

CENTRAL HEADLIGHT

Vol. III, No. 8

AUGUST, 1942

Central Wins Safety Award—Fourth Time

The New York Central System was awarded a certificate of honorable mention in the gold medal group, on the occasion of the twenty-second presentation of the E. H. Harriman Safety Memorial Awards, late in June, at the Yale Club, New York.

This citation marked the fourth occasion in six years in which the New York Central has participated in the Harriman Safety Awards.

The awards, made under the auspices of the American Museum of Safety, were presented by R. V. Fletcher, Vice President and General Counsel, Association of American Railroads and chairman of the award committee. In the silver medal group, a bronze medal was accepted by C. M. Yohe for the Monongahela Railway. The Secretary of the Committee presented the following citation:

"The New York Central System has again demonstrated the fact that teamwork wins and that the united leadership of safety minded executives, combined with an effective System-wide safety program, can conserve man power through accident prevention even when—as was the case in 1941—more than 130 million locomotive miles of exposure as well as 130 thousand employees were involved and operating under the increased pressure of 'Railroads at War.'

"It was in 1937—with more than 120 million locomotive miles operated (the then largest exposure ever to qualify)—that it led all major railroads and again received the most coveted railroad safety award—the Harriman Gold Medal. On two other occasions the New York Central System received special Safety Harriman Awards—one in 1936 and again in 1940. This latter recognition also included an outstanding achievement in safe transportation, culminating in an accumulation of the transportation of more than 50 billion passenger miles without a passenger fatality in a train accident. This cumulation of passenger miles covered a period of 16 consecutive years, which represented the greatest achievement ever attained by any railroad in the safe transportation of passengers.

"Comparing the 18-year period—1924 to 1941 inclusive—with the year 1923, on the basis of employees killed on duty, we find that through a consistent reduction in fatalities there has been an actual saving of 1,115 employe lives during the past 18 years.

"The New York Central System was one of the first railroads to establish organized safety and is recognized as one of the pioneer railroads in this particular field of railroad operation. During the past two decades the direction of all safety activities has been under the jurisdiction of Charles E. Hill, General Safety Agent, who has played a prominent part in keeping the Central well up front in our keenly contested National Railroad Safety Contests, a contribution to the Cause of Universal Safety well worthy of the highest commendation."

F. E. Williamson, President, New York Central System, said:

"Again I express the hope that our officers and employes—through whose efforts we can continue our progress—will determine now that our safety work will be intensified with the full determination that the New York Central System will continue through the succeeding years to maintain an accident record that is so outstanding as to merit further consideration of the Harriman Committee."

New N.Y.C. Bureau to Deliver War Savings Bonds to Employees

MANY employes who have completed payments for War Savings Bonds under the payroll deduction plan are quite naturally inquiring about delay in the delivery of the bonds. Frequently they point out that had they purchased the bonds at the postoffice, they would have received the bonds immediately.

The explanation of all the facts should make clear to all who have subscribed to the Bonds just why some delay is unavoidable.

In the first place the United States Treasury Department most particularly desires that all who have regular payroll earnings should purchase the Bonds on the payroll deduction plan. The reason the Department prefers this method of purchase is to better enable it to gauge the extent to which all who are gainfully employed in the country will voluntarily aid in financing the huge cost of fighting the war. The alternative which has been suggested is arbitrary payroll deduction by law for this purpose.

The Federal Reserve Banks are acting as issuing agents for the Bonds and the magnitude of the job is so great

that they have been swamped by it. Accordingly the United States Treasury Department, in an effort to relieve the strain on the Federal Reserve Banks, and to speed up delivery of the Bonds, has arranged to qualify employers in certain instances as issuing agents.

The New York Central has been so qualified and is organizing, at considerable expense, a bureau to issue War Savings Bonds to employes purchasing under the payroll deduction plan. This bureau will commence operation in August.

On reflection employes will find that they suffer no disadvantage because of the delay in delivery of Bonds purchased under the payroll deduction plan. When the Bond is received, it will be dated to bear interest from the first of the month in which last payment upon Bond was made, just as it would have had it been delivered immediately.

Furthermore it should be borne in mind that even though the purchaser might have a Bond in his possession, he may not sell or transfer it, so that on the whole he has lost nothing by reason of the delayed delivery.

War Bond Sale on the System Rises to 88.2%

The campaign to sell War Savings Bonds by regular monthly payroll deductions is continuing to gain, with additional sales being reported daily.

As of July 18, the percentage of subscribers and purchasers to the total number of employes of the New York Central was 87 percent and for the entire System it was 88.2 percent.

This continued increase in these subscriptions to help win the war by lending spare funds at interest has been encouraging to those in charge of the campaign and reflects merited credit on the committeemen who have devoted time and effort to making the campaign the success that it is. However, there are a few spots where results could be better. All the funds thus subscribed, needless to say, will be devoted to the purchase of the arms, supplies and munitions which our soldiers, sailors, air men and marines require to prosecute the war all the way through to final and conclusive victory.

The response to the War Savings Bonds campaign all over the country has been so great as to swamp the facilities of the Federal Reserve Banks, which are acting as issuing agents for the bonds. This situation has caused delays in delivery of Bonds to many New York Central subscribers. For this reason the company is organizing a special bureau to issue War Savings Bonds to employes purchasing Bonds under the monthly payroll deduction plan. It is expected this bureau will begin operation this month.

Although the results of the campaign on the New York Central to date have been highly worth while, it is to be continued until the goal of 100 percent is approached more closely. It is evident from the results so far that this goal is well within the possibilities.

New employes, many of whom are joining the forces weekly as replacements for men taken for the armed forces, or retired, offer a fertile field. In many instances, present subscribers are increasing or are planning to increase their subscriptions and thus take advantage of the safest investment opportunity available in this country today.

Eight more groups have passed the 90 per cent mark and have won certificates of award and minute men flags. Still others are close to this point.

As of July 18, on the New York Central, the percentages of subscriptions and purchases to the number of employes on the various divisions or departments were as follows:

Electric, Harlem & Putnam Divisions, 86.9 percent.
River Division & Marine Department, 79.6 percent.
Hudson & Mohawk Divisions, 84.9 percent.
St. Lawrence, Adirondack & Ottawa Divisions, 86.5 percent.
Syracuse Division, 76.4 percent.
Rochester Division, 77.0 percent.
Pennsylvania Division, 60.5 percent.
Buffalo Division, 75.1 percent.
Boston & Albany R.R., 98.1 percent.
Grand Central Terminal, New York, 89.7 percent.

Total—Line East & B&A, 81.1 percent.
Erie Division, 99.5 percent.
Cleveland Division, 94.3 percent.
Toledo Division, 97.3 percent.
Ohio Central Division, 98.2 percent.
Western Division, NYC, 94.4 percent.

Total—Line West, 96.7 percent.
(Concluded on page eight)

N. Y. Central Man in May 30 Ceremonies in Ireland



Acme Photo
Ceremonies honoring the American soldier dead in Northern Ireland were held Memorial Day. Gene Thompson, formerly a brakeman on the Toledo Division and son of Dan Thompson, a Conductor on the Commodore Vanderbilt, is shown holding the Stars and Stripes as an American squad fires a salute over the graves of four United States Army soldiers, who died since the arrival of the A. E. F. in Northern Ireland. The service was read by an Army Chaplain.

New York Central to Make War Products in its own Shops

Will Manufacture Wide Variety of Munitions, Parts—Two Shops Turned Over to War Department

"The railroads have joined in forging the implements of war as well as transporting them," said F. E. Williamson, President of the New York Central System, in announcing, on July 21, that the Central had received an initial order for a special type of marine equipment, to be produced in its own shops.

"For some time past," said Mr. Williamson, "the New York Central has been exploring its shop capacity in an effort to develop the extent to which it might be employed in aiding the production of armaments. As a result, negotiations are now under way contemplating the manufacture of a wide variety of articles required in the war program—forging gun barrels, anchor shanks and shackles—the

machining of parts for combat tanks—the manufacture of forgings for marine engines—spot welding aluminum plates."

"Two of the Central's shops in the midwest," he continued, "have been

More Win Bond Awards and Flags

The following, in addition to those previously announced, have qualified for a Certificate of Award and a Minute Man Flag:

- Erie Division
- Cleveland Division
- Western Division
- West Division
- Michigan Division
- Indianapolis Union Railway Company
- Louisville & Jeffersonville Bridge & Railroad
- Troy Union Railway

turned over completely to the War Department. One of these is now being used for training men of one of the Engineer Railway Shop Battalions recently called into service, which includes among its officer personnel some of the Central's best shop experts. Many of the enlisted personnel are also experienced railroad shopmen. Their numbers are being supplemented by draftees."

This Shop has been made part of a new Army camp, yet to be named. In developing the camp, the War Department has taken over the adjacent county fair grounds and has erected dormitories, recreation halls, first aid stations, and a canteen.

"The Battalion training at this Shop," Mr. Williamson explained, "is part of the Military Railway Service, which has been set up to conduct railway operations for the United States Army in zones of military combat."

"The second Shop in the midwest," Mr. Williamson added, "has become an important depot for combat tanks. Through this Shop large numbers of tanks, manufactured at various plants within the surrounding area, are chan-

(Concluded on page eight)

Central Headlight Don't Neglect the Passenger

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Our Chance to Help Our Own

MOMENTOUS months lie just ahead.

The country realizes today, as never before, that upon transportation, and particularly upon rail transportation, depends in large part the speedy and constant production of the enormous volume of munitions and supplies our fighting men must have to win through to victory.

Concerning this, Joseph B. Eastman, Director, Office of Defense Transportation, recently said:

"Transportation is more than the handmaiden; it is the one hundred percent partner of production. One cannot get along without the other."

The New York Central, in common with the other railroads, already has done a job that commands respect and admiration. Although the full story of the part it has played in the great drama now under way cannot be told at this time, enough is known to make the public realize that it is in the van of our war effort.

The speed, safety and efficiency with which it has transported thousands of troops and hundreds of thousands of carloads of munitions, in both their raw and finished forms, have been commended, not only once, but many times, by those in charge of our military effort.

Moreover, the Central has been a leader in several minor, but yet important, phases of the national massing of our strength and resources. It has, for example, contributed materially to the scrap and rubber salvage campaigns. Its employes voluntarily gave \$170,000 for a bomber as a gift to the nation, in addition to subscribing millions for War Savings Bonds. Today several thousand former New York Central workers are being trained in the armed forces, while others have seen action and some already have given their lives in far-away battle areas.

And, now, as a further addition to its patriotic effort, the company is engaging in several of its shops in the manufacture of varied types of the multiple instruments of war.

All these things should be a stimulus to every New York Central worker, as we enter the months when all things point to the conclusion that we face a period in which every record made so far — and there have been some splendid ones — must fall, if we are to meet the emergency.

We are confident that the devotion and patriotic zeal displayed in every department in recent months will be exceeded measurably in the months to come.

The volume and efficiency of our service can play a considerable part in helping to win the victory we all confidently expect.

Just a little extra effort, a little extra care, on the part of each of us, when multiplied by our scores of thousands, will mean much toward supporting those of our number who have gone and those who are soon to go, to the battle fronts.

The Roundhouse

By Sim Perkins

In Chicago, it has been announced, a huge mural, even larger than the gigantic one — 118 feet wide and 100 feet high — in Grand Central Terminal, is to be erected in the Union Station there. Like the one recently in New York, it will be built to promote the sale of War Savings Bonds.

An added feature will be four thousand models of Army and Navy war planes, which will be suspended from the roof.

All the eastern folks are glad to learn about this and if the Chicago display has as good effect as did the first one they will extend their heartiest congratulations to the Windy City.

One of the incidental sights in Grand Central Terminal, La Salle Street Station and other railroad stations that brings home to travelers a realization, if any were needed, that we are at war is the presence of military policemen.

These are on duty not only to preserve order among troops but also to

assist them with information and advice.

So far, reports indicate, there have been mighty few instances in which it has been necessary for them to use the long clubs they carry. This is a tribute to the high average decorum shown by our new army in public places.

These clubs, however, are said to beat a very effective Red, White and Blue tattoo, when necessary.

Business is booming these days on our dining cars. The month of May, for example, showed returns better than those recorded for that month in years.

But, with this increased business have come added problems. Sugar, for example, has been rationed to 50 percent of the volume previously used. As a result it is served to dining car passengers only on request. Further economies in its use have been made by substituting honey or maple syrup

(The Railway Age, June 27, 1942)

RENDERING adequate freight service is of vital importance to keeping the favorable opinion of large and small shippers, as well as to the war effort. But there are many thousands more passengers than shippers — including thousands now using the railways who for years have hardly used them. Holding and gaining the good opinion of passengers now will be very important during the war and after it. In spite of the great increase in traffic, and unavoidable restrictions on service, no effort should be spared to satisfy passengers now.

Passengers are being asked to be patient with train delays, missed connections, lack of accommodations and other inconveniences. The efficiency with which the railways are handling troop movements, the dispatch with which they are moving army freight, the importance of efficient transportation to every phase of the war effort, give them the right to make this request. Inquiries of several hundred passengers indicate they appreciate the situation, and are quite willing to overlook late arrivals and crowding over of important trains, which in peacetime made remarkable records for comfort and on-time performance. No reasonable traveler expects a continuance of the superfine, luxurious service to which the railways have accustomed their patrons since the first streamliner was introduced in 1934.

Unfortunately, experienced travelers complain of widespread deterioration

of passenger service in ways that are unnecessary.

The public will accustom itself to slow dining car service, but not to soiled linen and dirty dishes; and politeness and courtesy by stewards and waiters have not been rationed. Unavoidably, more passenger trains will run late; but schedules can be lengthened when it is found they cannot be maintained; and why should the patron be given a brusque "brush-off" by a member of the train crew when he asks a civil question as to the train's probable time of arrival at his destination? If the trainman doesn't know, he can say so politely. And why should passengers have to bear insolence from red caps at many large stations? These men are working hard and under unusual strain. But who isn't, in these days of war strain?

Discourteous employes are in the minority; but their conduct is likely to be remembered long after courteous treatment has been forgotten. After the war the railways are going to be faced with the hardest competition ever known. Good or ill-will of the traveling public created now will be a great asset or liability then. In too many instances employes seem to have taken the request that the passenger be patient to mean that employes don't have to be considerate. That most emphatically does not express management policy; but the traveling public deals with employes, not management; and, where needed, corrective measures cannot be applied too soon.

Selling the New York Central

By Jack Well

THERE never was a time when a railroad worker could feel more proud of his job well done than today.

His job demands a high degree of skill and special training. Most railroad jobs also carry more responsibility, both in peace and in war, than those of workers in other businesses and industries because of the valuable "cargoes," trainloads of valuable freight and the precious lives of passengers, handled in the routine of transportation.

How important is the wartime job done by railroads — which is another way of saying by all railroad employes — might best be appreciated by a study of the military campaigns of the present World War.

The first objective of Hitler's armies is the seizure of rail centers and the cutting of railroad lines. Air fleets, both British and Nazi, and now the American, make railroad junctions, bridges and yards their primary targets. The seizure or destruction of these points creates paralysis in the enemy's effort to move troops, munitions and the weapons of war.

Newspaper readers have become familiar with the route and importance of such railroad lines as the Murmansk line, the Balkan route, the Iran railroad, the Rangoon-Mandalay line, and many others. They loom large in the strategy of war and the balance of power among nations.

Hitler's drive to Moscow stumbled, then recoiled, to a great extent because his mass transportation facilities by rail broke down. Railroad engineers paced the vanguard of his armies altering the gauge of the rail lines, but he had neglected to keep his motive power and rolling stock in best repair. They wore out. It is reported that such is the bad condition of his railroad equipment today that it is used only for military purposes. Thus does Hitler make his mistakes.

The New York Central is not near the front lines of battle; but the job it does is no less important. It carries the materials of war which are borne later over the Murmansk or Iran railroads or to the many fronts against the Berlin-Tokyo-Rome axis. Its duty is to keep itself maintained in the best possible condition and to carry all it can with safety and speed.

This is the job for each New York Central employe. It is a WAR job. We owe it to our nation, our boys in uniform and ourselves to do that job well.

Altogether now: KEEP 'EM ROLLING!

in concocting many dishes. As a matter of fact, there are those who think these substitutes have improved the flavor of some of these dishes.

The custom of serving a complimentary demi-tasse to passengers when they sat down in the dining car has been abandoned. Foresight on the part of Mr. Bohlender and his assistants has enabled the service to provide coffee at all meals, although solicitation of additional cups has been dropped. Some other railroads, not so fortunate, have been forced to restrict the serving of coffee to one meal.

Each day brings additional problems but these are being met so successfully that there is no diminution in the quality of the Central's dining car service. The future, of course is on the laps of the gods.

Familiar faces are fast disappearing from many railroad offices and shops as the demands of the military service press more severely on the nation. These departures will be accentuated in the near future.

At several points on the system

groups of those left behind make periodic collections of small sums to buy cigarettes, smoking tobacco, writing paper and similar small gifts for those who have entered the service from their office or shop. It is an idea which might be well adopted universally.

Scrap for Japs

To the Editor:

Dear Sir:

I am a N. Y. C. employe and want to inform you that we are doing a fine job here in Bay City, Mich., taking up rails and scrap where sawmills once hummed a tune in the lumbering days.

We hope these rails and scrap will help take the "Nip" out of the "Nipponese." We have taken up miles of them.

Lewis Hannan
1123 Taylor Street
Bay City, Mich.

★ ★ ★ ★

Buy Bonds for Victory

★ ★ ★ ★

Carson Heads N. Y. Post of Legion

Hugh A. Carson, of the Vice President and Comptroller's office, has been elected Commander of the American Legion of New York County.

R. E. Patterson, of the same office, has been elected Legion Vice Commander of Westchester County.

Alvah L. Dingwell

Alvah Leighton Dingwell, Claim Agent at Springfield, Mass., since August 1, 1927, died at his home in Springfield, June 7, after an illness of several weeks.

Mr. Dingwell was born in Bay Fortune, Prince Edward Isle, July 5, 1880.

His wife, Geraldine Wilder Dingwell, survives.

Funeral services were held June 9 in Springfield. Burial was in Woodlawn Cemetery, Everett, Mass.

Beech Grove Shops

With the number of men leaving the Beech Grove shops for military service increasing, we may yet see women employed in the shop. Wonder how they would look stripping off a side sheet and will they be called carmen or carwomen? Seems highly improbable but women have invaded every other field but that of legitimate car knocking.

Bob Gertchen and Al Scheich of the tin shop have recently entered the navy.

At this writing 94.33 per cent of the employes of the Beech Grove car shop are continuously subscribing to war bonds. While the men won't be satisfied until they reach the goal of 100 per cent they feel they can be proud of their standing.

R. L. Jeffries, General Foreman of the Passenger Car Shops, has been at home since June 6, undergoing class 3 repairs. All hope that shortly "Jeff" will again be back on the job.

Among those recently inducted in the Army are Walter E. Burne and S. T. Frazier.

On July 3 was born to Mr. and Mrs. Elmer Wilhelm a six and one-half pound daughter. Mr. Wilhelm is a Car Department Air Brake Repairer at Sharonville, O.

G. L. Rook, laborer, recently was inducted into the Army. E. D. Sims, Carman Apprentice, has enlisted with the Marines. Both are Sharonville, O., Car Department employes.

Frederick A. Martel, Supervising Clerk to the Chief Lumber and Tie Inspector, Cleveland Ohio, died suddenly. He had worked for the railroad 42 years.

Four members of the Cleveland Railway Business Women's Association, Elsa Larson, Ruth Mason, Edna Jones and Meta Koncana, are members of the First Aid Squad of the Civilian Defense Protection of the General Office Building, Cleveland.

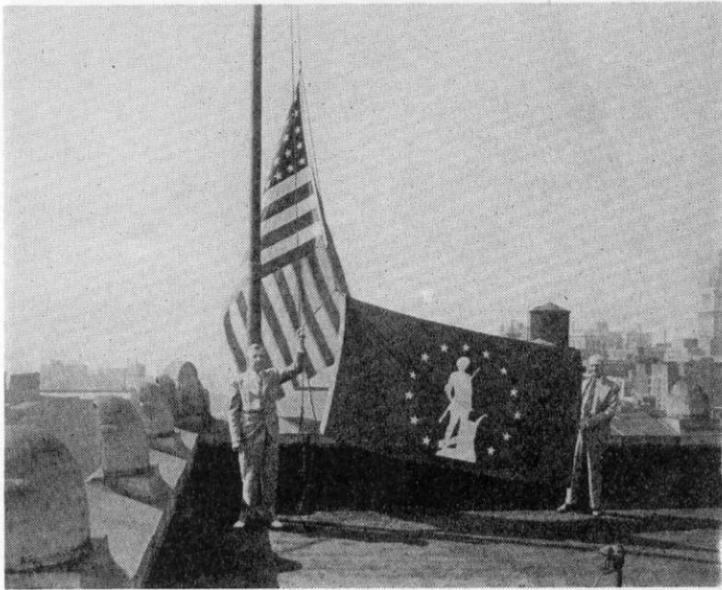
Heads Post 116 At Indianapolis

C. V. Guill, Indiana Division Brake-man, was elected Commander of Big Four Railway Legion Post 116 at Indianapolis. He will take office in September. He has been membership chairman for the post for the last two years, during which time it attained an all-time high of 151 members.

Mr. Guill entered service in 1919 after his return from France where he served with the 6th Ammunition Train, 6th Division. He was overseas 11 months and 17 days in the Argonne between October 26 and November 11, the last big drive.

At the election, held July 12, the following other offices were also filled: 1st Vice Commander Frank Wetterick; 2nd Vice Commander R. L. Seigler; Adjutant A. H. Mayo; Finance Officer Fred Meixner; Chaplain M. F. Murnan; Service Officer C. A. Reed; Sgt. at Arms R. R. Meyer; Athletic Officer E. G. Perich; Americanism Officer L. H. Farrington; Child Welfare F. Woolf; Delegates to the State Convention E. H. Clark, F. J. Monahan, P. M. Pursian; 12th District Delegates E. H. Clark, P. M. Pursian, C. V. Guill; Executive Committee D. E. Lemon, P. M. Pursian, C. A. Reed.

100% Minute Man Flag in Cincinnati



New York Central employees in the general offices at Cincinnati earned the right to fly the Minute Man flag under the Stars and Stripes by subscribing for war bonds under the payroll deduction plan, one hundred percent. This picture shows T. B. Rohling, Building Superintendent, ready to hoist the flags and W. R. Gibbons, Real Estate and Tax Agent, chairman of the United States War Savings Bond drive, assisting.

A flag raising was held July 3, at the Big Four Office Building, Third and Smith Streets, Cincinnati. This houses the Local Freight office (H. A. Learn, Agent); the Cincinnati Terminal Superintendent's office (S.V. Bevington, Assistant Superintendent); the Freight Accounting Department (H. A. Bushu, District Station Accountant); together with several other branch offices.

The speakers were introduced by C. A. Radford and an address was given by James G. Stewart, Mayor of Cincinnati. Following the presenting of the flag by Agent Learn, the Pledge of Allegiance was recited. A representative of each of the Armed Forces presented the Colors. They were: R. E. Ditslear, sailor, yeoman, third class;

Robert W. Parmelee, Marine Staff Sergeant; William T. Morris, Army Corporal, and Bugler Fritz Mueller. Present also were a Red Cross nurse, Miss Lucille Bennett, three Girl Scouts, Janet Esslinger, Dale Esslinger and Carol Cook and three Boy Scouts, E. D. Donnelly, Fredrich Wolf, Jr., and John Gavin, Jr.

Several members of the American Legion of the Big Four Route and members of the Big Four Police Department attended.

Gracing the local office proper, is a new American flag accompanied by a "Minute Man Banner" for 100 percent purchases of War Savings Bonds.

Officials of the Company present were E. H. Banker, R. E. Dillingham, and J. P. Corcoran.

Interned in Turkey

Joseph Perrone, Yard Foreman at Lansing, Mich., recently received word from the War Department that his son, Staff Sergeant Frank Perrone, had been interned for the duration in Turkey.

He was in one of the bombers that bombed the Rumanian oil fields, did not have enough fuel to return to their base, and landed in a neutral Country.

The elder Perrone served in the Army in World War No. 1.

defined; but if being one of the most worthy, capable and dependable individuals and one who quietly but accurately and efficiently goes about his responsible tasks, is being spectacular, then we are compelled to term his activities as such.

Miss Kate Huntsman of the Accounting Department Typing Bureau recently surprised her friends in the office by announcing that she had bought a new home. Not to be outdone in the way of surprises, 40 of these friends appeared unexpectedly at Kate's new home July 7, for a housewarming, at which time they presented her with a table lamp and a boudoir chair.

Cupid is Still Busy in Detroit

With virtually the whole A.P.C. office "Cupid stupid," it wasn't at all surprising to have Irwin Weiser announce his engagement to Jeanne Dresner, July 3. Marriage plans, however, are indefinite.

Auditor Passenger Accounts boys in the armed forces are being sent to all corners of the globe. Private Richard Nihill has the place of envy in Hawaii, while Private Lester Horton hobbles with the Esquimaux in Alaska. Corporal Edward McKenna is back among his old country relatives in Northern Ireland. Private Charles Wall is in Iceland, and Private Chester Harrison in South America. Private First Class Nick Tikfesi to date has not been permitted to reveal his whereabouts.

Having attained the rank of Corporal at Camp Livingston, La., Charles W. Stein is now attending Officers' Candidate School at Fort Francis E. Warren, Wyo.

Service Flags for 300 Raised at Weehawken



Among those who participated in the Service Flags dedication at Weehawken were, left to right, Captain Ackerman and Colonel Williams, U. S. Army, Mayor Meister of Weehawken Township, Superintendent L. Relyea, Assistant Superintendent H. D. Farnham and Division Engineer E. J. Bayer.

Employees of the River Division and Marine Department hoisted two Service Flags in Weehawken Station, July 16, in honor of their former fellow employees who have joined the nation's armed forces.

The Marine flag has 65 stars and the River Division flag has one large star with the number 235, indicating a total of 300 who have entered military service.

Colonel Williams of the U. S.

Army, Jersey City, furnished a color guard of 25 troops and the band of the American Legion Post of West New York, N. J., played during the ceremonies.

Speeches were made by Mayor Meister of the Township of Weehawken, L. Relyea, Superintendent of the River Division and Marine Department, and Tug Dispatcher H. Best.

L. W. Brennan, River Division Conductor, was Master of Ceremonies.

A strictly local romance gladdened the hearts of the employees of the Auditor Passenger Accounts Office in Detroit when fun-loving Dorothy McCune, Comptometer Operator in the Train Earnings Department, announced her engagement to Phil Porach, star first-sacker of the office softball team and Local Audit Clerk.

NYC employees at the Windsor, Ont., Yard are to be congratulated for their magnificent response to the recent National War Appeal.

Under the able chairmanship of J. W. McGowan they raised by voluntary contribution over \$1,100. The General Yardmaster wishes to thank the Supervisors of the various departments and employees for their fine cooperation.

Three more Windsor Yard employees have enlisted in military service. Yard Clerk Douglas W. McGowan recently left for the Pacific Coast. He is attached to the Oxford Rifles. Switchman Sidney Snider and William J. Petrie enlisted with the Royal Canadian Navy. They are now in service on the Atlantic Coast. This makes a total of nine employees in military service from the Operating Department.

Sympathy is extended to Lee Benner, Instrumentman in the Division Engineer's office, Jackson, on the recent death of his father at Detroit.

Robert Williams, Section Foreman, Decatur, Mich., will retire from service August 31. Mr. Williams, now over 65, entered service as Section Laborer November 10, 1907, and was promoted to Foreman in June, 1916. He plans to spend some of his new leisure farming.

G. F. Wheeler, Freight Claim Agent in Detroit, returned to work on July 13 after a long rest cure. He is looking fine and everyone was glad to see him back on the job.

Returning to the climate of Cincinnati she loves so well, Mrs. Mae Ferguson Tieman in June retired from active service in the Auditor Passenger Accounts Office, Detroit. Mrs. Tieman, born in Brazil, Indiana, entered the service February 16, 1922, was transferred to the Auditor Freight Accounts Office in March 1926, and to the A. P. A. Office Sept. 17, 1931. She leaves behind many friends.

There was joy in the Otjens' household June 21, when a daughter, Joan Marie, entered the world. Otis, the happy father, passed out cigars and candy to the employees of the Auditor Passenger Accounts Office the next day, and in turn received heartiest congratulations. "Grandpappy" Otjens, Otie's Dad, and Division Clerk in the same office, is said to be thinking of getting himself a wheelchair.

E. J. Thompson, Clerk-Stenographer in the Portland office, was inducted into the Army, June 25.

Harold B. Kutcher, of the Coal Department at Chicago, was elected National President of the Sixty-first Railway Engineers Veterans' Association of World War I at their reunion, held in Louisville, June 20. The June, 1943, reunion of the association will be held in Chicago.

★ ★ ★ ★
Invest in Victory
★ ★ ★ ★

Detroit Girl Gives Blood Four Times

Last Month's Central Headlight, to Detroiters at least, was conspicuous for its absence of news from the General Department Accountant's Office, and with good reason too! Ye contributor from this branch was himself in the hospital for an operation on a foot. Delighted to be using his pedal extremity as usual, he can now peddle his papers again—so here we are!

Miss Marie Chandler, Maintenance of Equipment Group, has been a blood donor four times in four months. She says each time it make a large blue spot on her arm, which is, of course, white. The color of the blood is red—well, it is patriotic, isn't it?

Miss Marie Strejan, an amiable character around the office is the object of many best wishes and congratulations, as she is soon to be married.

Ben Moore, Maintenance of Way Group, has annexed to himself a beautiful wife. The marriage took place June 20 at the Redford Methodist Church.

Prize checks were to be mailed recently to the winners in the third annual Sister-Sister, Sister-Brother, and Mother-Daughter bowling tournament at Chene-Trombly Recreation, with 852, 969, and 819, respectively, the low paying counts. Gussie Jacob, who carries a 153 average, combined with Marie Ruehle to win the Sister-Sister with 988. She also placed second with her brother, Herman Haske, in that event with 1092, turning in the best performance of the tourney with 209-188-159 for 556.

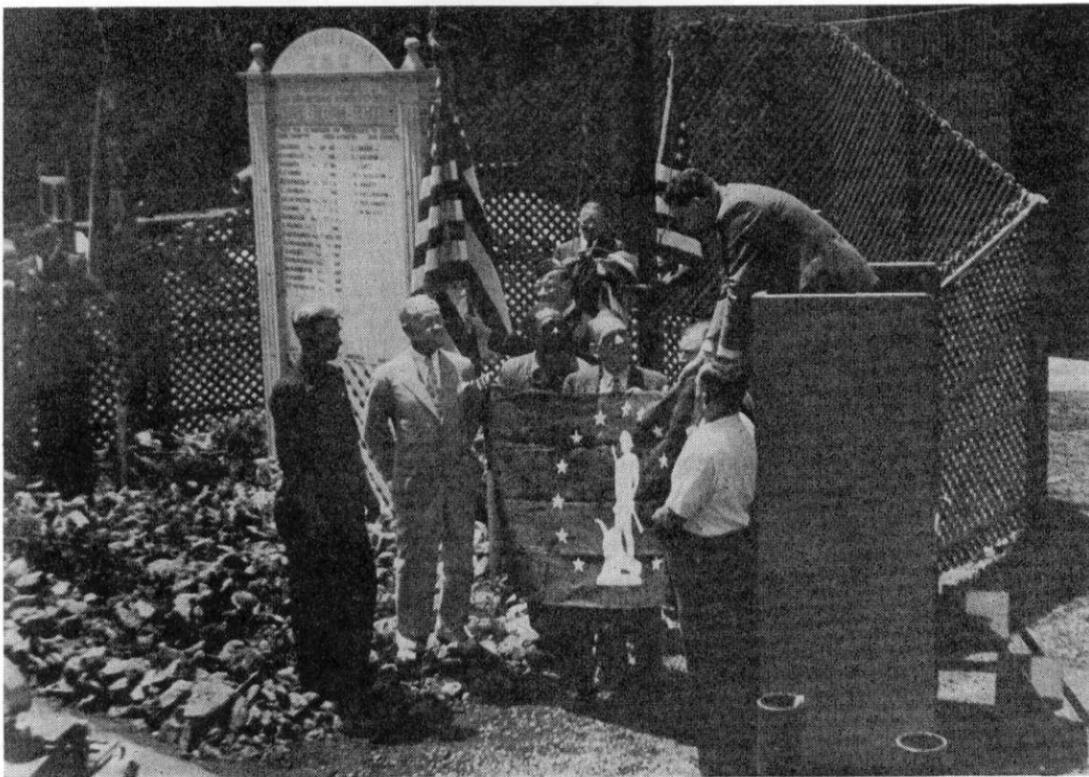
James Thomson, 52 years in the services of the railroad last June 19, looks no worse for all the wear and tear. In fact, he looks good. Like many a cherished friend, he becomes better with age.

A retirement from the ranks, and were we all surprised! Mrs. Nora Jolly of the Timekeeping Department has left, and if her retirement is any

criticism, people are doing so at an earlier age than heretofore. Mrs. Jolly, characteristic of her name, always had a pleasant word and a pleasant smile, and will be missed around the office.

Lee White, Accountant, is not herein being mentioned for anything spectacular, as the word is commonly

Detroiters Win Flag for 100% War Savings Bonds Purchases



Shown, left to right: Pawl Hul, Coach Truck Repairer; George C. Howe, Executive Assistant to A.V.P. & G.M.; John Leitner, Oiler; C. B. Hennessey, Passenger Car Foreman; Mathew Matkovich, Mechanic, Pullman Co.; Jack Schuller, U. S. Treasury Department; Blagoy Trandoff, Pipe Fitter, and in background, H. H. Olding, Foreman, Pullman Co.; and two Legionnaires, Robert Day, at left, and Leo Flannigan, in center.

Yard employees of the Pullman Company and of C. B. Hennessey, Passenger Car Foreman, New York Central System, Detroit, involving a group of 400 employees, have made a record of 100 per cent of personnel in the sale of United States War Bonds.

To commemorate this achievement

a Minute Man flag was raised in the Passenger Yard at Detroit, July 9.

Participating in the ceremony were officers of the New York Central System Post No. 134, The American Legion, William Argile; H. Olding; Robert Day and others. The National colors and Post colors were advanced

and retreated in due form by Adjutant Argile.

There was a large company of officials and employees of both the Pullman Company and New York Central System present when Jack Schuller, representing the United States Treasury Department, presented the Minute Man flag to four laborers.

154 Trained Volunteers Ready to Fight Bombs at West Albany



One of the mobile units used to combat incendiary bombs in the New York Central's shops at West Albany.

A volunteer organization, consisting of members of all Shop Crafts, Supervision and the Police Department has been perfected to safeguard the lives of employes and protect the property at West Albany Shops in the event of air raids. The organization consists of a Chief Warden and three Deputies, with a total of 150 trained Wardens.

Wardens were divided into three groups for instruction by the Chief of the Shop Fire Department, his Assistant and Deputy Wardens, all of whom had received instruction in the Air Raid, Fire and Bomb Schools conducted by the Albany City Defense Council. These instructions were augmented by lectures delivered by specially trained officers of the Fire and Police Department of the City of Albany, who used motion pictures to illustrate methods of fighting and controlling incendiary bombs, as well as other materials provided by the National Defense Council.

First Aid classes for both men and women employes have been instructed by qualified instructors, provided by the Albany Council of the American Red Cross. A group of 20 women employes has also completed a course in Home Nursing provided by the same agency. The First Aid Room, regularly serving West Albany Shops with two Registered Nurses in charge, is well prepared to serve as headquarters for the administration of first aid in the event of emergency.

In addition to the regularly assigned mobile fire fighting unit, consisting

of three cars completely equipped, special equipment for fighting incendiary bombs has been placed throughout the shops at strategic locations. Pails containing sand, accompanied by long handled shovels, both painted yellow and stenciled to indicate their use, have been distributed throughout the plant.

Skids to be handled by electric trucks and wagons have been placed throughout the shops in the most accessible locations, each containing a supply of sand, pails, long handled shovels, axes and pump type fire extinguishers.

All fire fighting equipment is inspected daily and fire extinguishers are sealed so that their constant efficiency is assured. The regular members of the Fire Department respond to air raid alarms as a voluntary contribution and are able to move through the city streets during blackouts under authority of arm bands provided by courtesy of the Albany City Defense Council.

The shop fire alarm siren is an efficient part of the City air raid alarm system, with direct means of communication having been provided between Albany Air Raid Warning Filter Station and the Shop Power House.

The successful formation of this organization at West Albany Shops has been made possible by the wholehearted, patriotic co-operation of all employes in the Locomotive, Car, Stores and Police Departments and the Albany Civilian Defense Council.

and not ever shall we forget you and your kindness.

"Goodbye Mrs. Murty and remember in the affections of us, of the class of '42 of the College of Mt. Saint Vincent, you hold a special place."

The writers of the poem were Misses Mary Holland, Ann Hayes, Kathleen McManamy, Eileen Burkhardt, Dorothy Donnelly and Helen Dortch, who graduated from college the following day.

Mrs. Murty has served five years as Agent at University Heights Station. Her late husband worked for 37 years in Tower B, Grand Central Terminal.

Cleveland Freight Men Have Outing

The Freight Traffic Department, Cleveland, held its annual stag outing Saturday, July 11, at Malik's Grove. Feature of the day was the ball game between the Maurerites and the Keeganites. The latter won, 13 to 5. The teams were fortunate in securing the services of Ed Hoffman, retired General Agent at Cleveland, as umpire again this year. Other activities of the day included horseshoes and cards.

Success of the picnic was largely dependent upon the efforts of Les Ehrhardt, Bill Young and Les Schriener, who handled all the arrangements.

Technical Sergeant Bob Long, formerly of General Coal and Ore Agent Rickerson's office, was home recently from Camp Cooke, California, visiting his family and friends. All forgot to ask Bob how he likes California but know California likes him because he appeared to be in the proverbial "pink."

LeCount Honored for 52 Years' Work

Josiah M. LeCount, who retired July 1 as Chief Clerk of the System Per Diem Department, Car Service Department, after 52 years of service, was honored at a testimonial dinner given by his fellow co-workers June 23, at the Westbrook Hotel, Buffalo, N. Y.

Mr. LeCount was born on February 4, 1870, at New Rochelle, N. Y., a direct descendant of the founders of the city of New Rochelle. He served on the city council and was a member of the civil service for 14 years, eight years as chairman. He entered the employ of the New York Central on September 1, 1887, in the Freight Transportation Department, where he remained until May 22, 1889, when he left the employ of the railroad to engage in the silk business; but once a railroad man, always a railroad man. He returned on April 8, 1891, as a record clerk in the Car Service Department.

Subsequently he was promoted to Per Diem Clerk April 1, 1910; to Reclaim Clerk on November 16, 1917; and on March 16, 1924, to Chief Clerk of the System Per Diem Department. And in 1929, when the Car Service Department was consolidated with that of the Michigan Central, Big Four, P. & L. E., and B. & A. Railroads at Buffalo, he was transferred in the same capacity.

George Kenny, who acted as toastmaster, presented Mr. LeCount with a purse on behalf of his fellow employes. Chester Phelps, Fred Mathers, Thomas Robertson, William Whitehead, James McMahon, and Joseph Joy also gave complimentary talks. Letters of congratulation were read from E. S. Jackson, Superintendent of Car Service, and M. R. Clinton, Assistant Superintendent of Car Service, expressing their good wishes and regret at their being unable to attend.

Mrs. John O'Shea and Mrs. George Kenny sang, and the entire program was under the direction of the Misses Florence Lippert, Chairlady, Margaret McGowan, Elsie Evans, and Joan O'Mara.

Mr. LeCount, with his wife, plans to spend his retirement between New Rochelle and Florida.

53 Years at Work



John McIntyre

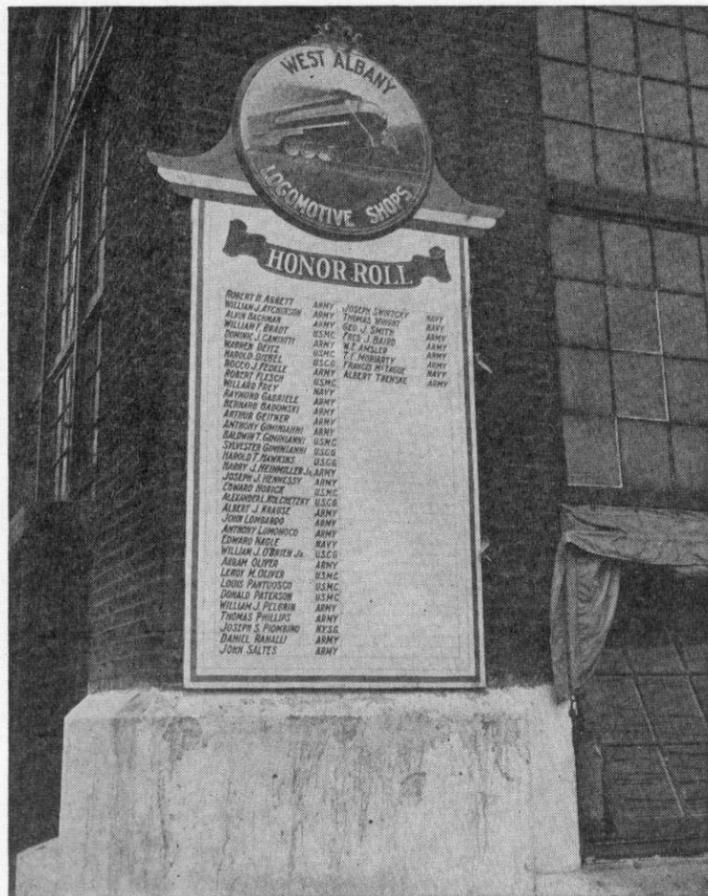
John McIntyre, Assistant Supervisor of Air Brakes, Jackson, Mich., retired recently, after fifty-three years of service.

A banquet was given in his honor at the Otsego Hotel, Jackson, May 9, which was attended by 240 friends and associates. The dinner was followed by entertainment, after which Mr. McIntyre was presented with an overstuffed chair and Mrs. McIntyre with a bouquet of roses. W. J. Cameron of the Ford Motor Company was the principal speaker.

Mr. McIntyre entered the service of the Michigan Central as Machinist Apprentice May 20, 1889. He was promoted to Gang Boss August 1, 1902, to Air Brake Inspector April 1, 1905, and later to Assistant Supervisor of Air Brakes.

You Can Fight With Bonds

West Albany Men Are Remembered



Men of the West Albany Locomotive Shops who have entered the nation's armed services were honored July 7 by their fellow employes by the erection of an Honor Roll inscribed with their names. Located on the southwest corner of the erecting building facing the main entrance gate to the Locomotive Shops, it presents the names of 43 former employes of whom 24 are in the Army, eight in the Marines, five in the Navy, five in the Coast Guard and one in the Signal Corps. The large board is topped by an oil painting of a locomotive of the Empire State Express, contributed by Anthony C. Smith, Shop Painter.

M. J. Alger Thanks "Get Traffic" Workers

Appreciation of the work of the Chicago District "Get Traffic" Committee and the hope that the committee will continue its meetings throughout the war were expressed in a recent letter from M. J. Alger, Vice President, Traffic, to L. C. Howe, Chairman of the Chicago group. In his letter Mr. Alger said:

"It is gratifying to note from the minutes of the meeting of the Chicago District 'Get Traffic' Committee that the war has not been allowed to interfere with your activities.

"Equally gratifying is the range of topics discussed, indicating how well our traffic situation is understood by your Committee.

"I assume that the Committee will continue its meetings throughout the war and have no doubt that your discussions will serve to develop ideas that will be helpful not only now, but after victory is won, when we will be confronted with much stronger competition than we ever have known in the past.

"Please convey my thanks to the members of the Committee."

Four Boston Men Now in U. S. Uniform

The following employes of the Freight Traffic Department, Boston, have been called in to military service:—

F. H. Abbott, Jr., now stationed at Camp Meade, Va.

R. M. Taylor, now stationed at Newport, R. I., Naval Base.

L. P. Cornwall, now stationed at Fort Snelling, Minn.

J. G. Kethro, now stationed at Scott Field, Ill.

In addition to the above, Carl Wallquist, formerly at Camp Lee, Va., is now abroad, and Dan Quinlan, of the U. S. Navy is in Honolulu.

W. G. Woller

William G. Woller, Contract Investigator for the Executive Vice President's Office, stationed at Buffalo, N. Y., died June 27 in his home at 286 Wabash Avenue, Kenmore, N. Y. He was 50 years old.

Mr. Woller entered service in the Superintendent's office at Albany in 1907, being shifted to Buffalo in 1926. He is survived by his wife, Elizabeth Hartman Woller, and two daughters.

P. & E. Boosters in Annual Picnic

The Peoria & Eastern Railway Boosters of Crawfordsville, Ind., are aggressive and active.

The wives of the employes take an equal part in the affairs of this group, with the result that their activities are highlighted in the local press from time to time.

Four years ago these Boosters decided that having a picnic to which all employes of the Peoria & Eastern Railway would be invited would promote closer cooperation, as well as provide an outing at which old friends could get together. This was so successful from the beginning through the efforts of these employes and their families that it has become an annual affair to which all employes eagerly look forward.

The fourth annual picnic this year was held on Sunday, June 28, at Milligan Park at Crawfordsville. A basket dinner was served at noon and was enjoyed by 150 persons, among whom was a large group from Indianapolis and Urbana, Ill., as well as from other points. William Davis, General Manager, and Mrs. Davis, and L. C. Tyler, Trainmaster, and Mrs. Tyler, as well as many retired employes, were among the guests. The oldest of the retired group was "Bill" Paetz, retired Conductor, age 88.

Plans are already being made to have the fifth annual picnic on the last Sunday in June next year unless circumstances prevent. In the interim the members of this Booster group at Crawfordsville will engage in other activities boosting the interests of the railway and the employes.

For Mothers of Four

The Emblem of Honor Association, it is announced, will award free to any mother having four or more sons serving in the Army, Navy, Marine Corps or Coast Guard an Emblem of Honor bearing one star for each son in service of the country.

The Emblem of Honor is a very attractive electro-gold plated pin composed of the eagle, the chevron, the scroll and the star.

Those who may qualify for the award may address the Association, care Landseair Service, 10 Murray Street, New York.

War Bonds are Safest

Softball Artists From the Harmon Engine House Pose in Their New Uniforms



Members of the Harmon Engine House Softball Team, which is competing in the A. A. of Manhattan League, display their new red, white and blue playing garb. The team defeated the Peekskill, N. Y., all-stars on Independence Day before a crowd of 3,000 spectators. J. J. Heller, Business Manager, stands at left.

Safety Ratio Gains Despite More Traffic

Railroad traffic in 1941 was about the same as that of 1929, freight transportation being 6 per cent more and passenger transportation 5 1/2 per cent less. Nevertheless, in 1941 the railroads had only a little more than half as many train accidents as in 1929.

This improvement in railroad safety as compared to the possible chances of accident has continued in 1942. In the first four months of this year (the latest for which figures are available), the railroads produced 29 per cent more freight ton-miles and 29 per cent more passenger-miles than in the same four months of 1929.

Despite this increase in traffic, in the first four months of 1942 there were 26 per cent fewer train accidents, 31 per cent fewer employe fatalities, 52 per cent fewer employe injuries, 7 1/2 per cent fewer passenger fatalities, and 10 1/2 per cent fewer passenger injuries than in the same months of 1929, which was one of the safest years in railroad history up to that time.

Sparks from Rolling Wheels

Of the twenty-two boys from the Auditor Passenger Accounts Office, Detroit, now serving in our armed forces, seven have gained promotions. They are: Private, First Class, Nick Tikfesi (now overseas), Corporal S. A. Ariemma, Corporal Carmine Nappi, Corporal Edward Berger, Corporal Roy Hronek, Corporal Charles Stein, and Corporal Edward McKenna (also overseas).

The Detroit Railway Business Women's Association recently donated a twelve cup silex, including electric unit, to the U. S. O. Lounge in the Detroit Passenger Terminal, thus insuring a drink to go with those tasty home made sandwiches which the members of the New York Central Division of the Association generously furnish every Tuesday, and the home made cakes which the various divisions of the Association furnish every other Sunday.

On these days they have volunteered their services to the U. S. O.

On July 27 the Indiana Harbor Belt Athletic Association held a dinner in honor of pensioners or veterans who are members of the Association. The party, held at Redwoods Restaurant at Riverdale, Ill., was well attended.

Robert F. Cook, General Auditor-Disbursements' office, New York, who recently joined the Army Air Corps, was given a farewell party by his office associates, and was presented with a pen-and-pencil set.

Condolences are extended to Mrs. Mary Gorey Green on the death of her mother, and to Harry Edwards on the death of his son. Mrs. Green and Mr. Edwards are employes of the office of General Auditor-Disbursements, New York.

Private Nick M. Tikfesi and Miss May Cosmala, both of the office of the Auditor Passenger Accounts, surprised their friends recently by announcing that they have been married since December 31. Private Tikfesi was sent out of the country for foreign service on the day his wife revealed their marriage.

On her last day in the Office of the Auditor Passenger Accounts, May 28, Miss Argania Hess was given a purse of money and a potted plant by her fellow workers. Retiring after 28 years of service with the Big Four and N.Y.C., Miss Hess will reside in her home town, Cincinnati.

Sympathy is extended to Norman J. Hull, Sr., Vice President and Comptroller's office, on the recent death of his mother; and to George R. Baker, General Auditor-Disbursements office, on the death of his sister.

James T. Hyland was inducted in the Army, July 11. He was an em-

ploye of the local freight house, Cincinnati. His brothers Elmer and Richard are also with the Big Four family.

One of the most popular young ladies of the Accounting Department, Mary Gorey Green, died suddenly on June 21. Mrs. Green was employed in the office of General Auditor-Disbursements, at New York. The loss of her mother a few weeks prior to her own death had a serious effect on Mrs. Green, from which she did not recover.

John Fitting, Chief Clerk to Auditor Station Accounts and Overcharge Claims, recently returned from a visit to his son, Lieutenant John Fitting, Jr., an Instructor in the Marine Air Corps at Pensacola.

Traveling Auditor E. H. Cartier, of New York, formerly located at Boston, reports the arrival of a granddaughter, his daughter's child.

William F. Hanson, formerly with the office of Auditor Station Accounts and Overcharge Claims, has been selected as a candidate for Officer training in the Army Air Corps. He is located at Miami.

W. M. Snow, formerly New England Freight Agent, Boston, is now a Major in the Army's Service of Supplies. It is believed he is now in Great Britain. C. J. Cook, General Agent, is carrying on in the office.

The 280 employes in the Auditor Passenger Accounts office, Detroit, have signed up 100% for war bonds.

Selkirk Notes

John F. Coffey, who worked from Sept. 1941 to April, 1942, at which time he was granted a leave of absence account of illness, died on May 21.

A. Ochman, former Laborer, was inducted in the Army on June 1 and W. Coulter, Clerk, on June 8. Both men were sent to Fort Upton.

Selkirk Car Department Softball team played the Car Department Supervisors at Ravena on June 18; score, 20 to 16 in favor of Car Department team. Batteries were Riccio and Carazza and for Supervisors, Karrk and Benoit. The following day found many of the Supervisors somewhat crippled. After the game a spaghetti supper was held at Scalzos.

Pensioner Dies at 100

E. O. Donaldson, one of the oldest pensioned employes of the Illinois Division of the Big Four, died at his home in Florida on May 30. Mr. Donaldson was employed at Mattoon, October 18, 1881, and was pensioned at the age of 70 years on April 1, 1912. He was 100 years of age in March and was on the Pension Rolls for more than 30 years.

Edmondson to Head M. & W.; Murray Retires

William A. Murray, Engineer, Maintenance of Way, Buffalo and East, New York Central Railroad, retired June 30.

To take his place, A. H. Wright, Vice-President & General Manager, appointed G. N. Edmondson, formerly Engineer of Track, Buffalo and East.



G. N. Edmondson

Mr. Edmondson's place has been taken by J. H. Kelly, formerly Division Engineer, Electric Division.

Mr. Kelly has been succeeded by J. N. Grim.

C. A. Maxciner was appointed Division Engineer, Eastern Division and F. B. Wilcox was named as Division Engineer of the St. Lawrence, Adirondack and Ottawa Divisions, with headquarters at Watertown, N. Y.

All the other officers will make their headquarters in New York.



William A. Murray

Mr. Murray was born in Montville, Maine, June 5, 1876 and received the degree of Bachelor of Civil Engineering in 1889 from the University of Maine. The following year he entered the Central's service in the Maintenance of Way Department, in which

he passed his entire railroad career, rising steadily through the ranks.

Mr. Edmondson, a native of New Haven, Conn., has been with the New York Central since June, 1901, when he became a member of the Engineering Corps. He rose through the ranks until he became a Division Engineer at Rochester, N. Y. in 1911, later serving at Jersey Shore and Albany. He was appointed Engineer of Track, New York, in 1927.

Beech Grove Notes

The following Freight Shop employes, Beech Grove, have entered military service and from the latest reports they are scattered from Iceland to Pearl Harbor:

L. O. Alford, R. P. Berg, K. L. Crockett, R. W. Ferling, C. R. Fox, A. J. Hessman, D. A. Ireland, H. A. Johnes, William Lindsey, Jr., Andrew Nemeth, Jr., P. C. Phillips, C. T. Pedigo, H. F. Sims, Reed Stucky, R. W. Trout, Jr., E. L. Waldon, R. W. Willis, C. E. Wilson, O. G. Wilson, and I. G. Yeager.

G. N. Hyde, Assistant Chief Piecework Inspector, Beech Grove Freight Shop, was recently promoted to chief piecework inspector, Freight and Passenger Shop. George Gviden, Piecework Inspector in the Passenger Shop, was appointed to Mr. Hyde's old post.

Will Train Glider Students in Texas

Dallas Wise, Repair Track Foreman, Detroit, was granted leave of absence, June 22, to train glider students in Texas. Mr. Wise has been in railroad service since November 25, 1915.

He constructed his own glider, which he sold to the government prior to leaving Detroit as an instructor. Mr. Wise has studied glider flying for several years, and he and his son have been highly praised on several occasions in local newspapers for their achievements. His leave of absence will be for the duration.

W. E. Barnum Retires

Willard E. Barnum, Head Clerk, office of Auditor Station Accounts and Overcharge Claims, at New York, after thirty-seven years of service retired on June 30. He was well liked by his office associates, among whose gifts to Mr. Barnum was a War Bond.

Mr. Barnum was born June 16, 1873 at Cold Spring, N. Y. At the time of his retirement he resided at Newburgh, N. Y., his place of residence for many years, and from which point he commuted to New York City daily.

He was first employed June 1, 1905 as a clerk at 60th Street, N. Y., freight station, serving in that capacity until August, 1909, when he was transferred to the Accounting Department. Since that time he has rendered the greater part of his service handling freight overcharge claims.

Walter Olsen, Valuation Accountant in the Chief Engineer's Office I. H. B., Chicago, is recovering from an appendicitis operation undergone at Ravenswood Hospital.

Cleveland Union Terminal Activities

Paul Manross has just returned from a visit to Camp Claiborne, La., where he visited a nephew who is a Sergeant in the Field Artillery. Paul was so impressed with the camp that he nearly volunteered again, after having served in World War No. 1.

Felix Belanger reports "an enjoyable" vacation working around his home, per instructions of Mrs. Belanger.

John Podolak and Bruno Pittingolo are back after their respective vacations, spent touring Cleveland.

Bill Rowland traveled to good old Pennsylvania during his vacation in an attempt to get his birth certificate.—Success?

Vincent Kasle also tells of having a pleasant vacation.

Johnny Beal of the Power Department is the proud father of another daughter, July 5. This is the third offspring, all girls.

The reservations for the Cleveland Union Terminals Company's Engineering Department reunion and picnic are already coming in hot and heavy for Saturday, August 15, at Schluters Tavern.

W. S. Ingles, Chief Clerk in the office of the Electrical & Mechanical Engineer, and his family have just returned from vacationing in the east, where they visited friends and relatives.

Leonard Neal of the Line Department has returned from his vacation at the "Neal Homestead."

Line Foreman Jim Fenn returned from his vacation at Oto, Iowa and the delicious fricasee chicken and pot pies his mother prepared.

W. E. Moore, of the Power Department, has just returned from the hills of Pennsylvania.

Harry LaBoyteaux and wife visited Fort Ticonderoga and then came back to Ohio to spend the balance of their holiday at Marblehead, watching the waves of Lake Erie and trying to catch some fish.

Less Stressing and wife have just returned from their annual sojourn to the wilds of Canada where Mrs. "Les" was the proud fisherman, catching two "Muskies" weighing 20 and 11 pounds each, in the French River.

Nell Dickard in the Accountant's office spent one week of her vacation at the Cliff House at Eagle Bay in the Adirondacks.

Miss May Cantwell, Day Matron in the Cleveland Union Terminal since it opened, and the matron in the old Depot for many years, retired June 1.

Car and Locomotive Officers are Shifted

A number of changes in the Department of Motive Power and Rolling Stock were made the first of last month.

A. E. Calkins was appointed Assistant to General Superintendent Motive Power and Rolling Stock, headquarters at N. Y., by W. H. Flynn, General Superintendent.

G. W. Birk was appointed Assistant to General Superintendent of Motive Power, with headquarters in New York.

T. J. Lyon was appointed Superintendent of Shop (Locomotive) at Beech Grove, Ind., by F. K. Mitchell, Assistant General Superintendent, M. P. & R. S.

C. N. Kittle was appointed Division General Car Foreman, with headquarters at Buffalo, succeeding R. L. Chandler, who retired after 47 years service.

W. N. Messimer, was appointed Assistant Superintendent of Equipment, with headquarters at New York, by A. D. Bingman, Superintendent of Equipment.

A. D. Bingman was appointed Superintendent of Equipment with jurisdiction over the Equipment Department, N. Y. C. (Buffalo & East) and the Boston & Albany Railroad, with headquarters at New York.

Clyde W. Stoutenburgh

Clyde William Stoutenburgh, 63, retired Chief Clerk of the Conductors' Department in the Auditor Passenger Accounts Office, Detroit, succumbed at his home in Cincinnati, June 20 after an illness of more than a year and a half.

Born in Brooklyn, N. Y., in 1879, the friendly man, known everywhere as "Stout," entered the railroad service July, 1898. His 43 years with the company were spent in the A. P. A. Office, except for a brief period in 1900 and 1901 when he was employed in the New York Ticket Receiver's Office. Most of his service was in the Conductors' Department, through which he advanced to Chief Clerk, the position he held when he retired in September, 1941, because of ill health. "Stout's" seemingly inexhaustible supply of stories and jokes endeared him to everyone he met. He and his inevitable cigar were as familiar a sight in New York and Chicago as they were in Detroit and Cincinnati.

Funeral services were held at Hyde Park, June 24, with burial in Spring Grove cemetery in Cincinnati. Pall bearers were G. J. Paris, C. B. McDaid, H. Kolkmeier, F. Bernhard and two close friends. Other A.P.A. employes attending were: Mrs. Joseph Ryan, Miss Rose O'Neill and H. Q. Saunders.

Surviving are Mr. Stoutenburgh's wife, Margaret, his son, Clyde, Jr., and daughter, Katherine.

Lewis L. Varney

Lewis L. Varney, Chief Train Dispatcher at Springfield, Mass., was stricken in his office on July 4, and died suddenly.

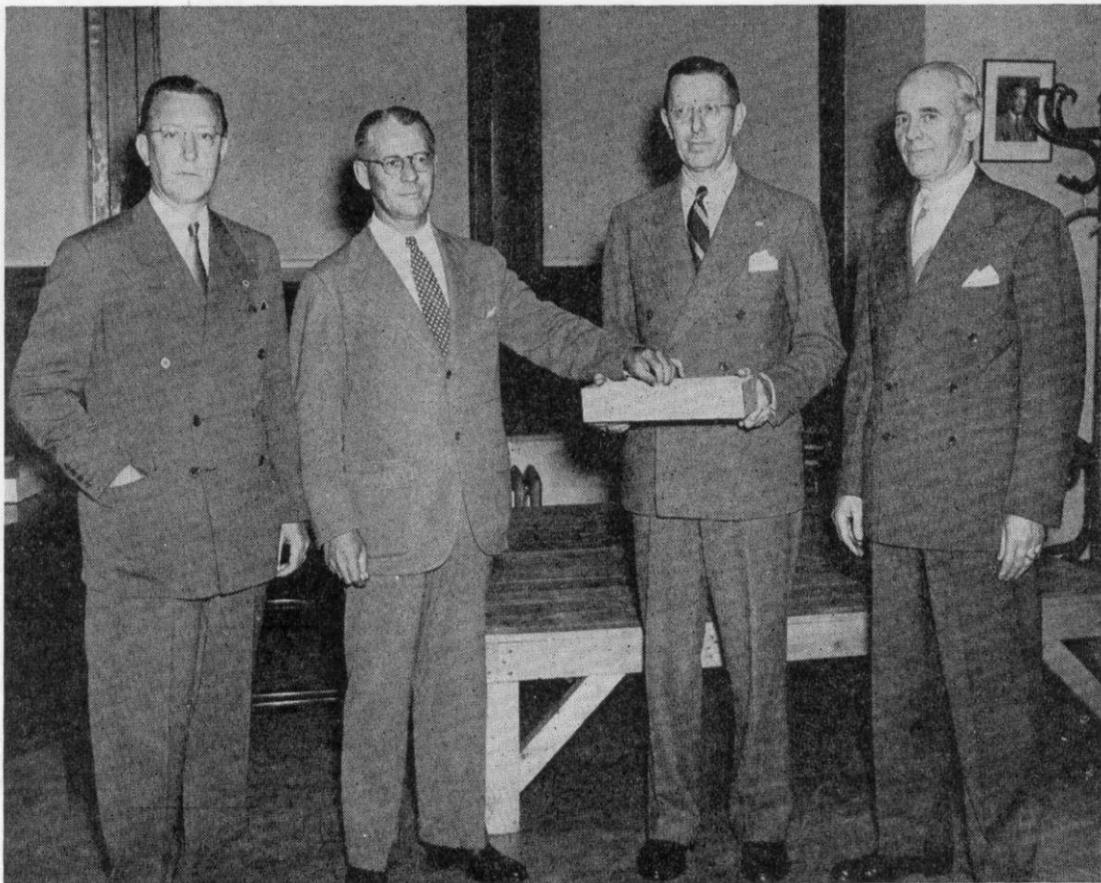
He had been in service since November 1, 1902 serving in various capacities including Operator, Dispatcher, Assistant Chief Dispatcher, Chief Dispatcher and Night Trainmaster.

Celebrating thirty-five years of married life, Chester Sparrow Nickerson and his wife retraced their steps to Peekskill, N. Y., on a second honeymoon in June. They visited nearly all the familiar spots that they took in on that joyous occasion thirty-five years ago when Mr. Nickerson and his young bride went on their honeymoon. At a get-together in Peekskill many of the original wedding guests were present.

Miss Marie Schroeter, Secretary of the Superintendent, Chicago, has been elected Chairman of the New York Central Division of the Railway Business Women's Association of Chicago.

Additional employees who have entered the military service of the United States during the past month from Beech Grove Freight Shop are: H. R. Campbell, R. L. Catron, L. H. Eversole, P. E. Prather, Harold Plew, and A. L. Stortz.

First A.A. of Manhattan Bond Award Is Made



The first monthly drawing for the award of a \$25 War Bond to a member of the N.Y.C. Athletic Association of Manhattan was held July 6. Among those at the ceremony were, left to right, L. W. Horning, Manager, Personnel; W. F. Place, Vice President, Finance; H. L. Buhler, President of A.A. of Manhattan and W. R. Dallow, Assistant General Freight Agent, New York. Mr. Place drew the lucky number of H. F. Swartz, Cashier, Treasury Department.

Mt. Carmel Notes

Miss Dorothy Fye, daughter of Stenographer W. W. Fye of Mt. Carmel, Ill., has received the scholarship in Music at the University of Illinois.

James Schrodt, son of Engineman S. W. Schrodt, Mt. Carmel, is now assigned as Director at the Air Corp Technical Training Station at Miami.

Company Attorney P. J. Kolb, wife, and granddaughter, of Mt. Carmel, have returned from a month's vacation in Pine Cliff, Colorado.

Trainmaster A. M. Smith, wife, and daughter, Mt. Carmel, spent two weeks' vacation in New Orleans.

L. A. Bratton, Railroad Mail Clerk of Mt. Carmel, won the City Golf championship, July 11.

Hostler Harvey E. Johnson of Mt. Carmel, Ill., died suddenly when at home, July 11. Mr. Johnson had thirty years' service with the Big Four.

Boilermaker Guy Fiscus of Mt. Carmel, died July 11, after several months' illness. Mr. Fiscus was a Spanish-American War Veteran.

Railroad men at Mt. Carmel, Illinois, participated in Victory Week with a fine program at the flag pole at the Shop, under chairmanship of H. M. Hutchins. Songs were given by the Lewis Sisters. Pledging allegiance to the flag and singing America was led by General Foreman M. A. Powers. The Rev. Mr. Allen led in devotions and an address was made by the Rev. Mr. Slagle.

Approximately 125 persons attended a testimonial dinner, July 18, honoring O. M. Houser, formerly General Foreman at Mattoon, recently promoted to Assistant Master Mechanic at Bellefontaine.

The dinner, held at the Hotel U. S. Grant, was attended by a number of out of town guests, including officials from Indianapolis. Mr. Houser was presented with a Gladstone bag.

Among the recent departures from Mattoon for the Armed Services are O. J. Rardin, B. M. Helper; W. E. Duncan, Flue Borer and Bert H. Strohl, Machinist Apprentice.

C. C. Hendrickson, Machinist, at Mattoon, passed away June 6, in a Decatur hospital.

55 Years' Service

Philip Reilly, Chief Clerk to the Station Baggage Master, Grand Central Terminal, New York City, completed 55 years of service in the Department on June 17.

He entered the service in 1887 and continues to give efficient and courteous service. Upon the completion of fifty years service, his associates presented him with a gold watch, suitably inscribed.

Heads Chicago Post of Legion

At the annual election of Commodore Vanderbilt Post No. 789, American Legion, Chicago, July 14, O. Wayne Lipper of the Land and Tax Department was elected Commander to succeed W. E. Jones, Agent, I.H.B., at Argo, Ill.

James C. Maguire of the Treasury Department was elected Senior Vice-Commander, and John H. Coughlin of the Central Freight Association, Junior Vice-Commander.

Other officers chosen were Stephen W. Jacobson of the Car Service Department, Finance Officer; George N. Gilbert, I.H.B., Chaplain, and Clyde D. Foote, Chief Engineer's Office, Historian.

Ends Fifty Years' Work



C. H. Kilburn

C. H. Kilburn, Advertising Manager of the New York Central System at Chicago, retired July 1 after more than a half-century of service.

Private B. J. Hackett, formerly fireman on the Ohio Division, is now in the U. S. Army, stationed at Fort Francis E. Warren, Wyoming. He is attached to Co. B. 2nd Quartermaster T. R. Barracks No. 323.

Frank R. Rafsnider, Conductor, Mt. Carmel, Ill., retired June 1, 1942. Mr. Rafsnider was employed on August 25, 1906 and worked continuously without a break in his service until June 1, when he retired.

His first railroad service was with the C. & E. I. in June 1898. In September 1905 he took employment at Mattoon, Ill., with the Illinois Central Railroad Co. working until August, 1906, when he resigned and accepted employment as a brakeman in the same month with our Railroad at Mt. Carmel.

Ulric Waters, 49, Agent at Sandford, Ind., died shortly after ending work, June 30. Mr. Waters entered the service of the Company on September 25, 1916. Mrs. Waters preceded him in death some time ago. He leaves a family of five children, one of whom a son, Ulric, Jr., is now in the armed forces.

Mrs. Albert J. West, wife of Agent at Shelbyville, Illinois, died June 25, at the age of 62. Mr. West has been in the service of the Company since April, 1888. In his absence during the illness and death of his wife his Agency was filled by Burt B. Klauser, Cashier at the Alton, Ill., Freight House, a former Clerk at the Shelbyville Station.

Joseph W. Batson, Clerk, in the office of Mr. Otto H. Thayer, Signal Supervisor, Mattoon, Illinois, was honored recently at the Illinois State Convention of the Order of Demolay. Joe was elected to the office of State Treasurer of the Order.

Two at Gibson Join Armed Forces

H. P. Hannan, Superintendent Freight Transportation, Indiana Harbor Belt, Gibson, Ind., reports two of his ablest men have left for service in the armed forces.

Herbert Zimmerman, employed since April, 1929, is in the Army at Proving Ground, Ill. Robert Boyer, employed since July, 1941, is with the Merchant Marine at Long Island, N. Y. A watch was presented to each by their co-workers.

L. & J. B. & R.R. Wins Award

The employes of the Louisville & Jeffersonville Bridge & Railroad Co., Louisville, Ky., have been given the Certificate of Award by the local office of the War Savings Staff. A total of 99.1 percent purchase of bonds through payroll deductions is being made by these employes.

105 at Chicago Golf Dinner

Despite inclement weather, 105 officers and employes of the New York Central System in the Chicago district attended the annual golf outing, June 20. Rain fell heavily all day, and only 22 were hardy enough to try to play golf and these were forced to return to the club house before completing nine holes. Consequently, indoor sports, including cards and bingo, were in order. Entertainment was furnished by songster Frank Occoner accompanied by Andy Senics on the accordion.

The day was concluded with a steak dinner at which W. F. Schnaak, Chairman of the Golf Committee, extended a welcome. Then followed the distribution of prizes by George Blummer, Assistant Chairman. All prizes were distributed as door prizes. They took the form of War Savings Stamps. Charles Parker furnished favors, which turned out to be safety lollipops. Many fathers were seen to pocket them for the children at home.

Out-of-town guests included Andy Bock, Attorney, Louis C. Chapleau and Judge G. A. Farabaugh of South Bend, Ind., and H. F. Schryver of Cleveland.

These golf outings have been annual events for several years and are looked forward to each season as an opportunity for promoting understanding and good fellowship among members of the various departments. At this year's dinner all present gave a rising vote that another party be held next year.

Polk Street Fathers Give Sons to Nation

Polk Street Station, Chicago, employes have contributed sons to the armed services as follows:

M. R. Roche, Chief Rate & Bill Clerk, Chicago, has three sons in the service as follows: John Roche, somewhere in Australia; Ray Roche, Navy and Thomas Roche, Air Cadet, to be called September 1.

P. C. Trost, Agent, Polk Street, has two sons, Robert and Peter, Jr., in the Marines at San Diego.

A. J. Kay, Waybill Clerk, has two sons in the service and a third one is to be called.

M. J. O'Connor, Yard Clerk, 12th Street, has one son in the Army in Australia.

Earl Stillwell, Rate Clerk, Polk Street, has a son in the army.

A. H. Kirchhoff and A. V. Larson, each have a son in the Army.

A. J. H. Robertson (Scotty) has one son who has just re-enlisted in the Coast Guard, leaving home a wife and baby.

Notes from Auditor's Office in Chicago

Robert Lee Miller, son of Fred L. Miller, Clerk in the Auditor's Office, Machinist's Mate, Third Class, U. S. Navy, is on active duty somewhere on the Atlantic.

Charles E. Koridek and Evar C. Danielson are in the Artillery at Jefferson Barracks, Mo.

Private First Class Albert P. Zirwes dropped in to say "Hello." Al looks fine. He is in the 72nd Signal Company at Camp Elliott, San Diego, Cal.

F. G. Middleton, Assistant Auditor, is back at work again, after a brief illness.

A. E. Seidler, Joint Facility Examiner, vacationed "Out West."

Nick J. May is a newcomer in the Auditor's Office. Welcome!

Izaak Waltons Organize

The Indiana Harbor Belt Athletic Association has organized a Rod and Reel Club among its members. All members of the Association interested in this activity are urged to register at once with Fred W. Musser, c/o the Auditor I. H. B., Room 614, La Salle Street Station, Chicago.

Beech Grove Shops, With 2,500 Employees, An Important N.Y.C. Center Print Prizes of Camera Club Given

GENERALLY, it is the spectacular which catches the eye, or makes the headlines. No one seems to give much thought to the fellow behind the scenes, the quiet worker without whom a lot of the seemingly more important things could not exist.

Take war, for example. The very word calls up pictures of guns, tanks, marching troops, battleships, bombers. It intrigues the imagination.

But there are other factors, less colorful, perhaps, but equally, if not more, important. There are the railroads. If the combat abroad has proved one fact conclusively, it is that mobility, the free flow of transportation, is an absolute necessity to the welfare of a nation. The railroads are virtually the nation's life line now because no other form of transportation can deliver the tonnage capacity, speed, dependability and economy of America's railroads.

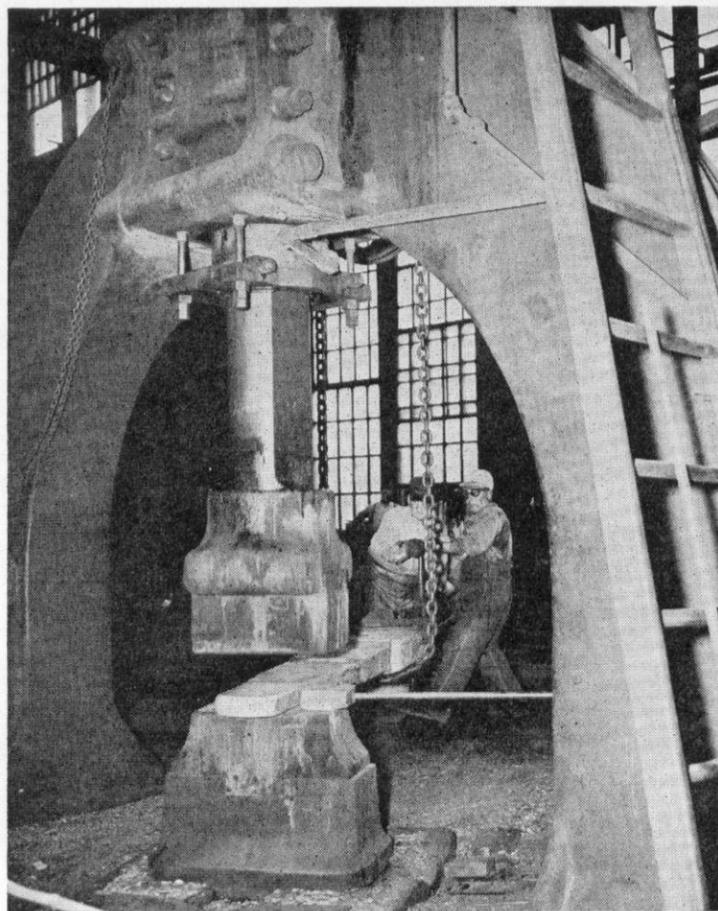
When the average man thinks of the railroads, the picture generally called up is that of the engineman, the brakeman, the switchman, or some other of the more obvious members of the operating forces.

The shopman, hidden away in some mammoth shop, is ignored because never seen by the traveling public. Yet the shopman is just as vital as any. In his own way he is playing a big part in war production, for through his skill and loyal work locomotives and cars are kept in repair to keep moving the flow of essential materials. Without that continuous movement, the whole military effort would bog down in short order.

At Beech Grove, near Indianapolis, are some of the most important railroad shops in the country, those of the New York Central System. Here approximately 2,500 men devote their days to keeping the country's leading transportation machinery functioning smoothly.

The Beech Grove shops are big by any measure, but their outstanding bigness seems to lie in the quality of the men who do the work. There is a spirit of comradeship which is unusual. There is a spirit of wanting to help the other fellow, both on and off the job. Newcomers to the organization are given every assistance in mastering the job by their fellow-workers. They want to help, but if the new man doesn't respond to such treatment he is apt to find his friend-

Improving on Vulcan



Giant steam hammer forging a locomotive draw-bar in the Forge Shop of the Locomotive Department at Beech Grove. Such a hammer can deliver a 1,000,000 pound blow.

ships growing cool.

Working in the Beech Grove shops seems to be a family affair. Some are apt to follow in their fathers' footsteps and it is noteworthy that, generally, when a father has died his fellows in the shops will keep his sons in mind for jobs in the shops when they become old enough to

work and openings develop.

The benefits of this large family spirit are felt in many communities. Approximately 25 per cent of the employees reside in Beech Grove itself; some fifty per cent are residents of Indianapolis, and the remaining 25 per cent live in the country or in surrounding towns within a radius of

Saves Two Boxes of Car Seals in One Yard



Blagoy Trandoff, Carpenter in the Detroit Passenger Yards, is an industrious worker in the drive for the conservation of materials needed for war use. The accompanying picture shows Mr. Trandoff with two boxes of discarded car seals picked up while passing through the Passenger Yard in going about his regular business.

about 25 miles.

The shops are one of the largest employers in Central Indiana, being exceeded only by three or four of the booming defense industries in the neighborhood of Indianapolis. Their workmen are good citizens, taxpayers, and generally active in civic affairs.

Physically the shops are big. The entire establishment consists of about 120 acres, with 1,822,767 square feet of space under roof and 37 miles of tracks. It is one of the largest three-department shops in the Middle West. By that is meant car shops, locomotive shops, and stores department.

The car shops, employing a total of nearly 1,200 men, with a monthly payroll of more than \$200,000, handle both freight and passenger cars. Here freight cars are repaired and rebuilt to move both military and civilian goods throughout the country. Here also passenger cars are rebuilt, air-conditioned and modernized, and here also several of the most luxurious streamlined trains in the country were constructed — the James Whitcomb Riley, now in regular service between Chicago, Indianapolis and Cincinnati, and the two units of the Mercury, running between Chicago, Detroit, Toledo and Cleveland.

The shops have a freight car capacity, for general repairs, of from 18 to 20 cars a day, and can handle from 32 to 36 passenger cars a month. Last year 110 cars were air-conditioned and modernized. The car shops were opened in 1910 and were in full operation the following year.

The locomotive shops were opened in July, 1908. They employ a total of around 1,000 men, with an average monthly payroll of close to \$200,000. At the current rate of operations, the force is capable of doing a complete reconditioning job to an average of over one steam giant a day to help in insuring an adequate supply of motive power for handling present-day needs.

Incidental to these departments are forge shops, paint shops and other departments essential to the work.

The third major department of the Beech Grove shops is the Stores Department, which is one of the largest organizations of its kind in this part of the country. The Stores Department is a base of supplies for the entire Big Four division of the New York Central System and, in addition, carries on the manufacture of a number of items, such as clamp brake beams, superheated tie bolts, various kinds of locomotive studs, and other items for use throughout the system.

All-in-all, the Beech Grove shops are an important asset to Indiana and the country, not only in these times of national peril, but also in normal times, because of their economic contribution to the communities which they serve.

Fifteen Ashtabula Employees Go to Army

The following fifteen employees from Ashtabula have been called for military service:

P. P. Ballo, M. J. Valentic, H. L. Burnett, J. C. Poros, M. H. Harchalk, Louis Turano, M. K. Laituri, Gene Phillips, Kenneth Leonard, Joseph Matyus, H. P. Carroll, Anthony Vacca, E. O. Pearson, Steve Simko and W. G. Benson.

J. S. Beetham Dies

John S. Beetham, retired Traveling Auditor, died at St. Petersburg, Florida.

Mr. Beetham, who was retired July 1, 1937, entered the service in October, 1892, as a telegraph operator and clerk at Knox, Indiana, at which point he later became Agent. He filled various positions in the Operating Department up to April, 1915, when he was appointed Supervising Agent with headquarters at Cleveland. On January 1, 1932, he was transferred to the Accounting Department as Traveling Auditor.

William J. Ryan

William J. Ryan, for many years Freight Agent at the South Schenectady Station, until his retirement about ten years ago, died recently at his home in Schenectady. He was 79.

The scheduled meetings of the Camera Club ended June 12, with an outstanding print competition in which 37 pictures were entered, 23 in the "A" group and 14 in the "B" group.

Top honors were awarded to W. A. Harrington in the "A" group and K. J. Wolf in the "B" group. The critic was Stanley Katcher, well-known print critic and judge. The pictures covered a variety of subjects displaying the versatility of the members.

The Club has assembled 18 prints all mounted and ready to be hung, for the different Army Camps throughout the country in cooperation with the Photographic Division, City Committee for the Army and Navy. The members have also pledged themselves to follow the suggestion of Mr. Norris Harkness, Photography Editor of the New York Sun, to take snapshots of the parents and home life of the boys in service and turn them over to the parents so that they can send them to their sons. The idea is that the men in the service would enjoy pictures from home and would be kept in touch with what is going on at the "home front."

The last meeting, which was to be held on June 26th, was cancelled and although scheduled meetings will not be held until September, the members are all set to go out and put to the test all the knowledge obtained during the fall and winter meetings.

Camera Club Prizes

Prizes in the monthly photographic contest of the New York Central A.A. Camera Club, New York, for the month of June, were awarded as follows: First, K. J. Wolfe, Second, Wesley Harrington and Third, F. E. Wanstall.

Bellefontaine Canteen Praised

Far and wide through our armed services the good work of the Bellefontaine Canteen, dispensing "Bellefontaine-Big Four Hospitality," is being praised by grateful uniformed men who pass through Bellefontaine, Ohio, on furlough.

The canteen is distributing free coffee, sandwiches and cigarettes to our soldiers, sailors and marines. On one occasion it fed 100 soldiers aboard a night train after a trainman had wired ahead, giving the women time to prepare.

More and more men visit the canteen because of comments they have heard. In a typical letter received, Private Thomas J. Grant, of Fort Benjamin Harrison, Indiana, wrote, "Judging from the remarks of the men after we boarded the train and departed from Bellefontaine, they were all in hopes that each station stop thereafter would have some 'Bellefontaine-Big Four Hospitality' in evidence."

China cups, sandwich filling, light and telephone, flowers, paint, lumber and labor have been donated to the canteen by individuals and business concerns in Bellefontaine.

P. C. Dempsey Dies

Patrick C. Dempsey, Chief Rail Inspector of the New York Central System, died after a brief illness May 29. His home was at 405 Marilla Avenue, Buffalo, New York.

Mr. Dempsey had been with the System 32 years, during which he was engaged in rail and track material inspection.

He was born at Scranton, Pennsylvania, January 5, 1876. At a comparatively young age, he entered the employ of the Lackawanna Iron & Steel Company, Scranton, Pa., where he served in many capacities in the rail mill, including that of section man, roller, inspector and rail straightener.

During the many trips made by the late Dr. P. H. Dudley, Consulting Engineer of the System, to the rail mill at Scranton, he was attracted by the ability of Mr. Dempsey and eventually added him to the staff as a rail inspector.

Mr. Dempsey was recognized throughout the industry as one of the best qualified inspectors in the business.

N. Y. C. Man Invented Sectional Post Binder

The invention of the sectional post loose-leaf binder in 1893 by Jacob C. Wolfe, then New York Central Assistant Auditor of Passenger Accounts, was recalled in the May issue of *Bookbinding & Book Production*. Mr. Wolfe invented the sectional post as the result of necessity in filing apportionment sheets of revenue from sales of tickets.

Mr. Wolfe realized little profit from his invention, although it has since become widely used in all business offices, because he was never granted a patent for the device. At that time its use was quickly adopted by all New York Central lines and by other railroads. Mr. Wolfe died in 1906.

Gets Dinner and Purse

Conrad C. Gundrum, Car Repairer at Wesleyville Repair Shop, Wesleyville, Pa., has retired on pension after 36 years of faithful service. Mr. Gundrum entered the service on December 31, 1906 as a Car Repairer.

A dinner was held in honor of Mr. Gundrum in the East Erie Turners' Banquet Hall, May 26. It was attended by 45 of his fellow workers and their wives. Bert Johnson, Car Foreman at Wesleyville Car Shop, was Toastmaster. Roy Hasenpflug, Storekeeper, led group singing, and after remarks from several of his associates, and the well wishes of all present, Mr. Gundrum was presented with a purse.

Succeeds Mussman

J. E. Anderson, Freight Traffic Manager, Cleveland, on May 1, announced the appointment of A. J. Crookshank as Division Freight Agent at Columbus, Ohio. Mr. Crookshank succeeded L. H. Mussman, who retired after more than 49 years of service.

Big Four Man's Son Saves Service Plane

Trainmaster G. E. Connelley, Bellefontaine, Ohio, familiarly known as "Bud," has two sons in the air service. J. W. is a lieutenant in the fighter command at East Boston and Robert is a lieutenant in the air corps at Ellington Field, Texas.

Recently J. W. was the hero in an incident where he refused to use his parachute and by his daring and skill saved a \$75,000 ship.

He was flying over Boston preparing for a landing approach when he discovered his retracting gear would not lower into landing position. He radioed the ground, explained his predicament and was advised to try a wheel-retracted landing at Westover if he wished to save the ship rather than abandon it.

Captain Frank H. Mears, in charge of the unit, took off in another pursuit ship and flew with Connelly to Chicopee, where the landing was made without difficulty and with only slight damage to the fighter plane.

D. F. Morris Gets Bond Upon Retiring

David F. Morris of the Engineering Department, New York, retired May 31. Mr. Morris had a railroad service totaling 54 years, 17 of which were with the Erie Railroad at New York, 18 with the Boston & Albany as Chief Clerk to the Chief Engineer at Boston, and 19 years with the New York Central, Line East, first as Chief Clerk to the Engineer of Construction and, later, as Agreement Clerk in the Chief Engineer's office.

J. W. Pfau, Chief Engineer, presented Mr. Morris with a War Savings Bond on behalf of his friends in the Engineering Department.

Detroit Junction Has 16 in Service

The Honor Roll for Junction Yards Repair Tracks, Detroit, includes the following employees, who either enlisted or were inducted into the service:

Walter Duda, Louis Plute, Jos. S. Golonka, Stanley Zambrycki, Joseph Schoening, Chester Augustyniak, John Weber, W. W. LaCombe, James Clevenger, Chester Bott, Harold McKellip, Harold Augustyniak, Howard Stites, Arthur Martlock, Alfred Ignas and Boris Nording.

(Concluded from page one)

Ohio Division, 84.4 percent.
Indiana Division, 88.3 percent.
Illinois Division, 79.6 percent.
Peoria & Eastern Railway, 99.0 percent.

Total—Big Four & P.&E., 85.6 percent.

West Division—M.C., 74.7 percent.
Michigan Division, 95.3 percent.
Detroit Division, 85.5 percent.

Totals—Michigan Central, 90.3 percent.

Law Department, 99.4 percent.
Traffic Department, 92.9 percent.
Accounting Department, 97.1 percent.

Purchasing Department, 100.0 percent.
Dining Car Department, 86.8 percent.

System Executive Personnel, 99.2 percent.

Other offices and miscellaneous departments, 87.0 percent.

For other large groups the percentages as of July 18 was as follows:
New York Central Railroad, 87.0 percent.

Pittsburgh & Lake Erie Railroad (including L. E. & E.), 99.0 percent
Indiana Harbor Belt Railway, 99.6 percent.

Chicago River & Indiana Railway, 100.0 percent.

Cleveland Union Terminals Co., 83.8 percent.

Indianapolis Union Railway Company, 97.9 percent.

Louisville & Jeffersonville Bridge & R.R., 96.6 percent

Troy Union Railway, 93.3 percent.

Total 88.2 percent.

(Concluded from page one)

needed for final check just before they are sent on their way into service.

"A third Shop in the East has been made available for the manufacture of reciprocating steam engines for Liberty cargo ships for the Maritime Commission."

I. H. B. Committee Who Reported 99.6 Bond Sales



Practically a perfect score is the record of Indiana Harbor Belt employees for their purchases of War Savings Bonds. Shown on the steps of the I.H.B. office, Gibson, Ind., are members of the Committees who signed up 99.6 per cent of their fellows for payroll deductions. They are: First row, left to right: W. P. Lamb, co-chairman, W. J. O'Brien, C. F. Wiegale, and L. W. Payne. Second row: L. T. Schmidt, C. C. Kitts, R. E. Pfeifer, C. A. Deppen, and H. J. Kennedy. Third row: C. F. Fairchild, R. R. Rex, M. W. Amoss, E. A. Haskins, W. J. Delaney, W. D. Irish. Fourth row: C. K. Thomas, L. M. Smith, C. E. Rowe, R. E. Nichols, A. M. Stockwell, A. W. Tolley. Fifth row: F. R. Patterson, C. J. Oswald, Joe Palermo, H. C. Taylor, and O. F. Jarchow. Sixth row: M. Principe, D. L. King, S. Swets, J. Barger, and O. R. Boese. Eighth row: A. J. Albert, G. L. Zeider, H. D. Murphy, W. H. Bonse, S. A. Harmon, F. Thomas. Ninth row: W. W. Crawford, J. T. Hewson, J. F. Maglish, and W. C. Keiser. Tenth row: James P. Okrey, William Aubruner, H. Campbell, J. H. Huddle, Fred Schultz, H. E. Stout, O. R. Kincaid, A. C. Holt, and G. R. Grills. Top row: F. C. Ott, J. M. Flahive, and D. G. Jacobs. W. L. Houghton, co-chairman, B. M. Hart and Floyd Wallace are not in the picture.

M. E. Ingalls is Now Army Air Officer

Melville Ezra Ingalls, 226 Randolph Ave., Peoria, Ill., General Agent for the New York Central System, has been commissioned a first lieutenant in the Army Air Force and stationed at Wright Field, Dayton, Ohio. Lieutenant Ingalls first will attend the Transportation Officers School at Wright Field. Mrs. Ingalls and their two children will remain in Peoria for the present.

Mr. Ingalls is a grandson and namesake of the late M. E. Ingalls, once President of the Big Four, and a son of the late George H. Ingalls, Vice President, Traffic, of the New York Central System.

15 In One Family Buying Bonds

RICHARD FENNELLY, of the Coal and Ore Department, Chicago, was recently in the news, with his parents and his twelve brothers and sisters, because of their solid backing of Uncle Sam's War Savings Bond campaign in Davenport, Ia., Richard's home town.

He is one of the four oldest children of "Davenport's Largest Family" who, with their father, John P. Fennelly, Auditor and Treasurer of the D., R. I. & N. W. Railway at Davenport, signed pledges to purchase bonds regularly.

His uncle, Capt. Patrick Fennelly, who lives in England, was among the British soldiers evacuated at Dunkirk.

N.Y.C. Men: Help Keep It Secret!

WHAT is a military secret?

Broadly, a military secret is any bit of information which even remotely concerns the War Department, is of little value to the average, loyal American citizen, and may possibly aid the enemy. Because such information is usually of so little value to the civilian in his every-day life, he often finds it difficult to realize how such information could be valuable to an enemy.

It is surprising how little you have to do to help an Axis agent. You don't have to furnish him with a complete plan, showing war industries, contemplated troop movements, military establishments, a timetable and a general order. The secret operator may be one of a score or more who circulate through a large area, noting a name here and a phrase there, overhearing a word or two and at the end of the day compiling all the available words, sentences, names and phrases to make a clear picture.

It isn't enough to think before you speak. The average worker has no means by which to judge the value of the things he says to the enemy. The solution, then, is to discuss nothing that is even remotely concerned with factual information of the strength of our troops, armament, equipment, morale, state of training or tactical doctrines of our armed forces; information which may affect the morale of our own people or that of allied, neutral or enemy peoples and which may be used by the enemy for propaganda; strategic information which would lead the enemy to an interpretation of our war plans or intelligence.

Railroaders hold a special interest for Axis agents. In the course of a normal day's work, the average railroadman has access to more information sources than the agent usually finds available. It is only logical, then, that the railroads should be covered thoroughly by the enemy-interested operators. Federal Bureau of Investigation agents, Military Intelligence officers and the local police have found these human listening posts in cafes and coffee shops frequented by railroad men, sometimes working behind the counters, sometimes "just hanging around." They might rent a house in a neighborhood containing railroad families, secure a room in a popular railroad hotel or just visit the theaters and recreation areas patronized by railroaders.

What are some of the things he listens for, this enemy agent? Does he think a thoughtless brakeman will let fall a word about a shipment of trucks that came out of Blank Motors yard this morning? No, the chances are that if such a statement were overheard by the agent he would be suspicious of a trick, because railroad men are too closely guarding all information about shipments, equip-

ment and armament, troop movements.

But he does hope that Conductor Jim Jenkins will tell Mrs. Jenkins of the 500 cases of measles they told him about at Camp Blank. But why? How can that be a military secret? Epidemics of measles break out all the time. And that's just why this is valuable information to the enemy. Knowing how often epidemics occur, insurance companies have made actuarial tables and the enemy agent, knowing the number of measles cases, can easily compute the population of Camp Blank by applying the same percentage figures. And he has gained another military secret.

What's wrong with showing the boys how you saw that squad of men at Camp Blank learning how to handle an unexploded enemy bomb? Everyone knows there are soldiers at that camp and the enemy certainly knows what his own bombs look like. But the chances are that when you demonstrate what you saw these soldiers do, you would use the same hand motions. That's all he needs; future bombs will be so made that when the soldiers handle them in the manner in which they have been trained, the bombs will explode in the handling!

Trains pulling in or out of industrial areas, military establishments and factories are run by men who are in the combat zone of our second front. They are comparable to the Army's liaison officers and scouts with one exception: whenever they divulge information, they jeopardize the Army's interests rather than further them.

There is another reason why enemy agents are interested in accomplishing their work through the facilities offered by the railroader who is not on his guard. Apparently innocent, difficult to detect, this second program carried on in this country is just as dangerous as any other form of sabotage; it is the spreading of rumors. We must be just as careful today not to spread lies about our country as we are to keep secret the factual information we have. Hitler himself laid down the principle: "To aim at convincing the masses by a long term campaign of lies and exaggerated and misleading facts."

One careless railroader, eager to tell his friends along the line "the story I heard back East" may accomplish more on one trip than the Japanese or German radio propagandists can in a month. Government officials who analyze German radio broadcasts have found that there never has been a single popular doubt or fear in the minds of Americans at war that wasn't instigated by German propaganda.

Railroaders have a tremendous job to do in this war — but let's don't talk about the details of it until the job's done.

Big Four Auxiliary, Springfield, is Host to Bellefontaine Auxiliary

Courtesy of the Springfield, Ohio, News-Sun



Scene in front of the New York Central freight house at Springfield, Ohio, when the Springfield Ladies' Auxiliary of the Mad River Chapter of Big Four Veterans, entertained the members of the Bellefontaine, Ohio Auxiliary at an informal luncheon recently.