Equally splendid have been the achievements of New York Central men and other American railroaders in the M.R.S. in the China-Burma-India area. Elsewhere in this issue is an account of some of the terrific obstacles one group of these men had to overcome at the front in Burma. It is a story of action sizzling with initiative and the never-say-die spirit that characterizes all these men. Many of them are still stationed at posts where weather and living conditions are among the worst in the world.

Scores of these men in Army dungarees have won promotions and decorations. All of them, without exception, have earned our highest praise and deepest gratitude.

We salute them, one and all!

Letter of the Month

Chicago, 2-6-45

Gentlemen:

I FEEL that I cannot proceed further on my trip to California without expressing my appreciation of the extraordinary kindness accorded me on the 20th Century Limited which left New York at 5:30 p.m. on Thursday, May 31st. My husband, being crippled, was unfortunate enough to miss the train, and as I am a newly-arrived Englishwoman traveling with two babies my immediate reaction was one of panic and something akin to despair. All my fears proved to be unfounded—I have never before been so beautifully treated. Everyone, from the sec-

retary through the dining car manager to our porter gave me treatment and courtesy which in England would be accorded to only the 'creme de la creme' of aristocracy or 'big wigs' of one type or another. One somehow expects big city people to be cold and unfriendly—certainly all my preconceived ideas on this score were quickly disproved.

I would like to thank, through you, all the people who made the journey a positive pleasure—such incidents make me more than ever eager to become a good American citizen.

Diana T. Nixon

THE ROUNDHOUSE

By
Sim Perkins

Those who have viewed the periodical exhibitions, in the North Balcony, Grand Central Terminal, of the work done by members of the Manhattan A.A. Camera Club, have been struck by the steady growth in the quality of the prints shown. Already these photographs have reached a standard that speaks well for the zeal and enthusiasm with which the Shutterbugs have followed the series of lectures presented before the group by experts in various fields of lens craft.

The group has its own dark room and its more experienced members freely share their knowledge with newcomers.

A recent exchange of prints for exhibition purposes between the New York and Detroit Camera Clubs was an interesting event, foreshadowing the further expansion of this hobby

among New York Central workers.

Every War Bond we buy helps to lift by just so much the unprecedented and crushing burden that our children inevitably face. Up to May 5, the cost to the United States of this war was \$275,703,000,000. World War I, including pensions, cost us less than \$50,000,000,000 and the Civil War's expenses, including pensions, totaled only around \$15,000,000,000. No nation before ever had a debt such as we now bear.

The cost of this war, if diverted into productive channels, could have gone a long way in creating the better world of which we all dream.

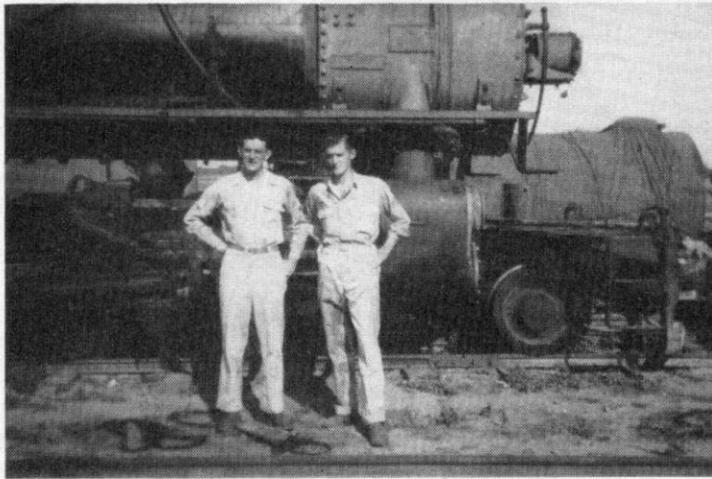
However, the tune has now been called and it is up to us to help pay the fiddler.

That was a nice letter which President Truman sent to O.D.T. Director Johnson congratulating transportation agencies, among them the railroads, and their employes on their war performance.

The President pointed out that not only must American armies be removed from Europe, but most of our soldiers will be transported the full length of the American continent.

Well, it looks as though our railroad job is getting bigger than ever.

Two N.Y.C. Firemen Now Railroad in India



At left is Sergt. Joseph Kieran, son of Engineman Patrick Kieran of the Hudson Division with his cousin, Sergt. Thomas Fick, formerly of the Mohawk Division. The photograph was taken of Joseph's station overseas, where Tom was spending his leave with his cousin.

Then another obstacle arose. The tower, having been an enemy observation post, was well shot up. Welding equipment was hoisted and patching of the 978 holes started. Now a source of water had to be found and means of getting it into the tank. The well was virtually demolished so the mechanical department became masons and rebuilt it. An old steam pump, reconditioned, was placed in service. Now we were all set, with water, tower, wood on hand, but no engines. Supplies for the engines had to be flown in, as the Ledo road had not yet reached Myitkyina. Lieut. Frank K. Mitchell, Jr., Bronxville, N. Y., formerly with the New York Central, and Capt. Cecil R. Kirkwood, Bellefontaine, Ohio, former District Boiler Foreman, New York Central, on Detached Service from the 758th Railway Shop Battalion, made a survey of the rolling stock and prepared an estimate of materials and equipment necessary. Constant attention had to be paid to source and availability of these materials, as heavy equipment could not be flown in.

All in all the picture appeared dismal. There were 13 engines in various states of disrepair and wreckage.

At this time the natives began to appear on the scene. The officials in charge were told to furnish all the old railroad employes possible. To a man they responded, from foreman to the last Coolie.

Just as this break came, badly needed technical supplies began to arrive on the scene. The Air Corps, doing a marvelous job, had found a way to bring nearly all we needed. Complete reconditioning programs were set up.

From time to time work stopped on the engines because of the need of vital parts not available. When the foreman or one of the others noted this he would jabber in his strange tongue, two or three men would disappear and lo, in 30 minutes back they would come covered with dust, dirt and perspiration but with the badly needed part. This would occur daily. It was later divulged that when the Japs came into Myitkyina loyal Burmese had buried parts necessary to the operation of the locomotives.

On September 8, the first locomotive was placed in service. Of course, it had no place to go as yet, but there it was, nevertheless. Then the problem of a wood supply became acute. The Japs had left enough for about one week's operation with the one engine. Local contracts were let with a bonus for quick service. It was not long until a 30-day supply of cut firewood was on hand.

During the time required to get the engines into running condition, the operating department was busy dispatching jeep trains. Bridges not then safe for engine operation, were safe enough for this type of train. Weekly the mileage operated increased until by the latter part of December regular service was established from Myitkyina to Mawlu. By the middle of January, we were operating a scheduled steam train to Mohnyin, a 23-ton diesel from Mohnyin to Mawlu, and jeep trains to Naba Junction and Katha. As fast as wrecked bridges and bombed track were repaired steam trains replaced the jeep trains.

Another major operation assigned this unit was transporting necessary materials for the construction of a pipe line. Pipe was flown in and it was our job to distribute it. No flat cars were available so we had to make some. Eight wheel cane cars were cut down to flats and stake pockets welded on the sides, pipe was cut and used as stakes. A jeep was placed on each end. On one end of the train a .30 calibre machine gun was mounted and on the other a .50 calibre machine gun.

After dark, trains had to be run without lights and the slightest move in the jungle was cause for the alarm. Everyone then would hide behind the piles of pipe and blaze away.

The dispatching system at this time was nil. Telephone communications had not yet been established. The Signal Corps, however, made up cross arms and away went a train loaded with wire, insulators, and wary G.I.'s. When this job was accomplished one circuit was allotted to us and operators and dispatchers were put on the job. For safety's sake two operators were placed at each station. Frequently they would call in and say they'd

(Concluded on page three)

N.Y.C. Man's Burma Tale of Improvised Railroading

A VIVID account of how a stretch of bombed railroad track in Burma, 38 miles in length, with no locomotives, was expanded to 129 miles of line with nine locomotives, hauling more than 3000 tons of war materials daily right up to the front lines, is told in a story by First Lieut. John E. Egan, former Track Foreman and Timekeeper for the New York Central at White Plains, N. Y., and Capt. William S. Kerr, former Trainmaster of the Burlington. Their story in part:

THE saga of the Military Railway Service in China, India-Burma Theater would not be complete without recounting the heroic exploits of the 61st TC Composite Company, which operated to the very front lines in Burma.

Early in 1944, when the Japanese drive into Burma was successfully halted, the need for trained railroad forces to operate that portion of the Myitkyina-Mandalay Railroad recovered from the Japanese was imperative. This need had been anticipated by the Military Railway Service Headquarters in Assam, and plans were made for the activation of a composite company to carry out necessary operations.

Personnel for this organization was gathered from the various Operating Battalions and Shop Battalions of the Military Railway Service and an advance party, consisting of two officers and seven enlisted men, commanded by Capt. Ira P. Crouthamel, former Passenger Car Repair Foreman, Southern Pacific, Alhambra, Cal., was sent to Myitkyina.

The main force arrived in Myitkyina and on August 15, 1944, assumed operation of all Burma Railway in Allied hands. A makeshift headquarters was set up at the site of the Myitkyina airfield. During the next few days a strategic spot was captured and the site of the railhead moved. It was the junction of the railroad and the road to town. Severe fighting was still in progress, so operations could not be extended into the terminal area.

This new railhead was promptly designated "Grand Central," by the local forces, and from it track motor cars were used to move a standard train, which consisted of one eight wheel flat and one four wheel box car, from "Grand Central" to the banks of the Mognang River.

To augment track motor cars, jeeps converted for use on metre gauge railroads, were used. These jeeps stood up much better under the type of service demanded for them than did the track motor cars. Early in September the Myitkyina station and yard was in our hands and camp was moved to a nearby location. The dispatching was still from Grand Central, due to the condition of the bomb-damaged yard, roundhouse and car repair shop.

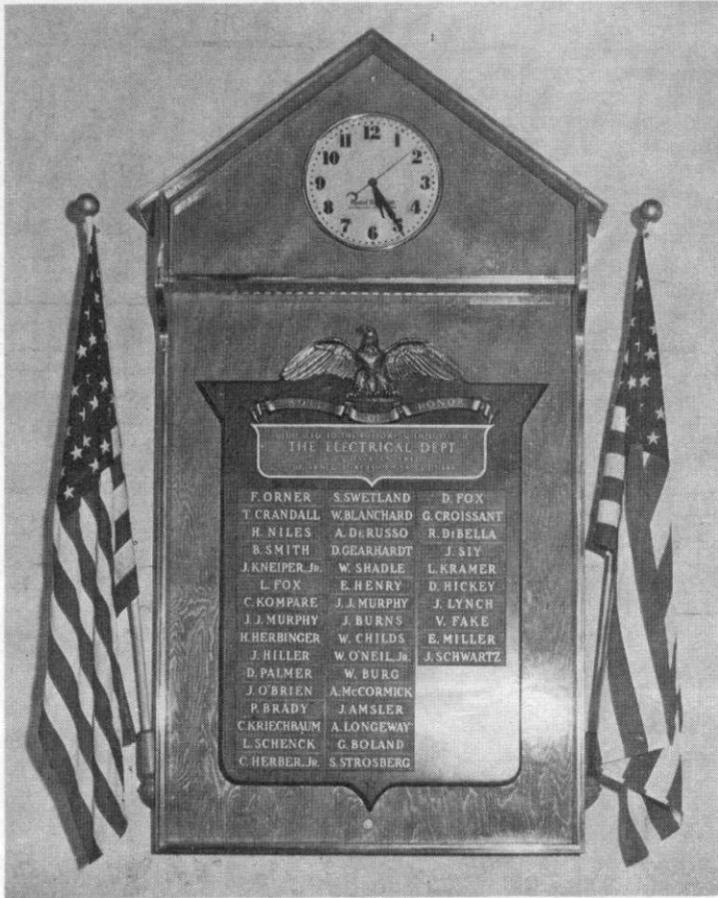
A preliminary survey was conducted by Lieut. Egan to ascertain the yard damage and number of tracks necessary for future operations. Reconstruction forces were called in. At first view of the shattered remnants of the once proud terminal of the North Burma Railroad the task seemed hopeless, as tremendous bomb craters

On PF Boat



John R. Murphy, G.M. 3/c, furloughed employe in the office of Vice President, Improvements and Development, New York, entered the Navy April 20, 1942, and has participated in several invasions in the Pacific. He recently returned from convoy duty to Africa.

Permanent Honor Roll, Electric Shop, W. Albany



This Roll of Honor was recently dedicated by the employes of the Electric Shop, West Albany Car Shops, to 42 of their co-workers now in service, and particularly to five who were killed in action. Those who made the supreme sacrifice: Fred Orner, Chris Kompere, Clayton Kriechbaum, Donald Gearhardt and George Boland.

N.Y.C. Man's Burma Tale of Railroading

(Concluded from page two)

bagged a Jap and were sending him in on the next train.

Let's turn the spotlight now on the reconstruction forces, the 504th Engineer Light Pontoon Company, under the direction of Advance Section No. 3, Services of Supply. Theirs too was a gigantic undertaking. Rail, etc., could not be flown in so the forces had to make the best of the material on hand. 6x6 trucks were used to haul ballast to fill bomb craters.

One time during their retreat the Japs picked up and hid in the jungle over 1000 yards of track. As the advance continued the forces engaged in this project moved down the line, picked up a number of sidings, brought them back, and re-laid this section of track. However, a major difficulty arose. No angle bars were available. A hurried call was sent to headquarters and in the next few days a number of large planes appeared on the scene. They buzzed the job and we scattered. Then the planes started to drop the missing angle bars and we had another example of the marvelous coordination of American forces.

Trains still had to be run over this section without enough angle bars but again Yankee ingenuity came to the fore. An electric welder was pressed into service and the joints welded. To further strengthen this weld, teak-

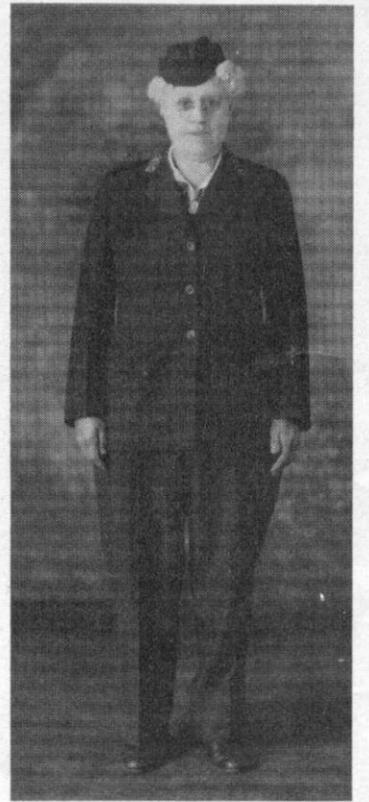
wood blocks were cut to size, bored for bolts and used as strap angle bars. Shades of the old "Wooden Axle and Western Railroads."

All this time the mechanical department had been hard at work and by now six locomotives had emerged from the Shops. However, a serious wood fuel shortage resulted. Diesel oil being available, two of the engines were converted to oil burners.

In addition to the task of operating a railroad, the 61st TC Composite Company was called upon to aid in many various assignments. For example, one steam and one diesel boat on the Irawaddy River had to be put into shape and we were asked to furnish trained men. Boilers were patched, various other repairs made and behold, we were in the steamboat business!

All this time tonnage was increasing and operations extended. From a railroad 38 miles in length, with no locomotives, carrying a maximum of 100 tons a day, we expanded to a Corporation operating over 120 miles of railroad with nine locomotives and hauling over 3,000 tons of war materials daily. For a road with such a humble beginning we had grown to be a powerful factor in the Burma campaign.

Woman Car Cleaner Designs Own Uniform



Mrs. Alice Gregory, Mohawk Division Car Cleaner, designed this uniform for her own distinctive appearance as she goes about her work on Trains #24 and #55 between Albany and Syracuse. She entered service July 16, 1943, and since then her cheery manner and efficiency have won her hosts of friends among the Central's travelers.

Corp. H. F. Swartz Commended for Work in Far East

WITH THE 14TH ANTI-AIRCRAFT COMMAND, LUZON—Corp. Henry F. Swartz, of White Plains, New York, has received a commendation for diligence and devotion to duty.

The commendation, signed by Brig. Gen. Frederic H. Smith, Jr., commanding general of the Fifth Fighter Command, was further indorsed by four other generals and Corp. Swartz' commanding officer. The text reads:

"At the time of his attachment to this headquarters, there was a shortage of personnel in the Anti-aircraft Artillery Section, and Corporal Swartz was required to perform duties which would ordinarily be assigned to three men. Regardless of that fact and the fact that he was occupying a position of far greater responsibility than is usually commensurate with his present rank, Corporal Swartz performed all his duties in a superior manner.

"In presenting this commendation to you, it is worthy of note that the service was performed under combat

conditions in areas subject to enemy ground and air action."

Corp. Swartz has been overseas for nineteen months in New Guinea and the Philippines. He entered the Army on January 27, 1943.

In addition to his military duties, Corp. Swartz edited and published an eight page weekly mimeographed camp newspaper while in New Guinea, for which he had received a previous commendation from the 14th Anti-aircraft Command. Working in conjunction with Special Services, he interviewed such notable entertainers as Carole Landis, Jack Benny, Lanny Ross and others.

Corp. Swartz is married to the former Miss Shirley Evans of Tarrytown. He is a furloughed employe of the New York Central's General Offices, New York. Mrs. Swartz is employed by Eastern Aircraft, Tarrytown.

Frederick Alexander Carr, 26, of East Syracuse, N. Y., has advanced to aviation ordnanceman, second class, while serving aboard a carrier aircraft service unit of the Atlantic Fleet.

Helped Sink U-Boats



Coxswain Robert C. Schmid, Jr., son of R. C. Schmid, Traveling Inspector, Equipment Engineering Department, New York, is shown home on a recent furlough. In two years action with the Atlantic Fleet, his Destroyer Escort "Frost" sank five U-Boats and escorted President Roosevelt's vessel across the Atlantic, en route to the Yalta Conference. He will now be assigned to other duties.

Warth a Corporal

Kenneth A. Warth, a New York Central messenger at New York before enlisting in the Marine Corps, June 18, 1942, recently was promoted to Corporal from Private First Class. He has been 16 months in the South Pacific and saw action in Guadalcanal.

More War Blood Donations Urged by President Metzman

G. Metzman, President of the New York Central System, recently received from the American Red Cross a letter calling attention to the importance of further donations of blood by New York Central employes. The letter was written by the Assistant Director of the Blood Donor Service.

President Metzman is urging all employes who are fit to consider giving further contributions for use by the wounded in the war with Japan and points out that 14,000 pints of whole blood donated in the United States were used on Iwo Jima alone.

Blood donated in this country less than a week earlier has been put into the veins of wounded men on Okinawa, saving the lives of many of our fighters.

Saw Snow Six Feet Deep in Africa

Pfc. Stanley G. Smith, furloughed trucker, Kent Street Freight House, Rochester, N. Y., until his induction in April, 1942, recently completed three years' service in the Army. He is stationed in French Morocco, North Africa, and reports he has seen snow six feet deep in that land. He is working as an automotive maintenance repair mechanic.

Supt. A. J. Clarkson, Harmon, Dies at 51

Albert Jay Clarkson, Superintendent Electrical Equipment, with offices at Harmon, N. Y., died June 4, in his home, 1080 Warburton Avenue, Yonkers. Mr. Clarkson was 51, having been born August 4, 1893, in Bloomington, Ill.

Immediately after his graduation in 1916 from the University of Illinois, where he received the degree of Bachelor of Science in electrical engineering, he entered the service of the New York Central, serving successively as draftsman, inspector, assistant engineer, general inspector and superintendent of electrical equipment.

His wife, Mrs. Adelaide Catherine Schorn James Clarkson, whom he married in 1932, and a sister, survive.

Chinese Railroad Experts Welcomed by N.Y.C. Officers

Several major New York Central officers participated in welcoming, recently, 12 transportation experts of the Chinese Ministry of Communications who are now in this country inspecting railroad facilities and equipment industries.

The visitors were guests at a reception given in the Waldorf Astoria, New York, June 1, by the China-American Council of Commerce and Industry.

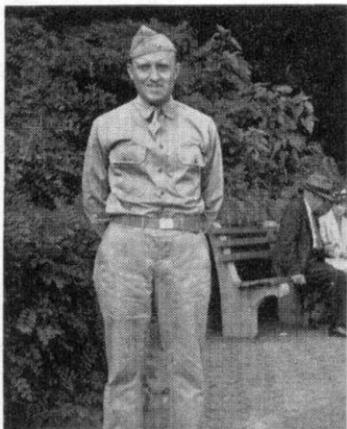
China plans for post-war construction, over a ten-year period, of 20,000 miles of railroad of standard gauge.

Chinese Engineers Welcomed Here To Study N. Y. C. Methods



The first group of five out of an eventual total of 25 Chinese trainees are shown here meeting with L. W. Horning, Vice President, Personnel, left, and other System officers June 4 in Mr. Horning's office before leaving for training positions in various departments. The Chinese, left to right, and where they will be stationed are Tang Ti Pao, Collinwood; King Yuan Win, Beech Grove; Hsu Hsin, Passenger Transportation Department; Hung Siu Hwa, Collinwood; and Sung Chen Kang, Collinwood. Others in group, left to right, are Mr. Horning; B. A. Theeman, General Counsel, International Training and Administration, Inc.; F. K. Mitchell, Assistant General Superintendent, M. P. & R. S.; J. E. Newman, Assistant to Vice President, Personnel; R. I. Renfrew, Assistant General Purchasing Agent; L. C. Anderson, Manager, Passenger Transportation, and P. Rumsey, Superintendent, Stations and Transfers.

Tom Cliggett, Jr.



Tom Cliggett, Jr., reported killed in action in the June issue of the Central Headlight, is the son of retired Assistant Supervisor of Track T. J. Cliggett. Tom's father worked all of his railroad career on the West Side, New York City, starting 54 years ago as a water boy for his father, who had fifty-three years of service to his credit. Thus the death of Tom terminates three generations of railroading, a total of 127 years.

Twelve Chinese civil, electrical and mechanical engineers have started a year's training with the New York Central System, under arrangements made by the governments of the United States and China. Thirteen others will arrive later.

These men, who range up to middle age, are all graduates of Chinese or

American universities and are preparing themselves for the tremendous job of rehabilitating the Chinese railroads when the war ends. They are part of a group of 110 undergoing similar training on other railroads. Others will follow until 252 have been trained.

Eight who are training as civil or mechanical engineers will be stationed

in the Central's shops at Collinwood, Ohio, Beech Grove, Indiana, and elsewhere. Two will study the operation of trains, stations and pier movements and the remaining two will center their attention on the construction and maintenance of signals, electrical sub-stations and electric locomotives.

20 Months Overseas



Fred C. Seitz, Boatswain Mate 1/c, a furloughed engineer from the New York Central Marine Department, New York, with 20 years' service, is now in the Seabees. He has been at Pearl Harbor, the Marshalls and now is in the Marianas.

Wives See Erie Public Relations Class Receive Certificates



Left to right: First row: J. C. Eimers, C. S. Stahl, K. C. Breyley, H. E. Ellman, H. B. Klang, E. J. Paisley, J. M. Detrick, H. R. Rudd, C. C. Stoughton, F. H. McCurdy. Second row: R. A. Foran, J. F. Jeffrey, L. J. Greve, W. H. Leahy, S. W. Spencer, G. H. Jedele, B. Johnson, J. J. Burgoyne, L. F. Miller. Third row: J. F. Armbrust, Florence Schoppert, Josephine Foran, Sarah Church, Agnes Rosswog, Rose LaFuria, Mildred Merrell, Esther Pick, Isabell Vitron, Betty Bolt, Dorothy Dundon, Marion Allen, Wm. Nuber, H. C. Bird, S. W. McClure, H. W. Zaner. Fourth row: L. N. Calvert, P. R. Armstrong, C. E. Christensen, W. S. Singer, G. J. Harmon, B. W. Storm, J. D. Ames, G. D. Bookman, J. J. Hoenes, R. L. Hancock, J. F. Weibel. Rear row: Geo. Ballman, F. O. Lasher, Chas. Brown, T. E. Church, T. G. Merkelson, K. L. Stillwell, E. J. Marklow, V. H. Benoit, E. A. Hesslink, M. F. Martin, E. G. Schroeder and J. W. Carr.

Cleveland Boy Tells of Brutal Treatment as a Nazi Prisoner

C. F. Higgins, Power Supervisor, Cleveland Union Terminal, was the happiest man in the world recently when he received word of the liberation, April 13, of his son, Rolland L., who was first reported missing in action and later a prisoner of war, having been captured at Biche, France while with the Seventh Army, January 9.

Young Higgins, who arrived home later, on furlough, told a story of brutal treatment and near-starvation during his captivity.

From the time of his capture until liberation he had no change of clothing, slept on a plank floor, if lucky, after 12-hour shifts in a coal mine, with no sanitary or cleaning facilities. The captives had to march the gauntlet of women, old men and children, who threw anything loose at them and beat them with sticks. The guards would regularly accuse our men of stealing and then beat them with rifle butts, after lining them up before a machine gun squad. Such brutality, his son said, he never thought existed among human beings.

Rolland has his own definition of "Good Germans."

The Germans kept their prisoners moving from camp to camp and the only news they gave them was that "the Germans had pushed the Allies off the continent." They were liberated when the Ninth Army Armor overtook them.

Rolland had volunteered for a suicide mission and the Yanks were cut off from their outfit by a column of German tanks. After capture, they were marched 50 miles a day and those still on their feet after this grind considered themselves lucky.

After rescue and first-aid treatment, the freed Americans were taken to a hospital immediately in the rear, to be built up physically. Then they were flown to Paris and given a sight-seeing tour to get their minds off the horrors they had been through.

Higgins' spine was injured by a Heinie. When he stooped to put a bucket down to warm his hands, a guard hit him with a gun and kicked him all over the place, three or four other "supermen" helping to blacken his eyes.

It was a different story when our men caught up with them; the "supermen" then became "yellow dogs."

At the conclusion of a course in Public Relations, Erie Division, Erie, Pa., employes and supervisors, and their wives, attended a dinner-meeting, May 23, in Erie, Pa., where those who had completed the course were awarded certificates. G. H. Jedele, Superintendent of the Erie Division, was master of ceremonies.

L. J. Greve, of Cleveland, was the principal speaker. Others who spoke were: John F. Jeffery, Erie School District official, S. W. Spencer, Supervisor of Personnel, Cleveland and W. H. Leahy, Assistant Superintendent, Erie.

Sound and color films were shown by T. G. Merkelson of Cleveland.

Instructors who conducted the course were: Josephine Foran, G. D. Bookman, K. C. Breyley, T. E. Church, G. J. Harmon, J. H. Leamy, E. J. Paisley, K. L. Stillwell, C. C. Stoughton, S. A. Thaler and H. W. Zaner.

C. U. T. Man's Story of Butterfly Bombs

Sergt. Whitey Anderson of Cleveland, now with Headquarters of the First U. S. Infantry Division, writes from Cheb, Czechoslovakia that his division was transferred from the First Army to the Third Army near the close of the fighting. Right after peace was declared he had an appendectomy but was only out of service nine days.

Whitey finally came through with an explanation of the butterfly bombs that cut his shoe laces but otherwise left him without a scratch, in Normandy, August 1.

They are anti-personnel bombs, weighing about 30 pounds and scatter shrapnel. Casualties were heavy that night, and Whitey remarked that his fox holes were deeper after that experience.

He has a total of 68 points.

Albanian on Destroyer

Norman A. Barber, 26, a Navy fireman, first class, a furloughed New York Central employe at Albany, N. Y., is serving on a destroyer of the Atlantic Fleet. He joined his ship in June, 1942, and saw action at the invasions of Anzio and southern France.

1500 in A.A. Now

The Manhattan A.A.'s membership drive, although only a month old, is meeting success. Tom Clancy, Secretary of Membership, says, "We have 1500 members and will have 2500 before it's over. Don't lose your chance to win a bond in the July drawing."

William N. King

William N. King, General Attorney for the New York Central System at Cleveland, died in that city June 26. Mr. King, one of the best known lawyers in his territory, had been General Attorney since 1926 and was active in legal matters for the Cleveland Union Terminals Company.

He was born November 6, 1882, at Celina, Ohio. Graduating from Ohio State University in 1908, he entered railroad service as a claim agent for the Hocking Valley, the Kanawha & Michigan and the Zanesville & Western Railways. In 1918, he was appointed assistant general solicitor, Ohio Central Lines, at Columbus, two years later being made assistant general attorney there. In 1926 he went to Cleveland for the Central.

Meet in Marianas

Two Columbus, Ohio, men met recently in the Marianas for the first time in four years. They are Corp. Larry V. Hann, former New York Central employe attached to a Coast Artillery unit and Gene R. Morris, seaman, first class, USNR, a Navy Seabee.

C.U.T. Gunner in Plane Crippled Over Hamburg



Staff Sergt. John J. Kling, furloughed groundman from the C.U.T. Line Department, is shown fourth from the left just after the B-17 Flying Fortress in which he flies as waist gunner was landed safely upon its return from an Eighth Air Force Bombing attack on oil installations at Hamburg, Germany. About 30 square feet of the Fort's left wing was blasted away by 20-mm. cannon fire from an enemy jet-propelled fighter. Previous to the enemy fighter attack the heavy bomber suffered the loss of one of its engines, due to freezing conditions at high altitude and was forced to drop back to successive formations of bombers. The pilot managed to hold the aircraft in formation, however, and dropped his bombs on the target. Ten minutes later three of a group of jet planes which attacked Sergt. Kling's group concentrated their attacks on the crippled plane. Shells fired by the Messerschmitts exploded to take part of the wing away to within three inches of a fuel cell and peppered the left side of the radio compartment with hundreds of tiny holes. No one was injured and the Fortress landed at its home base without further damage. Sergt. Kling holds the Air Medal. He was a member of the 34th Bombing Group, a unit of the Third Air Division, cited by the President for its now historic England-Africa shuttle bombing of Messerschmitt aircraft plants at Regensburg, Germany. John was last reported in England, hoping he will get a furlough in the States on his way to the Pacific.

380 Boston & Albany Employees at First Annual Communion Breakfast in Allston, Mass., School Hall



The first annual communion breakfast of Boston & Albany Railroad employes was held in Saint Anthony Church, Allston, Mass. on a recent Sunday. After communion breakfast was served to 380 in the Saint Anthony school hall.

Asst. Master Mechanic J. F. Carty was toastmaster, and Col. Bernard Finan, who recently returned from the Far East, a former B&A employe, was the principal speaker.

Guests included: Most Rev. Richard J. Cushing, D.D., Archbishop of Boston, Rev. John Sexton, Pastor of Saint Anthony Church, Allston, James L. Truden, retired General Manager, Thomas

O'Brien, former District Attorney of Suffolk County and a former B.&A. employe, John B. Hammill, retired Superintendent, W. W. Treleaven, Assistant Superintendent, Dr. Francis T. Jantzen, Company Surgeon, C. R. Crissey, General Foreman Beacon Park Engine Terminal, John F. Morrison, Trainmaster, Beacon Park and Leo Jones, Supervisor of Track, Beacon Park. John B. O'Connor, of the Beacon Park Engine Terminal, was the soloist at the Mass, and also sang during the breakfast. The committee consisted of: W. I. Carr, John J. Donnelly, Frank McDermott, John Shea, Thomas Casey, E. Black, P. J. Trela, Percy Morrill, V. Geoffrion, J. A. McKenzie, J. Sullivan, William Black, Frank Limerick, Frank Keefe and A. Crowley.

In Germany



Captain Frank E. Swartout, furloughed Selkirk Yard Master, was last reported with the Railway Grand Division, somewhere in Germany. He is the husband of Beatrice L. Swartout of Selkirk and son of Mr. & Mrs. Alfred Swartout of Ravena, N. Y.

50 Gallon Club Donors at West Albany Car Shops

Employees at the West Albany Car Shops have been foremost in the ranks of donors to the Red Cross Blood Bank, C. H. Mendler, Superintendent, reports.

From June 21, 1943, to May 18, 1945, when the Albany Blood Bank was closed, 50 New York Central workers at the Car Shops became members of the Gallon Club, a record which has called forth widespread commendation.

One donor gave 12 pints, 13 gave 10, 20 gave 9, 16 gave 8, 15 gave 7, 16 gave 6, 13 gave 5, 14 gave 4, 23 gave 3, 36 gave 2 and 74 gave one pint each.

The Selkirk Car Department also had 51 donors who gave 139 pints, an average of 2.7 pints each. Some gave five donations and one employee, Al Muller, Relief Compressor Operator, gave a gallon.

Returns from Pacific

Marine Master Technical Sergt. William M. Neumann, a sailmaker of the Central's Marine Department, New York, until he enlisted in July, 1942, recently returned from the Pacific for furlough and reassignment. His home is in West New York, N. J. A parachute rigger with the Marine Air Wing Squadron, he was formerly based in the Hawaiian Islands and on Midway.

His father William Neumann, Sr., has been employed at the Central's Marine Repair Shop as a painter since 1909.

Yonkers Private Student in South Pacific Army College

Pfc. John Howard Crabtree, Yonkers, New York, is one of more than 1,000 servicemen and women enrolled in the "University of the South Pacific," the Army's first overseas college, in New Caledonia.

Private Crabtree, graduate of the Charles E. Gorton High school, was a mail clerk in the traffic department of the New York Central until inducted in January, 1943. He was ordered overseas in October, 1943, and is now a receiving clerk in an Engineer company on the semi-tropical, French-owned island 1,000 miles northeast of Australia. He is studying business law.

Classes are held three nights a week at headquarters of Major General Frederick Gilbreath's South Pacific Base Command. Students, attending in off-duty hours and, in many cases, making the trip from long distances "up-island," include soldiers, sailors and Marines—both officers and enlisted men—as well as Army and Navy nurses, Red Cross girls and New Zealand civilian employes of the Army. Instructors are Army and Navy officers and men.

Offering college and high school credits in 26 different subjects, the University was established as an adjunct to correspondence courses available through the U. S. Armed Forces Institute, which furnishes the textbooks.

More than 1,000 applicants for the first six-weeks' semester had to be rejected because of limited facilities.

Manley High Man In New York Bridge

The N.Y.C.A.A. Bridge Club closed its winter schedule May 19, with the annual tournament for the open pair championship. This event was won by Miss Virginia Cottrell of the General Auditor's office and M. S. McGarry of the Land and Tax Department. Runners-up were Miss Ruth Ward and J. C. O'Brien of the Accounting Department.

J. R. Manley of the Architect's office, won the individual championship for the year. Mrs. Raymond F. Darney, of the Vice-President and General Manager's office, was runner-up.

Trophies for the above events were presented at the annual social affair, held in the Recreation Room, 466 Lexington Avenue, June 8.

Okenka At Casablanca

M/Sgt. John P. Okenka, of North Bergen, N. J., is now at an ATC Air Base in Casablanca. Prior to his entrance into the Armed Forces in July, 1942, Okenka was with the New York Central in New York City.

Back from Pacific



Marine Private First Class Orlando S. Curcio of Gouverneur, New York, veteran of "Jap and Jungle" fighting in both the South and Central Pacific, has joined the Marine guard at the Naval Air Station at Jacksonville, Fla. A member of the Third Marine Division during his entire overseas tour, Leatherneck Curcio participated in the assault landing of Empress Augusta Bay, Bougainville and at Guam. He was attached to a special weapons outfit. In his two operations, 24-year-old Curcio saw over three months of front line action. He wears the Purple Heart for grenade shrapnel wounds suffered on Guam. Marine Curcio entered the Corps in August of 1942. Before enlisting he was employed by the New York Central Railroad.

Navy Syracusan



Eugene M. Dailey, 20, furloughed New York Central Electrician, is now stationed at the Atlantic Fleet's Anti-aircraft Training and Test Center, Dam Neck, Va. He has been in the Navy since December, 1943, and is an Electrician's Mate 3/c. His home is in East Syracuse.

Harmon Fireman Dies As Parachute Fails; 6000 At Rally Shocked

Edward D'Almo, Yard Fireman, Harmon, N. Y., was killed May 26 when his parachute failed to open during an exhibition 2,600-foot jump before a War Bond rally crowd of 6,000 people at New Rochelle, N. Y.

D'Almo, 47, who claimed a world's record of 12,000 parachute jumps, made an exhibition jump last July into the Hudson River to spur War Bond purchases at a rally of New York Central employes at the Harmon Shops. A veteran barnstormer, who began his career of parachuting in 1911, he claimed his 20-foot parachute as the smallest used in the world.

Mis wife, Bertha, of 173 North Highland Avenue, Ossining, N. Y., and his mother, Mrs. Frances Merkel, of Kingston, N. Y., survive.

Maslak in France; Syracuse Machinist

Private John Maslak, furloughed machinist at Syracuse, New York, recently has been transferred to France, where he serves at an emergency landing field and repair depot of the Eighth Air Force. He has been in the European Theater of Operations 25 months.

New Yorker Weds French Girl in Paris



A rousing French welcome when he arrived in Paris last September 10 culminated in the marriage recently of Pfc. Martin M. Sailer to Mademoiselle Jacqueline Bellay of Paris. They were married at Mass by the Assistant Base Chaplain, Father August J. Peters in a quaint Church near the airport. Sergt. Al Pajonas, well-known college baseball and basket ball star from Boston, was the best man.

Pfc. Sailer, of New York City, a former New York Central M. of W. employe, is a baggage checker at Air Transport Command's Paris base. This airport is the largest air transportation terminus on the Continent, and is one of a network of airports operated by the European Division, USAAF, Air Transport Command. At present one of its most important assignments is evacuating American wounded to the United States in less than a day's time.

Buffalo Driver



At a strategic air depot in England as a member of a quartermaster truck company, Pfc. Florian F. May, of Buffalo, New York, aided in transporting by truck convoys the bombs and aircraft equipment needed by heavy bombers to sustain their offensive upon Germany. In the accompanying photo, Pfc. May is shown after returning to this major repair and supply base after driving over English highways all day. Pfc. May was a carpenter for the New York Central prior to entrance into the service in August, 1942. He arrived overseas for duty in December, 1943.

Ingraham, Syracuse, Helped Blast Berlin

Second Lieut. Fred A. Ingraham, 20, of Syracuse, N. Y., recently was awarded the Air Medal for achievement in aerial combat.

Since his arrival in England, January 19, 1945, Lieut. Ingraham participated in seventeen bombing assaults against the Nazi war machine as a pilot with the veteran 305th Bombardment Group.

Lieut. Ingraham took part in the attack, March 18, on Berlin's transportation and industrial centers, the heaviest daylight blow against the German capital. His target was the Rummelsburg marshalling yard in the city, where the 305th Group scored several direct hits.

Before entering the AAF, March 9, 1943, Lieut. Ingraham was a fireman for the New York Central in Syracuse, N. Y.

William Stevenson

William Stevenson, an employe of the New York Central Railroad since 1887, died at his home in Yonkers on May 1.

He entered the service as Painter in Jersey Shore, Pa., where he was born. He transferred to the Electric Equipment Department in 1908 and served as Painter, Painter Leader, Assistant Foreman, Assistant Paint Foreman and in 1939 succeeded to the position of Master Painter.

His wife and two daughters survive.

Detroit Advances

William R. J. Van Hoose, 33, Detroit, has advanced to electrician's mate, first class, USNR, aboard an LST in Europe.

Buffalo Man's Sons Serve Overseas



First Lieut. Allan H. Turner, A.A.F., left and S/Sergt. Gordon C. Turner, sons of F. C. Turner, Depot Passenger Agent at Buffalo, shown at bottom, have been taking an active part in the war in the Pacific and Mediterranean theatres, respectively. Lieut. Turner was awarded the first Oak Leaf Cluster to the Distinguished Flying Cross and the second, third, fourth and fifth Oak Leaf Clusters to the Air Medal during a recent 7th A.A.F. presentation ceremony. Turner edited the Daniel Field Camp, Augusta, Ga., newspaper and in 1943 went to Italy with a special unit.

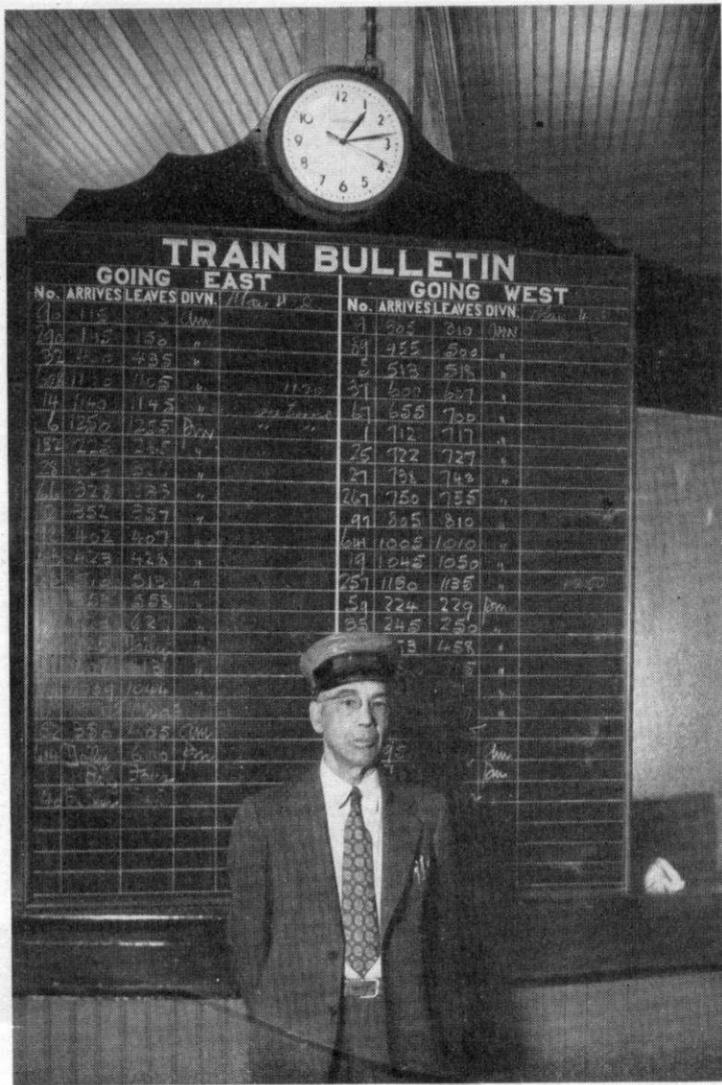


Victorious Buffalo Girl Bowlers Celebrate



New York Central girl bowlers on the Pacemaker Team, Buffalo, celebrated their victory for the second consecutive year over the seven other teams in the Railway Business Women's League of Buffalo. They won 95 out of 124 points. Left to right: Helen Mikowski, Virginia Hector, Captain, both N. Y. C.; Mildred Hoover, Penna.; Lucy Balbach, M. & ST. L.; Harriet Dean, N. Y. C.; and Bernice Reger, — AAR Billing Bureau — N. Y. C., a guest.

Porter Commended for Helping a Woman



ARTHUR GOIENS, New York Central porter at Elkhart station, has been commended by Division Supt. F. H. Garner, Chicago, for assistance he gave a woman passenger who had lost her purse. In writing to Supt. Garner, the passenger's father said:

"If the railroads had more employees like this one, you would not have to worry about future business."

Later he wrote to Porter Goiens, who said in reply:

"Please understand that, while very much appreciated, your letter was unnecessary, as we of the New York Central feel that service is part of our duty to our patrons, as we are taught that those who are traveling on our lines are our guests and should be treated as such."

Harriman Gold Medal to M. C.

(Concluded from page one)

to do the impossible. They can't do it with 'travel as usual'.

"Nobody wants to tell you whether, or when, or where, you can travel — but somehow, some way, this impossible task of transportation is going to be done. First things must come first."

Mr. Jellinghaus said in part:

"It is with double satisfaction that I gratefully accept this E. H. Harriman Gold Medal, on behalf of the Michigan Central Railroad and its workers. First it is a coveted recognition that the great cause of Safety is making noteworthy progress on our railroad. Second, it emphasizes that our years of organized Safety work, fostered scientifically by General Safety Agent C. E. Hill's Department, are bringing cumulative results that rejoice us all.

"In terms of lives saved, of family financial disasters averted and of the preservation of human happiness, the ultimate goal of us all, the year's record of achievement that you honor here tonight is beyond price. Moreover, it has been attained during a period of war traffic of unprecedented volume and intensity and by a force of employees who, by necessity, included hundreds who were new and relatively inexperienced railroaders.

"Under these circumstances, this award assumes in our minds a value beyond that of the awards of peacetime years, great although that has always been.

"Only 6 employees met their death through accidents last year as against 10 the year previous and 34 in 1923. The non-fatal injuries were reduced from 1151 in 1923 to 182 in 1944. This represents a decrease on a man-hour basis of 78.6%, the decrease in deaths and injuries being substantially the same.

"In the past 22 years the New York Central System — of which the Michigan Central is a part — has made an

outstanding accomplishment in the reduction of accidents in all classes growing out of railroad operation.

"Had the death ratio of 1923 continued without increase or decrease, there would have been during the succeeding 21 years, ending with 1944, 1,346 more employees killed than actually occurred during that time. In addition, many thousands of employees were saved from crippling injury. Our record of achievement in passenger Safety is even more outstanding. Substantial decreases have also been made in accidents at highway crossings as well as other types of accidents considered by your committee.

"It is my understanding this is the seventh time the New York Central and its operating units have participated in Harriman Awards.

"I am proud, on behalf of the Michigan Central and each of its employees to thank you for this notable acknowledgment of our Safety work. It will be a continuing inspiration to all of us."

Judge Fletcher stressed the war-time Safety record of the American railroads, pointing out that with unprecedented traffic, depleted equipment and a shortage during the war period of approximately 100,000 workers, the railroads kept fatalities down to .24 per hundred million passenger miles.

"Perhaps a better impression," he said, "as to the record of the railroads for Safety can be conveyed by the statement that in the three war years of 1942, 1943 and 1944, the railroads performed 417,000,000 passenger miles of service for each passenger fatality.

"That means that if a man were to get on an ordinary railroad train in the United States and travel at the rate of 50 miles an hour for 24 hours each day and there would be no break in his journey, he would travel for 1,000 years before he could have any reason to expect to lose his life as the result of a train accident.

"Another way of visualizing the situation is to consider the fact that in 1944 the average inhabitant travelled on railroad trains no more than 725 miles for the whole year. If the ordinary citizen, therefore, were to follow this rule and travel only 725 miles per year, he might expect to avoid death by accident on a train for a period of 575,000 years."

The E. H. Harriman Memorial Medals were established in 1913 by the late Mrs. Mary W. Harriman, in memory of her husband, E. H. Harriman. Present at the dinner was E. Roland Harriman, who, with his brother, W. Averell Harriman, continues the awards.

Detroit Saved by Airmen from Okinawa Sniper

Corp. Joseph J. Vida, H. & S. Company, 9th A.T.B.-F.M.F., Pacific, a furloughed carman helper at Detroit, is now on Okinawa.

D. P. Crillman, General Car Foreman, Detroit, recently received from Corp. Vida, who entered military service in October, 1941, a letter which said in part:

I have been up on the front lines and let me tell you it sure is hell out here.

I have got a few souvenirs such as a Jap rifle, machine gun, flag and a knee mortar. I have been up on Sugar Loaf Hill, where things were really tough. The Japs took it four times and it was a bloody battle.

Up there one day I was on one of the ridges when a Jap sniper spotted me and another fellow and zing! We hit

President Truman Thanks Transportation Workers for War Reults

THE WHITE HOUSE WASHINGTON

June 7, 1945

Dear Colonel Johnson:

The transportation facilities of the nation are now called upon for the most gigantic task in all the history of transportation. The American armies must be moved from the victorious battlefields of Europe to meet and wipe out the tyranny of the East. In order to do this job most of our soldiers will be transported the full length of the American continent.

It required every transportation ingenuity to assemble our armies in Europe over a period of four years. This time the job is to be done in ten months. The contemplation of this task would overtax our faith if we had not found during the course of this war that the impossible has become our daily job.

I am asking you to extend my congratulations to all of our transportation agencies—and their millions of workers—on the results they have accomplished. At the same time express my confidence in them for the greater effort that lies ahead.

Sincerely yours,

Harry Truman

Honorable J. M. Johnson Director Office of Defense Transportation Washington 25, D. C.

the dirt and there we stayed for one hour and 15 minutes. Every time we moved he would open up. We lay in the trench with dead Japs all around us. I have never been so scared in my whole life. Finally one of our planes came down in a dive, striking about where the sniper was, so we crawled till we came to an opening and went over the ridge. He still fired, but missed. I was so happy to get out of that, I about cried.

The Nips here on Okinawa are really dug in and they can't be blasted out; someone has to go in the caves and get them. The other nite they made a counterattack in American uniforms, but it didn't take us long to catch on.

The Jap artillery is hell; it breaks all around us, and we really hit the fox holes. Between our guns and the Jap guns one does well to get two hours' sleep a night.

It has rained five days straight, and I am not fooling when I say it is about impossible to move; the mud is over our knees. Jeeps can hardly move and then only on the road. The fox holes are full of water.

I received the Headlight and sure did enjoy it very much.

The casualties out here are heavy on both sides. I have seen many men getting blood plasma and let me say it is wonderful how that acts.

Hotaling, Selkirk Retires, Gets Purse

Jesse Niver Hotaling, of Selkirk, who retired on May 31, was presented

Dies at 20 on Luzon

Pfc. Charles Dunn, 20, son of Jimmy Dunn, Storehouse A Foreman, Pittsburgh, was killed on Luzon, April 21, while serving as a paratrooper. He entered the Army in March, 1942, as an infantryman. He was graduated as a Ranger, transferred to the Air Force, was shifted to an armored division, then became a paratrooper.

His last letter home, dated April 7, and received April 29, advised that he was due for a ten days' rest soon.

A memorial service was held May 27 at the Sheridan Community Church.

A brother, Lieut. James Dunn, Jr., a pilot, still overseas, participated in the invasion of Europe. He was a casualty when his glider cracked up, but recovered quickly.

Given Dinner by Schenectady Patrons



When the customer entertains the seller, it is news indeed, and such is the "man bites dog" story of "Joe" Shea, popular New York Central Ticket Agent at Schenectady, who has won an honored place in railroad public relations annals. "Joe" recently was tendered a surprise testimonial dinner and "Joe Shea Special Night," arranged in his honor at the Mohawk Country Club, Schenectady, by his friends of the General Electric Company and the American Locomotive Company, in appreciation of his many years of thoughtful, courteous service as ticket representative of the Central. There were talks, music and testimonials. Toastmaster was D. F. Newman, Engineer, Schenectady Works, General Electric Company.

Albany Public Relations Conference Group Dines



Left to right: T. F. Condon, Boilermaker, Toastmaster; C. H. Carr, Sr., Passenger Conductor; F. S. Columbus, Leg. Rep., B. of L.F.&E., E. Jones, Trainmaster; L. W. Horning, Vice President, Personnel; K. A. Borntrager, Superintendent; J. Hughes, Trainmaster, and B. H. Dayton, Assistant Superintendent. The group had its second annual dinner June 11. Diplomas were presented by Mr. Borntrager and Mr. Horning. Mr. Dayton and Mr. Columbus spoke. E. C. Travers, Passenger Conductor, sang.

Starry Heavens

(Concluded from page one)

representation in the forms now generally recognized was the work of the painter Albrecht Durer, about 1500 A.D. These are the basis for the designs originally placed on the ceiling when the problem of its decoration was first settled by Whitney Warren, one of the architects for the Terminal, who consulted with the astronomer Dr. Jacoby of Columbia University. J. M. Hewlett, was engaged to prepare and apply the designs.

In the restoration just completed, the painting has been under the direction of Charles Gulbrandsen, artist-decorator, who was associated with Mr. Hewlett on the first mural and who worked from the original designs.

The original work was painted in tempera directly on the plaster vault of the ceiling. In preparing for the restoration and to assure the safety of the thousands passing below, a cement and asbestos board, one-eighth of an inch in thickness, was first placed below the original plaster. This board was applied in sheets 8 feet long by 4 feet wide and made to fit the curve of the ceiling, which varies from a radius of 50 feet at the sides to 84 feet at the top.

The board was held in place when first applied by the use of a mastic cement and temporary bracing, which assured a smooth contact. Immediately after this operation the sheets were securely anchored through the plaster to the metal supports of the ceiling above.

The restored painting, done in lead and oil, has been applied to the slightly roughened underside of these sheets, which affords a surface well-adapted for painting. Over the painting, the designs of stars and figures are outlined with gold leaf.

Ever since the mural was first displayed, in 1913, there has been a lively discussion as to the manner of its orientation or direction of placing. Some have maintained that the heavens were reversed, while others have stated that the orientation was entirely consistent with the usage of past centuries. As portrayed in the Terminal, requirements of the decorative features were given particular consideration and a problem was faced in applying a section of the heavens, hemispherical in shape, to the vaulted ceiling of the Concourse. This has been done without sacrificing the relative space relations between the various stars that outline the whole composition.

The result achieved is a brilliant panorama that successfully embodies the idea of the heavens and their importance in the establishment of time—that dimension of man's life which is so strictly adhered to in railroad train schedules.

During the next three months the frames of the great windows, 75 feet high, in the east and west ends of the Concourse will be painted and the walls of the immense room, one of the largest in the world, will be given a dry shampoo cleaning, so that the entire interior of Grand Central Terminal soon will appear as splendidly new and sparkling as when it was first opened to the public, 32 years ago.

Robert J. Crane Now a Colonel



Word has been received of the promotion to Colonel of Robert J. Crane, Director of Engineering, Military Railway Service, ETOUSA.

Colonel Crane, formerly of Vice President Dougherty's office, reports that the M.R.S. besides being busy on repair and maintenance work is now handling capacity traffic in both directions, where before V-E Day it was mostly one way.

Eight Bowling Teams of Chicago Chief Engineer's Office



The Bowling League of the Chief Engineer's Office, Chicago, completed its second successful year with a banquet at a North Side rendezvous where the prize-money gravy was spilled about, officers elected and plans laid for the coming year. The league's eight teams are named after crack trains on the System. All will be on hand next year. In the picture above, left to right, Bottom row: N. D. Hyde, R. E. O'Brien, F. Miller, Ken Moore, Art Button, Max Spindler, F. V. Brasic and Charles Eisele. Second row: L. J. Creelman, S. Riedel, E. W. Studinger, C. D. Foote, R. Struble, Joe Fountain, R. M. Tallant, A. C. Ramsay, S. A. Buchwalter and W. B. Hullinger. Third row: F. J. Fudge, E. A. McLeod, Al Erskine, Ray Minor, H. K. Curtis, E. Custer, H. H. Krass and Ken DeBlois. Top row: Bob Perry, E. E. Dell, G. R. Shirkey, W. S. Kinne, H. J. Van Dyke, Ray Hewitson and Fred Kuh.

Sailors Guests of Vice-Pres. McKee

J. L. McKee, Vice President, Chicago, recently had an opportunity to be host to a small group of servicemen while en route to New York in business car No. 7, attached to the Advance Water Level Limited. These servicemen, all of the Navy, upon learning that a vice-president was occupying a business car on the train, addressed to Mr. McKee the following written request, which, by the way, paid high compliment to New York Central service, for permission to visit and inspect the business car:

"We, the undersigned, wish to congratulate you on the best train we have rode since we left the West Coast. Since we know you are aboard, would it be possible for three sailors

and one Merchant Marine en route home for the first time in many months to visit you for five minutes to say hello, as we have never seen a private railroad car? If you can't grant the request, we still offer you congratulations and will say this service is tops compared with the S. Pacific and hospitals en route. Respectfully yours, A. J. Mara, PM/3c USN; J. M. Jones, Cox USN; John MacAleese, Cox USN; H. M. Glynn, CC USMM."

Needless to say, the men were invited to inspect the car.

Woman Chief Clerk Retires in Michigan

Mrs. Josie Hurlbut, Chief Clerk to Supervisor of Track, Hillsdale, Mich., retired June 1, 1945, after 43

years of service. Mrs. Hurlbut began work in the Master Carpenter's office then at Adrian, Mich., of which her father, P. J. O'Neill, was Master Carpenter. Since that time Mrs. Hurlbut has spent all her years on the Old Road between Toledo and Hillsdale. Upon her retirement, she was presented with a War Bond by her fellow employees.

B. & A. Girl Weds

Miss Catharine Pasneau, a clerk in the Master Mechanic's Office, West Springfield, Mass., was tendered a dinner and shower by office associates. Dancing and games were enjoyed. She was presented a set of mahogany tables.

Miss Pasneau was married to Merton Thomas June 30 in West Springfield.

W. J. O'Brien, 71, Dies in Chicago

William J. O'Brien, 71, retired General Manager of the Indiana Harbor Belt, Chicago Junction, and the Chicago River & Indiana, died June 8, in the Garfield Park Hospital, Chicago. He was born in that city February 18, 1874.

At his retirement September 1, 1943, Mr. O'Brien had been in railroad service continuously for more than 55 years, having begun his career July 3, 1888, as messenger and clerk for the U. S. Yard & Transit Company.

He served as Clerk and Cashier and Paymaster of the U. S. Yard and Transit Company, Chief Clerk, Trainmaster, General Superintendent and General Manager of the Chicago Junction Railway, of which the Chicago River & Indiana is lessee, and on November 16, 1929, his jurisdiction was extended to include the Indiana Harbor Belt Railroad.

Mr. O'Brien, a widower, is survived by three sons and three daughters.

Chicago Major Home From Prison Camp

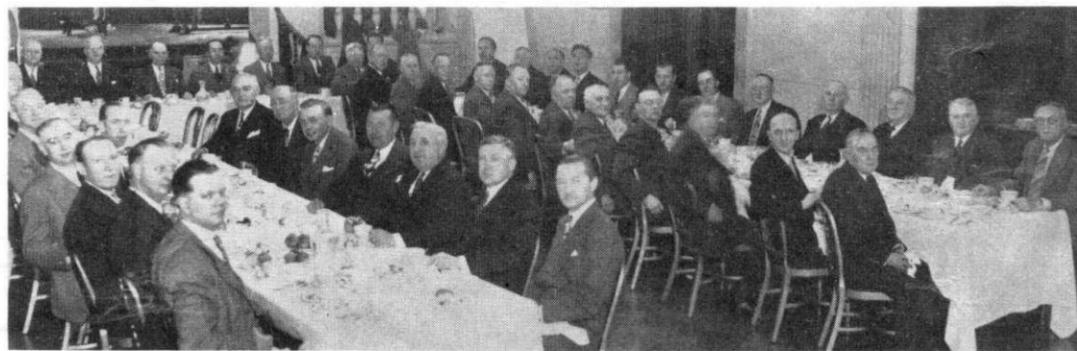
The Derner of Chicago received the best of presents for Mother's Day and Father's Day. On May 13, they received word that their son, Major William J. Derner, whose father is H. J. Derner, Chief Clerk to the Superintendent of Equipment, in Chicago, previously reported missing, had been released from a German prison camp. For Father's Day, they had him home.

The only thing lacking to make the day complete was the presence of their second son, First Lieut. C. H. Derner, last reported with the Eighth Air Force in England.

Major Derner, who entered the service in 1940, arrived in England in September 1943, where he was assigned as Maintenance and Ordnance Officer of the Third Armored Division of General Hodges' First Army. He participated in the Normandy invasion and later, on April 15, 1945, was reported missing. Subsequently, it developed he had been held in a prison camp at Magdeberg, Germany.

Following his release, he returned to the United States May 29, and reached home June 2, for a 60-day leave.

Chicago Freight Men Hold Consolidation Anniversary Dinner



Speaker's table, left to right: E. L. Whitney, Assistant Freight Manager; Leroy Blue, General Freight Agent; L. C. Howe, Division Freight Agent; R. L. Milbourne, General Westbound Agent; G. F. Wynn, General Agent; D. S. Mackie, Freight Traffic Manager; F. O. Stein, Assistant General Agent.

Left table, clockwise, starting with near man: C. M. Indra, General Agent (I. H. B.); L. Moyer, Traveling Freight Agent (Minneapolis); R. H. Wendt, Assistant Western Dairy Agent; H. A. Coughenour, Assistant Coal Agent; J. E. Ionn, Assistant Foreign Freight Agent (leaning forward); W. P. Hansen, Foreign Freight Agent; E. J. Roonev, City Freight Agent; W. A. Kraus, General Agent (Kankakee); A. C. Hageman, General Agent (Davenport); A. W. Behrens, General Agent (St. Paul); A. W. Morgan, General Freight Agent (I. H. B.); H. P. Clemens, Dairy Agent; W. O. Davies, Chief Clerk; W. W. Morfa, Western Dairy Agent.

Right table: E. Magan, retired City Freight Agent; William Greer, Chief Clerk (Detroit); George Masson, Coal Freight Agent; H. Finch, Industrial Department; O. F. Ripple, Traveling Freight Agent; H. B. Kutcher, Traveling Coal Agent; G. A. Vinalek, Coal Agent (I. H. B.); Cy Steele (South Bend); G. H. Frank, General Agent (South Bend); D. S. Riegle, Agent (Joliet); L. A. Papka, Freight Agent (Chicago Heights); L. N. Barbey, City Freight Agent; H. W. Coffman, Industrial Agent; A. C. Ripple, Chief Clerk to General Freight Agent; H. A. Waller, City Freight Agent; W. L. Jones, Perishable Agent; C. W. Bishop, City Freight Agent; L. E. Schroeder, City Freight Agent; J. E. Norwood, City Freight Agent; J. R. Tascik, Commerce Assistant; T. J. Schram; F. J. Cassidy, City Freight Agent; Thomas Keenan, retired; M. J. Knappenstein, City Freight Agent.

The tenth anniversary of the consolidation of the Chicago Freight Traffic Departments was commemorated at a dinner sponsored by the Division Freight Office, June 1. The occasion was used to pay tribute to George F. Wynn, General Agent, who has had more than 53 years of continuous service with the New York Central System.

A plaque to which was attached the business cards of all contact men connected with the Division Freight Office during the ten-year period was

presented to L. C. Howe, Division Freight Agent, who reviewed briefly the activities of the Division Office over the last decade.

Agent Wynn was the recipient of several war bonds, presented by B. S. Mackie, Freight Traffic Manager, on behalf of his associates. Mr. Wynn began his railroad career as a messenger for the Michigan Central at South Water Street in Chicago February 7, 1892. After holding several clerical positions he was appointed Soliciting Freight Agent in the Gen-

eral Freight Department of the Michigan Central on October 11, 1915; Commercial Agent on August 1, 1927; and General Agent September 1, 1933. With the consolidation, June 1, 1935, he was appointed General Agent.

The dinner, which was presided over by R. L. Milbourne, General Westbound Agent, as toastmaster, was attended by 49 men, including a number of online and offline out-of-town representatives.

Cinci Man Back in U. S.

The first Cincinnati Freight Traffic Department employe to return to the States from foreign duty is Sergt. Frank L. Gerrein. He entered the Army November 28, 1942, and served two years overseas in Italy and France. He is now stationed at Camp Atterbury, Ind.

Retires



Claude L. Gilson, Electrician Foreman, Locomotive Department, West Detroit Enginehouse, retired recently, after 38 years of service. Mr. Gilson started in April, 1907, as a yard fireman at Bay City, Mich., and was promoted to Electrician Foreman in 1922. He was transferred to West Detroit Enginehouse as Electrician Foreman in January, 1925. He was in charge of Diesel operation, maintenance of train control and electrical headlight equipment on the Michigan Central. Fellow workers presented him with a lounge chair, pipe and a miniature gun paper knife at a party in his honor.

Wins Bronze Star



Shown here is T/Sergt. Edward H. Shafer, furloughed employe of the Detroit Freight Station, son of Harry Shafer and brother of Gerald, who has been awarded the Bronze Star Medal by the Commanding General of the 81st Infantry Division for meritorious service against the enemy on Angaur Island, in the Palu group.

Throughout this period he distinguished himself by his outstanding and courageous leadership of a platoon. On numerous occasions he volunteered to assist in the evacuation of casualties over rugged terrain known to be covered by concealed enemy snipers. He directed the many successful demolitions of enemy installations.

Sergt. Shafer was employed by the Central as a checker and entered the Armed Forces in June, 1942.

Clearfield Soldier Wins Bronze Star

Corp. Edward L. Nugent, furloughed Crew Dispatcher at Jersey Shore, Pa., entered the Armed Forces in December, 1942, and went overseas one year later. He took part in the D-Day invasion of Normandy, and the campaigns in Northern France and Germany, serving as an ammunition corporal. Recently he was awarded the Bronze Star at Meresburg, Germany by Commanding General of the Seventh Corps artillery.

Corp. Nugent is the son of Clerk J. W. Nugent of Jersey Shore.

Andrew Olson

Andrew Olson, formerly of Clearfield, Pa., died at his home in Indiana, Pa. He was an employe of this Company for 45 years.

Pvt. H. R. Stoughton 21, New Yorker's Son Is Killed In Italy



Announcement has been made of the death in action, April 15, of Pvt. Homer R. Stoughton, Jr., 21, in the Italian campaign. He was the son of Homer R. Stoughton of the Comptroller's office, New York and enlisted in September, 1942, when 18 years of age. He trained at Fort Eustis, Va. and at Camp Stewart, Ga. and was assigned to Headquarters Battery, 454th Coast Artillery Battalion, specializing in combat intelligence. He went overseas in April, 1943 and served in the North African and Corsican campaigns. After the loss of most of the battery on Corsica he was transferred to the 1125th Armored Field Artillery Battalion, with which he served in the Italian campaign. In a communication to the parents, his commanding officer described the artillery barrage in which their son was killed and in attesting to his courage, stated that Pvt. Stoughton had been recommended for a decoration.

Gustav Metzman:
"My Biggest Mistake"

As told to T. C. McClary

From Forbes Magazine, Issue of June 15, 1945



President Metzman

ONE of the biggest problems confronting the country during the grim days of 1942 was that of maintaining efficient railroad operations under the unparalleled load of an all-out war effort. Looking for the right man to head its Rail Division, the Army Transportation Corps found and borrowed Gustav Metzman, at that time one of several assistant vice-presidents of the New York Central System.

Two years later, when the road itself faced a similar problem upon the resignation of President Frederick E. Williamson, the Board of Directors chose Metzman as the best man to replace him.

Ask him how he learned all about this vast and complex \$2,000,000,000 business at the comparatively young age of 58 and he will smile that he does not know all about it—but that he does know the men who do. These are the men who actually operate the road, who meet daily problems right on the spot.

TOO MANY BOOKS?

"Forty-one years ago," recalls Metzman candidly, "I thought I could learn all there was to know by myself. I made the mistake, very common among young men, of thinking that all the answers could be found in books."

Having missed a college education, he set out to make up for it after working hours. Studious by nature, he fell into the habit of spending all his free time with his books. There was nothing to indicate that he was making a mistake. Older and wiser heads had often advised this course for ambitious young men.

For 10 years he made normal routine progress, and his only idea that something was amiss was a vaguely disturbing sense that no matter how much he read or which authorities he studied, he still lacked a clear, practical grasp of matters outside of his immediate department.

"After 10 years of intensive study," he chuckles today, "it was a shock to hear a young yardman size up a problem with sharper knowledge and insight than my own."

Metzman might have continued within the routine confines of his job

had he not been ripped out of it by the coincidence of ordinary service advancement. He was moved out of his clerk's job and made a traveling car agent, a job which forced him to mix with other people. A man might meet anybody on such a job—the president of the company, a switchman, a disgruntled shipper.

THEORY vs. PRACTICE

For the first time he came into contact with the men who did the actual work, and was startled to find that often they not only had sound ideas but also answers to problems which the books and the engineers had failed to think of. These men weren't dealing with theory; their jobs were a tough and practical daily matter.

"For example," Metzman points out, "a \$50,000-a-year designing engineer can't tell you what's wrong with the latest 100-ton engine he just designed or he'd correct the fault. But the men at the throttle can tell you plenty! What that job taught me was that books give you only the theory, the background, the problems and answers of 10 or 20 years ago. The answers to today's problems can best be found with the men facing them right now."

As a traveling car agent he no longer limited himself to his books. He used to spend nights and lay-over

time listening to men grouse about a hundred things he had read about, but never really grasped—what was wrong with certain locomotives, types of block signal systems, bridge construction, dispatching methods, water problems. He began to really understand and grasp the broader railroad picture.

"Project the same psychology into any field," he says. "Take a shipping clerk in a hardware company. He may study and work his head off and become the best shipping clerk in the country by staying in the groove. But he'll probably never become manager or president unless he finds a way of getting out and talking with the men who sell to the company, the workers in other departments, the customers."

"The point is that all the study in the world—by itself—does not give us a practical understanding of the business picture. That's something we've got to learn first hand, either by experience or by personal contact with the people who do the jobs and use the products."

"Thousands of young men come out of college every year, enter business in special fields, and become completely absorbed by their jobs and the confinements of a limited private life. Ten or twenty years later their horizons of thought and knowledge are scarcely more extended than on the day they left college."

KEEP AN OPEN MIND

"We can't allow that to happen if we want to get ahead. Education and technical training are growing more essential every day, but let's remember that they are only background—the springboard from which to jump into the practical business of life. Don't limit your curiosity. Keep your contacts and interests constantly expanding. And don't get the smug idea that you can find out everything you need to know from books and data that somebody else has gathered. Do your own thinking, but when you have a problem, find a means of talking with the men who meet it daily. I've never met an executive any bigger than the sum total of the personnel under him. The men who do the actual work have a lot of answers not in the books."

Central more than thirty years, having worked at Mattoon, Mt. Carmel, Shelby Street, and Wabash.

Chicago Corporal Wins Bronze Star

For his shrewdness in capturing three German spies, Corporal John E. Pavlik, formerly an Electrician at the Root Street yard, Chicago, has been awarded the Bronze Star.

Corporal Pavlik and a companion on guard duty halted a jeep in which were riding three American uniformed officers. They talked like Yanks, but inside the jeep Pavlik found large quantities of American currency in large denominations, and turned the men in.

His captives, he learned, were three of the many spies loosed by the Nazis at the time of the Bastogne breakthrough.

G. W. Smith Now Mayor of Mattoon

G. W. "Bill" Smith, a Machinist in the Car Department at Mattoon, Illinois, was elected Mayor of Mattoon recently. His lead over his opponent was of considerable size, attesting to his popularity and ability. He had previously served eight years as alderman.

Bill has been with the New York

Boston & Albany Freight Agents Meet Bi-Monthly



Meetings of Freight Agents at the principal stations on the Boston & Albany Railroad have been held since June, 1914, except during the depression. The chairman of the group is P. L. Armitage, Agent at Kneeland Street, Boston and East Cambridge. The meetings, which are now held every other month, encourage social relations and friendship among its members, with friendly interchange of ideas and opinions. Freight Claim, Car Service, Accounting, Traffic, Police and Transportation Department heads are represented at these meetings. Standing, left to right: Assistant Trainmaster F. A. Chase, Springfield; Traveling Freight Claim Agent, R. J. Tiffany; Agent E. F. Kennedy, Worcester; Trainmaster L. T. Garling, Worcester; Trainmaster T. A. Seymour, Rensselaer; Trainmaster F. W. Scully, Springfield; Division Freight Agent W. H. Naylor, Worcester; Agent P. L. Armitage, Boston (Chairman); A. M. Scott, Superintendent; Captain of Police J. Rafferty, Boston, Division Freight Agent C. W. Cummings, Springfield; Agent R. G. Osgood, Chester; Agent K. A. Young, Chatham; Chief Freight Inspector R. Smith; Agent J. E. Callahan, Springfield; Agent W. J. Boutin, Westfield. Seated: Freight Claim Agent C. B. Moulton, Boston; Special Rep., Property Protection Dept., New York, H. H. Knapp; Claim Clerk F. J. Kenney, Worcester; Agent V. P. McKeone, North Adams; Supt. of Car Service C. J. Crowley; retired Road Foreman of Engines G. M. Downie (guest); R. B. Garlinger, Secretary; Retired Division Freight Agent, H. A. Noble; (guest) Chief Clerk F. Griffin representing Agent F. X. Redmond, East Boston; Agent F. W. Anderson, Framingham; Agent E. J. Curtin, Palmer; Agent F. E. Floyd, Pittsfield; Agent J. S. Conway, Brighton; Division Station Accountant J. Appelt, Boston.

Detroit Wave Helps Care for Wounded From Iwo Jima



On military leave from the Auditor Passenger Accounts office, Detroit, Mary Holdridge, Pharmacist's Mate 3/c of the WAVES, now stationed in a surgical ward of a hospital in California, reports getting some of the Iwo Jima casualties. Many, she says, are severely wounded.

Sergt. Wm. Donley Back in New York From Prison Camp

A story of heartache and suspense came to a happy end recently when Sergt. William Donley, Jr., furloughed employe at St. John's Park Freight Terminal, New York, arrived home after having been liberated from a prisoner of war camp in Germany.

Sergt. Donley, who volunteered for service in 1942, was a bombardier and was shot down over Europe on his 19th mission.

His father, William Donley, also employed at St. John's, received word that his son was missing in action. It was a year and a half later that word came that the missing soldier was in a prison camp. Sergt. Donley was liberated May 22 and arrived home last month.

Indianapolis Man Freed in Germany

F/O Bernard E. Cantwell, who was reported missing in action September 19, 1944, has been liberated from Stalag Luft I in Germany. He was captured in Holland.

Cantwell was a switchtender, Indianapolis Terminal. He is the son of Edward Cantwell, Car Repairer, Hill Yards, Indianapolis.

Harless Retires

Charles C. Harless, Head Clerk, Dining Service, Office Auditor S. A. & O. C. Claims, New York, retired June 30. He had been with the Company 48 years and one month.

J. E. Davis, Indiana, Missing in Pacific



Seaman, Second Class James E. Davis, a former section man, of Adams, Indiana, has been reported missing in action in the Pacific.

He is the husband of Mildred Davis and father of three children.