

CENTRAL HEADLIGHT

Vol. V, No. 8

AUGUST, 1944

New York Co-Pilot Killed in Europe



Lieut. Charles Lerner

Word was received last month of the death, in action, of Lieutenant Charles Lerner, formerly a brakeman at Mott Haven Yard.

Lieutenant Lerner who was formerly a member of the Army Enlisted Reserve Corps, was a co-pilot on a B-24 bomber and was killed in the European theatre of operations while flying from a base in England.

He was called to active service in February, 1943 and on December 5, that year, was commissioned as a lieutenant in the Air Service at Blytheville Air Field, Arkansas. He went overseas in March, 1944 as a co-pilot and served first in Africa.

Lieutenant Lerner, who was 23, was a member of Local 598, Brotherhood of Railroad Trainmen, which organization presented a gold medal of honor to his mother, Mrs. Minnie Lerner at her home, 351 East 169th Street, New York. Lieutenant Lerner was a graduate of the Morris High School, New York and was at Mott Haven about five months. In one of his last letters he wrote:

"Have covered considerable territory in the last month and have seen my fill of foreign lands — when you see the filth and poverty of some of these places, you feel damn glad you're an American."

Red Star for Parents of Boy Killed in IRAN

The following is reprinted from the Bellefontaine, Ohio, *Examiner*. Private Roger W. Greeno was employed as a brakeman on the Ohio Division before entering the Army. His father, J. W. Greeno, is a conductor in the Sandusky District. The story:

"Mr. and Mrs. John Greeno, 116 Powell Avenue, have received, through official channels, the decoration of the Red Star of the Soviet government, conferred posthumously on their son, Private Roger W. Greeno, 21, who was accidentally killed July 13, 1943, when at work in a railway yard somewhere in Iran while serving with a U. S. Army Railway Operating Battalion.

Mr. and Mrs. Greeno have also been informed that the members of their son's company have honored him by naming their company street "Roger Greeno Avenue."

Gives Red Cross Blood Fifteenth Time

Ernest J. Ernst, a Patrolman at Cincinnati, celebrated July 4 by making his fifteenth blood donation.

Navy Praises N Y Central Men for War Achievements

PRESIDENT F. E. Williamson is glad to call to the attention of every employe the telegram he received, July 18, from Rear Admiral W. B. Young, Chief of the Bureau of Supplies and Accounts. In acknowledging the telegram President Williamson said: "Such a message as yours is most heartening and helpful when men in such organizations as ours have been under a long and continued strain." The telegram:

F. E. WILLIAMSON, PRESIDENT, NEW YORK CENTRAL SYSTEM

THE SUCCESS OF THE ALLIED LANDINGS ON WESTERN EUROPE, IN FACT THE SUCCESS OF EVERY CAMPAIGN UNDERTAKEN BY AMERICAN SHIPS AND MEN IN EVERY WAR THEATER, HAS DEPENDED HEAVILY UPON THE EFFICIENT TRANSPORTATION FACILITIES WHICH THE RAILROADS OF THE UNITED STATES HAVE MADE AVAILABLE TO THE ARMED FORCES AND TO THE WAR PLANTS PRODUCING FOR THEM. MATERIALS MUST ARRIVE AT FACTORIES AND SHIPYARDS ON TIME IF PRODUCTION SCHEDULES ARE TO BE MET; MEN AND EQUIPMENT MUST ARRIVE AT EMBARKATION DOCKS ON TIME IF INVASION SCHEDULES ARE TO BE MET. IT IS TO THE LASTING CREDIT OF THE MEN AND WOMEN WHO STAFF AND OPERATE OUR RAILROADS THAT THEY HAVE NEVER FAILED TO MEET THESE GRAVE RESPONSIBILITIES. EVERY ONE OF YOU MAY BE PROUD OF YOUR INDIVIDUAL PART IN HELPING THE NAVY TO GAIN COMMAND OF THE SEAS AND CARRY THE FIGHT RELENTLESSLY TOWARD THE INNER CITADELS OF THE ENEMY.

W. B. YOUNG, REAR ADMIRAL (SC) USN, CHIEF OF THE BUREAU OF SUPPLIES AND ACCOUNTS.

WASHINGTON D. C.,
JULY 18, 1944.

West Albany Boy Killed in France



John Aviza, Carman at West Albany Car Shops, was notified recently by the War Department of the death of his son, Private Edward Aviza, 19, in France, June 27, while serving with an armored regiment. A brother, Private Stephen Aviza, former Carman from West Albany, is with the army in India.

Bond Campaign is Extended to End of August

ALTHOUGH substantial increases in additional or new subscriptions for War Savings Bonds under the Payroll Deduction Plan have been obtained since the campaign began June 12, the Joint Committee representing the Association of General Chairmen of the Standard Railroad Labor organizations and management has decided to extend the campaign to August 31.

Local and divisional committees, it is believed, will thus be enabled to canvass fully every man and woman on the New York Central System who so far, for one reason or another, has not subscribed under the Payroll Deduction Plan in support of the war effort. This group includes a substantial percentage of the entire personnel.

While new subscriptions and additional subscriptions received since the

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Cedilote First Detroit APA Soldier Killed

First casualty among the boys from the Auditor Passenger Accounts Office in military service is Private Frank Cedilote. His wife, Laura, also an A.P.A. employe, received the dreaded "The War Department regrets to inform you—" wire on July 7.

Her husband had been missing in action in Italy since June 19. He was in the Infantry.

Downs 7 Jap Planes, Returns Home to Wed

Lieut. (jg) Robert B. Carlson, son of Harry E. Carlson, Beaver Falls, Pa., Cost Engineer, Valuation Department, P.&L.E., recently returned from the Solomon Islands, where he spent nine months, and participated in 91 missions in the South Pacific.

He has been awarded the Distinguished Flying Cross, being credited with shooting down seven Japanese planes, eight others probably downed and eleven damaged. He took part in attacks on Vela la Vela, Bougainville, Treasury and Green Islands and also bombed Rabaul.

Lieut Carlson was married May 15 in Riverside, Cal. to Miss Margaret Mary Dunn. Carlson and his bride are both graduates of Riverside Junior College.

Wigginton Wounded; With MRS in Italy

ALLIED FORCE HEADQUARTERS—T/4 James A. Wigginton, 13124 Hoyne Avenue, Blue Island, Ill., has been awarded the Purple Heart Medal for wounds received as a result of enemy action in Italy. An employe of the New York Central railroad, Wigginton is overseas with an operating unit of the Military Railway Service. The medal was presented to him at a special ceremony by Brig. Gen. Carl R. Gray, Jr., Director General of the MRS.

New Yorker Gets Bronze Star in Normandy



Press Association, Inc.

T/Sgt. David L. Chamberlain, left, Secretary to Superintendent of Equipment, New York, was among 17 officers and non-coms who was congratulated by Lieut. Gen. Omar Bradley, right, commanding General of U. S. Ground Forces in the European Theater, after being awarded the Bronze Star, new Army decoration, on a battlefield in Normandy, June 19. Chamberlain enlisted in the Army April 8, 1942, and was assigned to the Anti-Aircraft Command.

Addresses Sought for Xmas Gifts to Service Men

THE New York Central would like to send a Christmas remembrance to all furloughed employes in the Armed Services.

The Company does not have in all cases the latest military addresses of these men and women and it will be appreciated if their relatives and friends will cooperate in the matter of securing such address so that no one will be missed when the gifts are mailed.

This information should be given to the railroad official under whose jurisdiction any such employe worked, and should be in the following form:

Rank and Name:
Pfc John Doe
Serial Number:
6341499
Outfit or Unit:
Company X—60th Engineers
Address:
APO 43798
c/o Postmaster, New York, N. Y.

5000 Passengers Tell Post-War Coach Wishes; Speed Satisfies

More than 5,000 New York Central coach passengers responded with highly valued advice to the recent questionnaire asking their ideas in the design of post-war coaches, it was announced recently by F. H. Baird, General Passenger Traffic Manager, New York Central System.

Completed tabulation of the answers, he said, reveals that indiscriminate smoking in coaches, air-conditioning and comfortable reclining seats are uppermost in the concern of the traveling public.

The questionnaire contained sixty questions as to the passenger's preferences in non-technical and service details of railroad coaches and it was given limited distribution three months ago on principal New York Central trains.

The great majority of men and women, smokers and non-smokers, were found to object to smoking in coaches and recommended that it be per-

mitted only in the smoking room at the end of the new streamlined cars.

Men named air-conditioning as the most important factor in travel comfort, while women felt that seats are the most important comfort feature. Passengers agreed generally on conditioned air at about 74 degrees, except in very hot weather, when the controls should be set to vary the car temperature in accordance with that outside. The overwhelming majority preferred individual, lean-back coach seats, reserved in advance.

Tabulation also revealed that present train speeds won against suggested higher speeds by a vote of approximately two to one. And, despite the proverbial impatience of Americans, four out of five passengers interviewed found the present schedules of the trains canvassed suited their needs for arrival and de-

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Central Headlight

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Volume 5

AUGUST, 1944

No. 8

Hold Out That Helping Hand!

"IN almost everything, experience is more valuable than precept," said a writer who lived many centuries ago. To which another ancient writer, in trenchant phrase, added, "Each succeeding day is the scholar of that which preceded." Which leads us to say:

With the war at its peak, insofar as present events indicate, and with the New York Central System playing a vital part in its prosecution, the Company faces a disturbing situation, shared by all other American railroads. This is in the loss of trained, experienced employes, by disability, retirement and death, plus the departure, despite some deferments, of additional thousands of employes for service in the Armed Forces.

Every reader has been asked to aid the Company, in cooperation with several governmental agencies, in the campaign to replace employes lost, for whatever reason, from the Company's service.

The disturbing feature of the moment is that there is no reservoir available from which experienced men may be drawn for railroad work. Even if the present campaign meets the success for which both management and labor hope, the fact remains that the vast majority of the new employes received into the Company's service will lack the experience of those whose places they fill.

Such training as the Company can give in organized groups, small or large, is vitally helpful. But, however successful the results from this may be, they can be materially improved if the older employes will take it upon themselves to act as ex-officio instructors in helping the newcomers to learn the more involved details of their various jobs.

We have urged this before and the response to date has been splendid. Today, the emergency is even greater. Further efforts toward this end may reasonably be construed as potent contributions toward the Company's and the Country's war effort. We feel sure there is no older employe who will not try to do his part in this war-born situation.

"Such help as we can give to each other in this world is a debt to each other" said John Ruskin, eminent Victorian essayist.

We feel assured that every New York Central System employe endowed with the requisite experience will thus assay the situation.

Wins Flying Cross for Berlin Attack



First Lieut. William J. Gallagher, Calumet City, Ill., former clerk in the Auditor Freight Accounts' Office, Gibson, Ind., has been awarded the Distinguished Flying Cross, according to an official dispatch from England.

Lieut. Gallagher is a B-24 Bomber Pilot. His citation included official commendation from Lieut. Gen. Jimmy Doolittle, commanding the Eighth Air Force, for combat achievement on the initial mission over Berlin, which was the longest first assault ever flown by any group in the history of the European theater, and was one of the heaviest daylight bombardments of the German capital on record.

Lieut. Gallagher spent 16 months with an anti-aircraft unit and knows how it feels to shoot at a plane and also to be on the receiving end. His bombardier, Second Lieut. Thomas Lynott of East Chicago, Ind., also re-

ceived the Distinguished Flying Cross at the same time. The crew of the bomber, "Up Late," completed thirty bombing missions. Lieut. Gallagher has been assigned to special duties in England.

Shown below is Technical Sergeant Nunziato Sansevero, 24, Bombardier-Gunner in England, son of Anthony Sansevero of the Boston & Albany's Beacon Engine House, Boston. Sergt. Sansevero also was a member of the first crew to bomb Berlin.



F. J. Jerome Now Chief at Chicago

G. Metzman, Vice-President, Chicago, announced the appointment, effective July 1, of F. J. Jerome as Chief Engineer, with headquarters at Chicago for the Indiana Harbor Belt Railroad Co., the Chicago Junction Railway and the Chicago River & Indiana Railroad Co.

Mr. Jerome succeeds Otto Gersbach who retired June 30, after 43 years' service.

Hudson Division Man Three Days in Foxhole on Pacific Island

PFC Gerald R. Weisenbrun, Hudson Division Brakeman, who joined the Marines, is recovering in a Marine Corps hospital from a sniper's bullet. He also lost three teeth in action when he went ashore with the first assault wave on Betio Island, in the Pacific.

Weisenbrun went ashore with a flame thrower, which was damaged by enemy fire. Then, using a carbine, he engaged in hand to hand combat with a Jap marine, losing teeth but emerging the victor. After the sniper bullet struck him he lay three days in a foxhole.

Borges Ends Work in Cleveland Post

Edward F. Borges, General Agent, Freight Traffic Department, Cleveland, retired July 1, and was succeeded by Ernest M. Johns, formerly General Agent at Toledo.

Mr. Borges had 51 years of consecutive service with the New York Central System in Cleveland, beginning with the Big Four on July 1, 1893, as a clerk in Front Street Freight House. He had been affiliated with the Big Four Freight Traffic Department since August 1, 1905 as Contracting Freight Agent, Commercial Agent and General Agent, and since the consolidation on June 1, 1935, as General Agent for the System Lines in Cleveland.

Members of the Traffic Club of Cleveland honored him in the Cleveland Hotel on July 1, after which Mr. Borges was the guest at a luncheon attended by officials and representatives of the Freight Traffic Department, New York Central System, Cleveland.

Mr. Johns, who succeeds Mr. Borges, has been General Agent at Toledo since December, 1941, prior to which time he was Perishable Freight Agent at Cleveland.

Robert W. Lemon, formerly City Freight Agent at Cleveland, Ohio, succeeds Mr. Johns as General Agent at Toledo.

Gibson Folks Do Well Buying Bonds

The 82 employes of the Office of H. P. Hannan, Superintendent of Freight Transportation, Gibson, Ind., got solidly behind the Second New York Central Bond Selling Campaign, conducted in conjunction with the National Fifth War Loan Bond Drive, and boosted the percentage of payroll deductions from 5.7%, at the beginning of the drive, to 12%. All members of the department are subscribers, and the monthly total of deductions, in dollars, amounts to \$1,831.25.

This outstandingly successful campaign was conducted under the leadership of an office committee, consisting of A. J. Smeeton, Chairman, E. J. Mettler, F. T. Scharlau, P. T. Clancy, Miss M. A. Harmon and Mrs. L. P. Ingraham.

In the Transportation Bureau in the LaSalle Street Station, Chicago, also a part of Mr. Hannan's department, 24 employes turned in an increase of 72½% over payroll deductions at the beginning of the

Cleveland Girls Carry Service Flag in War Bond Parade



In a recent Fifth War Loan parade at Cleveland, fifteen girls from the various local offices carried the New York Central System Service Flag, which usually hangs in the concourse of The Cleveland Union Terminal. They attracted considerable attention.

drive, raising monthly bond purchases from \$210 to \$362. This increase is in addition to extra Bond purchases by a number of employes from neighborhood block captains.

The committee for the Transportation Bureau, consisting of R. W. Drommerhausen, F. A. Streeter and Mrs. S. K. Procter, reports also the interesting case of one clerk who has been in the habit of giving his children \$1 each, weekly, for the purchase of War Stamps. This amount he has increased to \$2 weekly.

Gibson Office Takes \$7000 in War Bonds

The Office of Auditor Freight Accounts, Gibson, Ind., reports:

The Fifth War Bond Drive, conducted here by George DeRolf, resulted in new Bond subscriptions amounting to approximately \$7000. This is in addition to the office maintaining, for nearly two years, a payroll deduction in excess of ten per cent of the payroll.

Recent welcome visitors were Sergt. Bill Gudgeon, of White Horse, Yukon Province, Canada; Master Sergt. V. E. Howard, Camp Atterbury, Ind., and wife, the former Florence Leisenfelt, and baby daughter Judy Kay; and Pfc. Eleanor Froling, USMCWR, located at Washington, D. C.

Congratulations to our two Waves, who just recently finished their boot training at New York City. June Cieplucha is now a Seaman Second Class, located at San Francisco, and Mildred Pictor is a Seaman First Class and is at San Francisco.

Manhattan A.A. Now Has 1500 Members

Membership in the N.Y.C.A.A. of Manhattan reached the 1500 mark, July 10. The drive is still in progress and every employe in the New York area is urged to join and get the many benefits membership affords.

The annual outing will be held Sunday, September 10. Arrangements

Bond Sales Extended

(Concluded from Page One)

campaign began have brought the total monthly payroll deduction to nearly one million dollars, it is hoped that when the campaign closes, on August 31, the participation by employes who have not as yet subscribed will materially increase this figure.

have been made to have a sail on the spacious Hudson Day Liner *Hendrick Hudson*, to Bear Mountain. Field and soft ball games will be played on the extensive picnic grounds. Reduced rate tickets are offered members and their families.

The Harmon Locomotive team has won six of its scheduled ten games in the Soft Ball League and is sure of the championship. A hot contest for second place has developed between the Harmon Electric (last year's champs) and the Traffic-Engineers. These teams were tied on July 15. The standing:

	Won	Lost
Harmon Locomotive	6	1
Harmon Electric	4	3
Traffic-Engineers	4	3
Railway Express	3	3
General Freight	2	5
G.C.T. Ticket Agents	1	5

N.Y.C. in New Movie

Many sets in David O. Selznick's new motion picture, "Since You Went Away," will be immediately recognized by New York Central employes because a typical Central Station was used as the background. The film has a star-studded cast, featuring Claudette Colbert, Jennifer Jones, Shirley Temple and Monty Woolley.

War Booklet Free

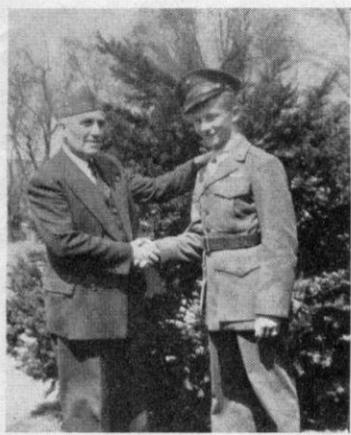
"Behind the Scenes of a Railroad at War," a 20-page booklet of recent New York Central advertisements, showing cut-away scenes of railroad operation, may be obtained free by writing to Room 1221, 466 Lexington Avenue, New York 17, N. Y. The Mohawk type locomotive, the caboose, Grand Central Terminal and the signal tower are among the "scenes."

999 Model Feature at Collinwood Employes' Picnic



The Activities Council of the YMCA at Collinwood sponsored a picnic at Stiffler's Grove, Highland Park, Cleveland, on Sunday, July 9. The American Legion miniature locomotive #999, a replica of the famous Locomotive 999, on which Charlie Hogan made his famous run between Buffalo and Batavia, was the highlight of the affair. Children of employes who were at the picnic enjoyed themselves by getting in and out of the cab and tender, pulling the whistle cord and inspecting the engine. Approximately 400 people were present. A softball championship baseball game between New York Central employes and Clark Controller team, winner of the first half of the Industrial League, was won by the Clark Controller team.

Father and Son



The above shows Past Commander Michael P. Mannion, left, and his son, Pvt. Michael J. Mannion, U.S.M.C., now stationed at Cherry Point, N. C.

Private Mannion was home recently on a ten day furlough after completing his boot training at Parris Island, S. C. Mannion worked for the Assistant General Freight Agent at Syracuse, N. Y., before enlisting in the Marines, December 27, 1943, at 17.

His father Mannion is one of the organizers of Post 515, V.F.W., at Buffalo, N. Y., and one of its first Post Commanders. He served in France in World War I. He now resides in Syracuse, N. Y., and is a freight conductor on the Syracuse Division.

Flight Officer



Photo by AAF Training Command

Albert G. Fingerle, Aviation Cadet, of Port Chester, N. Y., pictured above, was commissioned a Flight Officer in the AAF at graduation ceremonies held July 3 at Boca Raton Army Air Field, a technical school of the AAF Training Command. Flight Officer Fingerle is the son of Mr. and Mrs. William Fingerle, and was employed by the New York Central before he was called to service, March 12, 1942. He was with the Coast Artillery Corps, in Honolulu, 1935-36, and later was stationed at Santa Ana, Calif. and Williams Field, Ariz.

Commander at 79



Commander A. J. Wilson, at left, and his son, Harry Wilson, New York Central Police Sergeant at Detroit.

To Harry Wilson, Michigan Central Sergeant of Police at Detroit, has come an unusual distinction — that of being the son of a father who at the age of 79 is a Commander in the U. S. Merchant Marine. For his father, now Commander Andrew J. Wilson, has returned to the sea after having been away from it for more than 33 years.

More than a year ago, Mr. Wilson, whose first boat job had been that of second cook on a steam barge carrying lumber on the Great Lakes in 1880, heard and read appeals for enlistments in the Merchant Marine, and couldn't resist them.

War Shipping Administration officials granted his request for a physical examination and, much to their surprise, he passed it. Shortly thereafter he received orders to report to New York and immediately went into active service as Chief Engineer of a Liberty ship plying the Atlantic.

Thus, at an age when most men are content to sit with their memories, did Mr. Wilson give up a relatively easy and safe job as chief engineer at the Glenwood Manual Training School, Glenwood, Ill., for the hardships and perils of life at sea in war time.

After several months in the Atlantic the venerable seaman suffered an illness and returned to his home in Chicago Heights, Ill., on leave of absence. But this did not stop him. In March of this year, he appeared in the War Shipping Administration office and announced he was ready to go to sea again. He was sent to Marine hospital for an examination and came back with a clean bill of health.

So today Commander Wilson is again at sea — this time as Chief Engineer aboard a tanker.

Promoted



Corp. Zollinger, prior to induction into the United States Marines, was employed as a clerk and photostat operator in the Photographic Department at Pittsburgh.

Upon completion of Boot training at Parris Island, S. C., he was promoted to Private First Class and assigned to the Naval Air Station Photographic School at Pensacola, Florida. He was graduated on May 27 as an official Naval and Marine Corps Official Aerial Photographer at which time he was promoted to Corporal.

Corporal Zollinger recently was stationed at Cherry Point, N. C.

Veteran Gunner



U. S. Army Air Forces Photo

Staff Sergt. Charles H. Roe, a former employe, of Newburgh, N. Y., is a veteran aerial gunner with missions over Europe in a B-26 marauder and is now instructing at an Eighth AAF Composite Station, Northern Ireland. He was with the police department before he entered the service in April, '42.

Will Return to Wed



First Lieut. Hamilton C. Laing, Army Air Corps Pilot, formerly in R. H. Douth's office, Cleveland, Ohio, has completed eighteen months of overseas service, June 9. He enlisted in January, 1942, and received his wings on September 6, 1942 at Shaw Field, South Carolina.

He left the United States on December 9, 1942, and after several weeks at Honolulu was transferred to a base in New Guinea. After many hours of combat flying he was awarded the Air Medal by Lieut. General G. C. Kenney for "meritorious achievement" on operational missions.

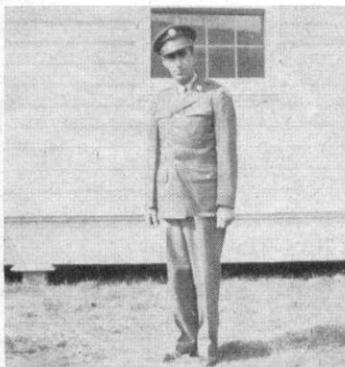
His letters are eagerly sought after by the employes of the Freight Traffic Department. His return on furlough is expected in early Fall, when he will be married to Miss Louina Hopkins, a Cleveland Girl.

Cooling



These Summer days perhaps this picture of snow will be helpful. Amid the Winter scenery is shown Jean Mellon, a recent addition to the roster of the Freight Tariff Bureau at New York.

Soldier Brothers



At top are Frank and Anthony Bonafide and at bottom is Joseph Bonafide, all furloughed New York Central employes of the Selkirk Car Department. Frank worked as a laborer until entering the Army in August, 1941. Tony was an oiler until March, 1943 and is now in Italy. He received the Purple Heart after having been wounded twice. Joseph was an inspector and repairer and entered the Army in April, 1942. At last report, he was in England.

Gibson Man Breaks Back Trying to Escape Bomber Fire

C. W. Turner, laborer at Gibson, Ind., who enjoys the distinction of being the first employe in the Equipment Department of the Indiana Harbor Belt to enter military service, received a medical discharge June 25 and has returned to his old job.

He entered the Army on January 14, 1941, and saw such action, landing at French Morocco, November 8, 1942, and later participating in the battles of Phillippeville, Tebessa, Gafsa, Bone, Kassarine Pass, Mateur, El Guetar and Bizerte. Once the headlight of his motorcycle was shot away by a Nazi sniper.

He then took part in the invasion of Sicily and later, when moving up to the front as part of a motorcycle escort, was attacked by German planes that dropped bombs and opened machine gun fire. In attempting to get away he ran into a tank trap about 16 feet deep and suffered a broken back, as the result of which he was hospitalized for ten months and ultimately discharged.

He holds ribbons for the African, Middle Eastern Theatre of Operations with two stars, American Defense Service, Pearl Harbor and Purple Heart.

P. & L. E. Man on Invasion Staff

Lieut. Col. William T. Elmes, formerly a Roadmaster for the Pittsburgh & Lake Erie, has been made head of engineering, in charge of maintenance of the roads, work equipment, communications and signals, on the staff of the Second Military Railway Service.

This staff will be in charge of the railways which carry U. S. Army troops and material in the European continental operations now spreading out from Cherbourg.

In charge of the Railway Service is Brigadier General C. L. Burpee.

Ruxton in New Post at G.C.T.

Harry Ruxton was appointed Senior Assistant Station Master, Grand Central Terminal, N.Y., effective July 1, following the retirement of John B. Scott, it was announced by E. L. Golden, Superintendent of Grand Central Terminal, Electric, Harlem and Putnam divisions.

Other promotions effective at that time were Henry F. Tuott to Assistant Station Master on day duty; J. O'Rourke from Chief Clerk to Assistant Station Master, supervising Red Cap activities; and J. McAvoy from Clerk to Chief Clerk, Station Master's Office.

Eugene Peduzzi Retires to His Farm

Eugene Peduzzi, Supervisor in the Information Bureau, Grand Central Terminal, for 20 years, retired May 31 at 65. Mr. Peduzzi entered service in 1913 and will retire now to a farm he has maintained at Kinderhook, N. Y.

He was presented with a purse and a plaque inscribed with the names of his associates.



Every morning and evening Yardmaster F. H. Elliott raises and lowers the American Flag over the recently erected Honor Plaque at the West End of the I.H.B. Gibson Yard. Listed are the names of 579 Indiana Harbor Belt employes now in the Armed Services. The roll includes the name of one Wave, Etheldrita Whalen, formerly of the office of Superintendent Freight Transporta-

Legionnaires Elect Coughlin in Chicago

J. H. Coughlin was elected Commander of Commodore Vanderbilt Post No. 789, American Legion, Chicago, succeeding J. C. Maguire, at a meeting in LaSalle Street Station, July 11.

Others elected were S. W. Jacobson, Senior Vice Commander; G. C. Johnston, Junior Vice Commander; R. D. Conyers, Finance Officer; A. E. Picard, Sergeant-at-Arms; G. N. Gilbert, Chaplain; J. J. Brinckerhoff, Historian; Executive Committee, T. E. Duffy, R. J. Hammond, H. G. Beardsley, C. E. Peterson and J. Wagner.

Delegates to the Department convention named were Mr. Maguire and M. J. Ronayne, with Mr. Coughlin and F. P. Madden as alternates. W. E. Jones and H. W. Coffman were elected delegates to the Second District, with O. W. Lipper and Mr. Hammond as alternates. Delegates named to the Cook County Council were Messrs. Jacobson and Johnston, with F. W. Gorman and Mr. Beardsley as alternates.

All new officers take office September 1.

Fred L. Moore

The many friends he has made in his long association with railroading will regret to learn that the late Fred L. Moore, pensioned Assistant General Foreman, Car Department, Grand Central Terminal, died June 8.

Mr. Moore entered the service on September 13, 1890, as a car cleaner for the New Haven at G. C., and was promoted to foreman in 1902. On April 1, 1929, he was promoted to assistant general foreman, which office he held until his retirement on May 1, 1941.

In recognition of his over fifty years service, Mr. Moore was the recipient from the New Haven of a diamond pin, likewise, recognition was bestowed to him by the N. Y. Central, by making him a member of the limited number to hold a N. Y. Central "Gold Pass."

Gets Alumni Award

At the annual Purdue University Alumni dinner, held June 24, at Lafayette, Indiana, John Wesley Burt, of Indianapolis, was presented the "Distinguished Alumni Award."

Mr. Burt, of the class of 1893, entered the employ of the New York Central immediately after graduation. He was Division Engineer of the Indiana division until forced to retire ten years ago due to total blindness. He has been president of his class continuously since his graduation.

Retired



Harry Taylor, Local Storekeeper, 33d Street, New York, is taking things easy at the home of his daughter in Beacon,

Public Relations Groups Formed in Elkhart and Chicago



Labor representatives cooperate in Public Relations Program. Shown at meeting in Chicago, July 14, are, seated, left to right, W. Davis, Local Chairman, B.R.C., Local #836; W. H. Villiers, Local Chairman, B.R.C., Local #998; F. R. Hartman, District Chairman, Electrical Workers, Council #7; J. A. McCollum, Vice General Chairman, B.R.C.; L. G. Hafer, Acting Chairman, B. of L. E., Division #545; M. A. Bowsher, Acting Local Chairman, B. of L. F. & E., Lodge #818; A. A. Timms, Local Chairman, I. B. F. & O., Local #570 and E. W. Radabaugh, Local Chairman, B. R. T., Lodge #700. Second row, standing, left to right, Bert Fink, Local Chairman B. of L. E.; E. L. Smole, Local Chairman, Sheet Metal Workers, Local #350; D. J. Malumey, Local Chairman, Boiler Makers, Local #432; N. Brooks, Local Chairman, I. B. F. & O., Local #570; R. W. Huber, Local Chairman, B. of L. F. E., Local #685; V. E. Brosseau, Local Chairman, B. of L. F. & E., Local #303; A. R. Tindall, Local Chairman, B. R. C., Lodge #583 and S. W. Spencer, Charge of Public Relations, Western Division. Third row, left to right, J. H. Nugent, Local Chairman, O. R. T., S. McWilliams, President, Local #570; F. A. Brady, Local Chairman, O. R. C., Division #118; C. A. Anderson, Local Chairman, B. R. T., Lodge #4; A. W. Telley, Local Chairman, B. of L. E., Local #682; W. E. Janusch, Local Chairman, B. R. T., Lodge #4.



Chicago department heads at Public Relations meeting. First row, seated, left to right, H. C. Dietrich, General Foreman, Root Street, Chicago; G. Brower, General Car Foreman, Kankakee; J. Morgan Johnson, Area Supervisor, State Board of Education; S. W. Spencer, in charge of Public Relations, Western Division; H. F. Schryver, Assistant to the Assistant General Manager, Cleveland; E. W. Kemp, Trainmaster, Kankakee, and Walter Odell, General Car Foreman, Englewood. Second row, standing, left to right, L. E. Gruga, Car Foreman, South Bend; E. K. Young, General Yardmaster, Englewood; H. L. Endicott, Agent, South Bend; H. C. Carson, Assistant General Passenger Agent, Chicago; C. W. Biery, Freight Agent, LaPorte; W. O. Phillips, Trainmaster, Lyons; R. A. Carpenter, Supervisor of Passenger Service, Chicago; and A. B. Wright, Road Foreman of Engines, Englewood. Third row, left to right, P. C. Trost, Agent, Polk Street Freight House, Chicago; B. Bloom, Chairman Car Men, Elkhart; Carl E. Replogle, Committeeman, Elkhart; A. E. Dean, General Baggage and Mail Supervisor, LaSalle Street Station, Chicago; W. A. Kraus, General Agent, Kankakee; H. J. Montie, Roundhouse Foreman, Englewood; H. W. Raser, Master Mechanic, Chicago. Fourth row, left to right, W. M. Smith, Supervisor, Mail & Express Traffic, Chicago; E. F. Anderson, Chief Clerk, Division Engineer, Chicago; J. L. Sorensen, Trainmaster, Englewood, and C. C. Winsor, Assistant Chief Clerk to Division Superintendent, Chicago.

PLANS for the beginning of instruction in Public Relations for employees got underway last month on the Western Division with the holding of meetings in Elkhart and Chicago.

These meetings were participated in by representatives of the various labor organizations, State education officials and New York Central department heads. Following these meetings, at which the program was explained, representatives of various departments were selected for special training to qualify them to act as group leaders. These departmental representatives will undergo a course of training for 12 weeks, after which each of them who qualifies will be placed in charge of instruction work in classes of employees.

The Elkhart meeting was held June 7. The morning session was attended by New York Central department heads, and in the afternoon, the program was explained to representatives of the organized labor groups. Each brotherhood and craft was invited to send representatives to this latter meeting. The invitation list to New York Central crafts chairmen included R. V. Benner, L. H. Miller, F. C. Balyor, P. E. Bushong, H. A. Swanson, L. B. Gibson, B. B. Bloom, G. R. Davis, Gabriel Smole, W. W. Wilkinson, R. J. Belt, Ruke Maure and H. C. Johnson.

In Chicago, on July 14, a similar procedure was followed; New York Central department heads attending the morning meeting and representatives of the labor groups the afternoon meeting.

S. W. Spencer was in charge of all meetings. He reports the program met an enthusiastic reception by all attending the meetings.

Engineman 42 Years

Albert Campbell, Engineman of Greensburg, Indiana, ended forty-eight years of service, June 30, when he made his last run on a freight from Greensburg to Fairland. He had been an engineman for forty-two years. Quite a crowd assembled at the station when he started his last run and received several gifts.



Public Relations Program opens at Elkhart, Ind. Shown, seated, left to right, Robert M. Reese, Assistant State Supervisor of Vocational Training, Indianapolis, Ind.; W. B. Hill, Teacher Trainer, Trade & Industrial Education, Purdue University; S. W. Spencer, in charge of Public Relations, Western Division; R. J. McEwen, Supervisor of Track, La Porte; W. A. Entzian, General Yardmaster, South Bend; and Tom Ball, General Roundhouse Foreman, Elkhart. Standing, left to right, Henry Siebert, General Car Foreman, Elkhart; W. O. Pratt, Chief Clerk, South Bend Ticket Office; F. J. Scroggins, Stationmaster, South Bend; W. Backman, Superintendent Foundry, Elkhart; H. C. Van Bergen, Trainmaster, Toledo Division, west; L. W. Dobbins, General Car Foreman, Chicago; D. N. Shank, General Yardmaster, Elkhart; A. W. Hathaway, Agent, Elkhart; J. W. Crowley, Assistant Superintendent, Western Division, Chicago; J. K. Bergman, Captain of Police, Elkhart; F. H. Garner, Superintendent, Western Division, Chicago; C. R. Yoder, District Storekeeper, Elkhart; and J. A. Hickey, Trainmaster, Western Division, Elkhart.



Top row left to right: H. J. Knechtges, Asst. to A.F.A.; J. A. Moore, Chf. Sig. Insp.; I. T. Sampson, CC to Supt.; F. A. Ahrend, Asst. Engr., T&T; and J. L. McCarthy, CC to S., St. Yds. Second row left to right: H. B. Goodwin, Asst. to VP&GM; J. L. Meehan, Div. Frt. Agent; A. C. Lennartz, Asst. to FTM; L. H. Dodd, CC to A. D. Engr.; R. H. Allie, Pub. Mgr. M RR Assn.; K. L. Black, CC to S. F. Trans.; A. M. Gage, Gen'l Storekeeper; J. L. Ryan, CC to Supt. Teleg.; R. E. Green, Asst. Sig-Elec. Engr.; J. E. Schwender, Supt., and E. W. Hobbs, Trainmaster. Front row left to right: W. N. Baillie, Dist. Sta. Acct.; M. J. Max, Chf. of Police; W. H. Leahy, Asst. Supt.; W. A. Keavy, Trainmaster; W. E. Frackelton, A.G.P.A.; F. McElroy, Asst. Gen. Mgr.; M. R. Benson, Supt. Equip.; C. D. White, Supr., State Dept. for Voca. Education, and S. L. Van Akin, Supt. Telegraph.

The Public Relations Training Program at Detroit, is taking a very active interest in this training for the Michigan Central Railroad. J. L. McKee, Vice President and General good employee relations and good

Detroit Awarded Medal for War I

New York Central Post No. 134, American Legion, Detroit, initiated 28 World War II Veterans June 10, at the Veterans' Building in Detroit. The work of obligating these new veterans was colorfully presented by the Ritual Team of Voiture 102, of the 40 & 8.

Following the initiation ceremony, Col. H. R. Conover, U.S.A.A.F., presented a Purple Heart Medal to Claude O. Riggsbee, Foreman in the Plumbing Department, who was wounded in action in France in 1918.

He likewise presented several patent rights to the present rifle and hand grenade, now being used by our Armed Forces, to Robert D. Day, Sergt. N.Y.C. Police Department, Detroit.

The Legion's Gold Award card was delivered to H. C. Rouliou, of the coach yards, for outstanding work in membership.

Over 300 employes and friends were present.

This post of the legion now has passed the 100 mark in membership.

H. H. Olding, Commander of the Post, expresses appreciation for assistance in the recent Poppy sale.



Charles B. Myers, U. S. Navy Petty Officer 2nd-Class, and son of William Myers, Air Brake Inspector, Mott Haven Yard, has been on a battleship in the Solomons and Pacific area for two years. He recently was home on 30 days' leave.

Detroit Auditor's Chief Clerk Dies

The Auditor Freight Accounts, Detroit, reports:

Harold Lynch, Chief Clerk, died June 6 after a short illness. Only 53 years old, Mr. Lynch had wide experience in freight rates and divisions. He began his railroad service in 1913, serving as Relief Agent on the Line East, and later transferred to the freight accounting office in Cleveland. He was a Traveling Tariff Inspector and finally Chief Clerk in Detroit. His wife survives.

Elbert M. Pugh, a Head Clerk, retired July 1, after 39 years' service. A farewell dinner attended by over fifty of his associates, among whom he has many friends, was held June 13 and he was given a substantial purse, presented by W. J. Daeschner. Remarks were also made by T. W. Meyer, Assistant Auditor Freight Accounts.

Lloyd L. Brown has retired after many years of service with the W. & L. E. and N.Y.C. Mr. and Mrs. Brown expect to return to their former home at Cleveland, to be near their grandchildren. A purse, contributed by fellow employes, was presented to Mr. Brown by W. J. Daeschner, A.F.A.

Married 50 Years

Mr. and Mrs. Omar Easterday, 220 S. Orient Street, Indianapolis, held open house July 9, to celebrate their golden wedding anniversary. The actual date was on the eleventh. Mr. Easterday is employed in the Beech Grove shops. They have three sons, one daughter, thirteen grandchildren and two great grandchildren.

On Battleship

Detroit Accounting Woman Employe Dies

From the Departmental Accounting Office, Detroit:

Mrs. Katherine Brown, Timekeeping Department, Departmental Accountant's office, Detroit, recently died at the home of her daughter, Mrs. Burt Kelley, Sandusky, Mich., after a two months' illness. Mrs. Brown had been with the railroad 30 years.

Edith Rowe, Comptometer Department, was married June 10 to Sergt. Fraser Forsyth, in Northwestern Christian Church, Detroit.

Jack Bollman, former machine room employe, who has been in the Signal Corps for three years, was home on leave from Camp Koehler, Calif. He has gained 30 pounds and a wife since joining the army, and is also the proud father of a girl.

John Varney, formerly of the mail room, has completed boot training at Great Lakes Naval Training Station.

First Lieut. "Dick" Quinlan, formerly of the machine room, who has been stationed at the Brooklyn Army Base, has been assigned to the Army Transport Service. Richard has a son in the Army Air Corps in England.

A wedding shower for Germaine O'Rourke, Departmental Accounting, was held at the home of Mrs. Dolores Jones.

Detroit Bride

Congratulations to Irene Kovacs, Accounting Office, Detroit, who became Mrs. Clifford Whitworth recently.

With this thought in mind, Mr. McKee, called a meeting of department heads at Detroit on June 23, at which F. McElroy, Assistant General Manager, who also is actively engaged in the promotion of this program, introduced the course to those present. This meeting was held for the purpose of explaining what the training includes and the general organization of the program. Another meeting was held at Detroit on the afternoon of the same date for the benefit of the General Chairmen of the various Operating Brotherhoods on the Michigan Central Railroad.

The Public Relations Program was enthusiastically acclaimed at both meetings. Messrs. Conklin, McLean, Moyer, Collin, Doble and Dalsky, General Chairmen of the various Brotherhoods, especially expressed keen interest in the training program, promising the full co-operation of their respective brotherhoods in an effort to make the program 100 per cent successful on the Michigan Central.

Elkhart Mothers Serve 15,000 Weekly on Trains



Holding their service flag showing blue star for 657 members and gold star for 23 mothers who have lost sons in service are, left center Mrs. Ethel Bowers, President of the Elkhart Unit of Mothers of World War II, and wife of I.H.B. Conductor, and, right center, Mrs. Rita McDonald, Indiana State President and National First Vice President. Grouped around them are Mrs. Rilla Kern, wife of N.Y.C. pensioner, Mrs. Mary Hahn, Mrs. Edna Jackman, Mrs. Agnes Glassburn, wife of N.Y.C. Carpenter, Mrs. Jenny Brandon, wife of N.Y.C. Conductor, Mrs. Anna Buss, Mrs. Elzada Frye, Mrs. Marie Lightfoot and Mrs. Eunice Ganger.

The Elkhart, Ind., unit of Mothers of World War II observed its second anniversary July 11. Every day for two years these women, mothers of boys and girls serving in the Armed Services, have met New York Central trains stopping at the Elkhart station and distributed small gifts to service men and women aboard.

Each day, rain or shine, 12 of the members of the organization are on hand to meet each daylight train as it stops at this division point. They are armed with baskets filled with sandwiches, candy, doughnuts, pie, potato chips, pretzels, cigarettes, writing paper, postcards and other items service boys and girls welcome.

This train-door canteen started two years ago with little more than a good idea. Actually there were 12 members and cash resources amounted to \$8.65.

The founder and first president of the group was Mrs. Rita McDonald, now Indiana State President and National First Vice President. This year's president is Mrs. Ethel Bowers, wife of A. E. Bowers, Indiana Harbor Belt conductor.

Today, the Elkhart unit, known officially as Unit No. 9, has 657 members, 23 of whom are gold star mothers. The Elkhart women were among the pioneers of what is rapidly developing into a nation-wide movement. Groups are organized in

15 states, and in Indiana alone there are 129 units.

In contrast to the insignificant beginning of \$8.65, the Elkhart group's income and expenditures now run into thousands. Last year the mothers spent \$10,692. Of this amount, approximately \$7,000 was raised by the mothers themselves through the operation of a continuous rummage sale, suppers, shows, dances, card parties and concerts, and sponsoring such events as baseball games, basketball games and wrestling matches. Additional funds have been contributed liberally by business organizations and individuals in and about Elkhart. All the money, by the way, goes to provide supplies.

It is estimated that approximately 750,000 men and women enroute through Elkhart were served by these mothers last year, and currently they are providing gifts to a weekly average of 15,000.

In addition to their canteen activities, the members have contributed much to other patriotic activities. Various among them have given 70 pints of blood to the Red Cross. Others have rolled bandages at the Red Cross Center. They have participated in salvage drives for fats, tin cans, paper and rags, and just recently undertook to "man" the war bond booth located in the waiting room of the New York Central passenger station.

Detroit Wave is Shown in Film

When the Paramount picture "Here Comes the Waves," starring "Bing" Crosby and Betty Hutton shows in your local theatre, keep a lookout on the screen for Mary Holdridge, Ph. M 3/c. She was at Hunter College, New York, when the authentic atmosphere for the movie was filmed. Writes Mary: "About 80 girls were picked and put in a special platoon, just for the movie. I'm one. Monday morning we dressed in civilian clothes, carrying bags and baggage, looking like we did the day of our arrival. As far as I know, this movie is to show what happens to a girl when she reaches Hunter College."

Former Auditor Passenger Accounts employe, Corp. Richard Nihill, now on the Pacific staff of *Yank, the Army Weekly*, gives out in some of his best *Yank* style in describing one of the places he has visited:

"Life in the Gilberts, Chapter One, Volume One: Probably the only group in this entire ocean that comes anywhere near earning the acclaim that Robert Louis Stevenson dished out. In fact, I might even admit that I think the Gilbert Atolls beautiful—however little I'd like to live there. The natives are wonderfully uninhibited, naive, happy and friendly. They have nothing, live just like Hollywood would have us believe, are totally ignorant of the outside world and our so-called civilization, and are content to have it remain so. The best description of the natives was given by a nun I met at one of the Australian missions, "The natives were overjoyed when the American troops arrived; they were also jubilant when the Japs took over before them; they would be just as happy to see Satan himself occupy their homeland. They have no enemies, they love everyone and the only thing they hate is work." Really a very wonderful people—if the women weren't so fat and loathsome I'd probably settle down here and forget about that chicken farm."

Technical Sergt. Edward C. McKenna, who saw service with an Anti-Aircraft Battalion in North Africa, Sicily and Italy (at the Anzio Beachhead), visited friends at the office while on a 26-day furlough. His furlough was saddened by the death of his father, one day after his return home to Covington, Kentucky.

Cupid is still on the ball in the Auditor Passenger Accounts Office, Detroit, Frank Klanke and Eldora Anderson were married on June 22, while Harold "Bud" Boman took his bride, Cecilia Mellmann on July 1. Engagements announced were: Helen Kosteck to Pvt. Homer Lundak; Phyllis Reed to Edward Adams; Ann Dooley to Sgt. Richard Schala of the Marines; and Frances Courtland to Pfc. Vern Boese.

Auditor Passenger Accounts employes continue to visit the Red Cross Blood Bank regularly. Added to the nine-timers were Marion Middleton, Amos Schmidt and Walter Warren. Frank Waits joined the "Gallon Club."

The foolish and the dead alone never change their opinion.—J. R. Lowell.

Stepelton, Chicago, Now a Flight Captain



Mark H. Stepelton, formerly of the Freight Traffic Department, Chicago, was promoted to Captain and Flight Leader of the 357th Fighter Group on June 23. Capt. Stepelton, who is the possessor of the Distinguished Flying Cross with Oak Leaf Cluster and Air Medal with Three Clusters, is now an Ace with five German planes to his credit, and with over 30 missions over Germany in his plane, the Lady Julie. On D-day, his squadron flew continuously from four a.m. to ten p.m., protecting the American beachhead. Mark is looking forward to the time when he will have completed his 300 flying hours and is granted leave to return to the States for a well-earned furlough.

Victory Garden Problems in August

ALTHOUGH in many cases the issue has been decided, the contest between the gardener and the insects plus plant diseases is still being waged to see who will have the crop.

For instance, the corn borer has largely reached a point where we can no longer reach it; although on late plantings a thorough dusting of rotenone in the corn whorls will help protect the corn that is to mature in September.

In those corn plantings where the silk is just coming out there is still time to foil that pesky earworm which spoils so many ears of corn. Commercial preparations, largely made of a heavy white mineral oil and an insecticide, can be purchased at most seed supply places. An ordinary medicine dropper can be used to drop just the right amount of oil (not over 1/50 cubic ounce) into the end of the ear just before the silk turns brown. This treatment is far more effective against the earworm than the rotenone treatment is against the corn borer.

There may be some worrying about the rusty spots on the beans, which gradually cause them to die. This is most likely caused by bacterial wilt but it may be Anthracnose. In any event, it is too late to do anything about it except to see that you do not spread it from one plant to another by brushing by while they are wet. These diseases can be prevented by purchasing disease-free seed and planting on new soil each year.

Another thing which causes a lot of concern but about which nothing can be done at this stage is the "blossom-end rot" in tomatoes. Usually only the first setting of tomatoes is affected by this rot, which appears on the end of the fruit just as it is ripening. It is probably caused by a moisture deficiency, which occurred during the early stages of the devel-

opment of the blossom. It is thought that the plant grows faster than it can absorb moisture from the soil to carry it through properly. If you have this trouble, wait for the later settings.

Then, there is the ornery squash bug, which seems to thrive on all kinds of poison, although it does seem to avoid a four per cent nicotine dust. Better slip a shingle under your squash or pumpkin vine and catch him under it the next morning. He seems to prefer sleeping under a wooden "roof."

It still is not too late to mulch. Lawn clippings, straw, old hay, leaves—all these are effective in controlling weeds, preserving moisture, keeping the soil cooler and looser, and protecting the fruit. For un-staked tomatoes it is almost an absolute necessity.

The potato grower should not let up on his spraying with Bordeaux Mixture about every ten days. Late blight is very injurious to vine growth and also causes the potatoes to rot.

The fall crops which are to be used for late greens and for storage should all be growing nicely now. If not, watering and a little fertilizer mixed in water should be supplied. This applies especially to the late beets, carrots, kale, endive and cabbage.

Finally, do not let any produce go to waste. If you simply cannot preserve it yourself, try to get it into your neighbor's hands for effective use. We will need plenty of food before the "boys come back."

Illinois Division Men Change Posts

The death of Trainmaster G. W. Sears, of Mattoon, brought about several changes on the Illinois division. A. M. Smith is transferred from trainmaster at East St. Louis to succeed Mr. Sears at Mattoon. A. F. Smith is transferred from assistant trainmaster at Mt. Carmel to assistant trainmaster at East St. Louis. J. F. Sullivan is promoted from yardmaster at Duane Yard, Terre Haute, to assistant trainmaster at Mt. Carmel.

Detroit Camera Club Elects First Officers

Fifteen employes attended the first meeting of the New York Central Detroit Camera Club, June 29, in the Michigan Central Terminal Building. The club, which will meet the last Thursday of each month during the summer and twice a month during the fall and winter, elected H. J. Hutcheson as President, Morton Friedman, Vice President, C. E. Fagin, Treasurer and Jessie Mc Nerney, Secretary.

Prints were analyzed by Leo Gariepy, who is a member of the Photographic Guild of Detroit. Movies were shown by Gilbert Barge and Kodachrome slides by Mr. Friedman.

Radio Between Locomotives and Tower Tested at Selkirk Yard

Radio communication between yard locomotives and the westbound classification control tower in New York Central's freight yard at Selkirk, N. Y., will begin during this month, following installation of equipment by the General Railway Signal Company. The equipment is being operated under an experimental license granting permission for the use of frequencies of 30,000 to 40,000.

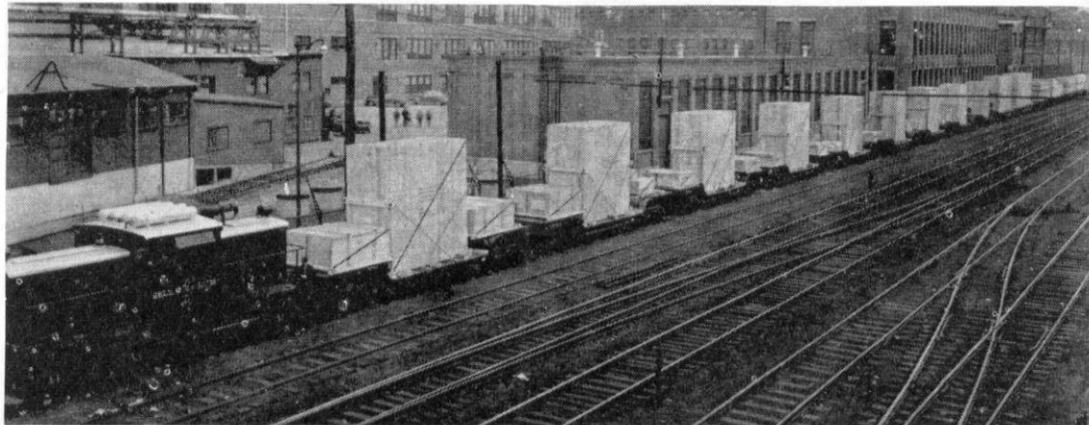
Three locomotives employed in pushing trains over the hump for classification of their cars and a fixed station at the hump office, headquarters of the hump conductor, have been equipped. Under this plan the hump conductor is able to give direct and more precise instructions to the engineman over the radio telephone than can be transmitted by any method of signaling now in use.

The New York Central, in 1921, pioneered in the use of radio communication to govern train movements, experimenting in cooperation with the DeForest Wireless Company with a test radio circuit operated in the Grand Central Terminal district, New York City. Other experiments on operating freight trains and between freight trains and towers followed.

Since 1940 successful operation of a carrier wave system has been maintained at New York Central's Sharonville, Ohio, freight yard. Installed by the Union Switch & Signal Company, this system provides one-way transmission from the hump to the locomotive and it has increased production over the hump by more than ten per cent.

There are several advantages in instantaneous radio communication from tower to engine in hump operations. For example, when a large number of cars in a group are to be switched to one track, instruction can be given the engineman to push his train faster. On the other hand, it may be necessary to notify him quickly to slow down, or even to stop in case cars do not uncouple or if there are errors in the switch list.

Record Shipment of Transformers Handled by B. & A.



This train of 16 cars represents the largest single shipment of power transformers ever to leave the Pittsfield Works (Pittsfield, Mass.) of the General Electric Company. They were shipped recently over the Boston & Albany and via New York Central to the West Coast. Nine well cars were used to permit adequate clearances for the towering transformers.

Howard Scott is Dead at 72

Howard Scott, who retired August 31, 1942, as Superintendent of the Pennsylvania Division, died July 9 at Jersey Shore, Pa. Following funeral services at his home at 507 Washington Avenue, burial took place in Jersey Shore.

Mr. Scott retired at the age of 70 after 54 years of service which began as a telegraph operator in 1888 on the Pennsylvania Division. Following successive promotions, he served as Superintendent on the Ontario, Pennsylvania and Mohawk divisions. From October, 1931, to his retirement he had offices in Jersey Shore.

His wife, Mary, a son, Lee R. Scott, and a daughter, Mrs. Mary Sharpless, survive.

Wm. H. Campbell

Willard H. Campbell, aged sixty, for nineteen years an employe at the Beech Grove shops, died, July 6, at Indianapolis. His wife, seven daughters and two sons, one James, a Seabee in France, and Jackie Wayne, in the Navy, survive.

Trainmaster Dies

George Wilson Sears, 66. Trainmaster at Mattoon, Ill., died at his home, June 25. He had been in the service of the company since 1903. His wife and two sons, Lieut. Robert Sears, Mare Island, and Ensign Richard Sears, Plattsburg, N. J., survive.

Shannon Kuhn

Shannon Kuhn, formerly Master Mechanic for the Central at Cleveland, last month was appointed Associated Director of the Office of Defense Transportation's Division of Railway Transport, in charge of the mechanical section. Mr. Kuhn has been with the O.D.T. since May, 1942.

E. I. Kelsey Promoted

ALLIED FORCE HEADQUARTERS, ITALY — Edward I. Kelsey, 40 Weskora Ave., Pleasantville, New York, has been promoted from Private First Class to Sergeant-Technician, Fourth Grade, it was announced by Headquarters of the Military Railway Service, Transportation Corps.

Sergeant Kelsey was employed by the New York Central Railroad. He is in Italy.

F. M. Edler

F. M. Edler, Chief Clerk in the Departmental Accounting Office at Utica, died July 6, at the age of 62. He had been employed by this Company for 42 years.

Beats Pneumonia



The above picture is of John G. Van Alstyne and a fine catch of black bass, taken from Mariaville Lake, near Schenectady. Mr. Van Alstyne retired as Assistant Supervisor of Track on April 30, 1939 after 50 years of service with the New York Central. He was recently presented with a Gold Pass. Mr. Van Alstyne has a camp at Mariaville Lake and spends his summers there. He also hunts pheasants, etc., although his favorite companion, a huge Irish setter, has "gone away." Recently he recovered from pneumonia.

J. E. Baker Now 80

Jason E. Baker, Indianapolis, formerly Assistant District Claim Agent there, who retired on pension November 30, 1931, celebrated his eightieth birthday, May 27. Mr. Baker enjoys excellent health.

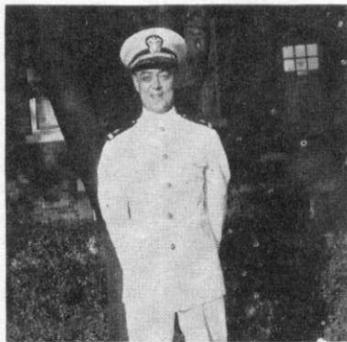
Wm. R. Brough

William R. Brough, 58, locomotive engineman, who had been in the service for 38 years, died in Indianapolis, June 6, after a long illness. He was a Thirty-second Degree Mason.

George G. MacFeggan, Sr.

George G. MacFeggan, Sr., 84, a former fireman and engineman for 50 years, died recently at Old Forge, N. Y.

Now an Ensign



Walter H. Villiers, Jr., a former Car Inspector at Englewood Car Shops, Chicago, and son of Walter H. Villiers, Sr., Air Brake Test Rack man at Root Street Yard, Chicago, recently was commissioned an Ensign

upon graduation from Midshipmen's School at Notre Dame University.

Ensign Villiers, who has been assigned to duty at Norfolk, Va., graduated in October, 1943, from the Illinois Institute of Technology, Armour College of Engineering, where he received a Bachelor of Science degree in mechanical engineering.

Mr. Villiers, Sr. has been with the New York Central for 25 years and is President and Local Chairman of the Brotherhood of Railway Carmen of America, Root Street Lodge, No. 998.

Sergt. Pennell Retires

R. A. Pennell, Sergeant of Police stationed at Hillsdale, Michigan, retired May 31, having reached the age of 65. New York Central employes gave a party in his honor and presented him with a bill-fold, key case and cash.

Stella Walsh Wins Three Events at Meet

Stella Walsh, formerly employed by the Auditor, Cleveland, scored a triple triumph in the Women's National A.A.U. Track and Field Championships, July 8, at Harrisburg, Pa.

The former New York Central employe, the most brilliant woman athlete ever to work for the company, established a new meet record of 24.6 seconds for the 200 meters run.

In the broad jump Miss Walsh, now 33 years old, won her sixth straight victory in the broad jump. In the 100 meters dash she won by a foot. In the 200 meters dash her time, 0:24.6, was within one second of her world record in this event.

Her world record in the 50 meters dash, 6.4 seconds, made in Poland in 1933, was tied by Alice Coachman, Tuskegee star.

"We can't go up and kill Germans. We can't fly planes over Berlin. We can't map out brilliant campaigns. But, mister, we can run railroads, and we'll run them anywhere they want us to, and any old time they say!"
—An M. R. S. soldier overseas.

When they're passing out the medals, they may pass him by.

When they're looking for headline heroes, he may be overlooked.

But on every battlefield of the war, from New Guinea to Normandy, you'll find him up where the shooting is... rolling supply trains in.

He's the G. I. "boomer"—the soldier-railroader of the Military Railway Service. And he risks his neck 24 hours a day to keep fighting equipment on the move.

He builds his own tracks when he has to. He repairs his own rolling stock. He runs ammunition, medicine and food right up under the enemy's guns. It's the toughest railroading in the world... and it gets tougher with every mile he moves toward Tokyo and Berlin.

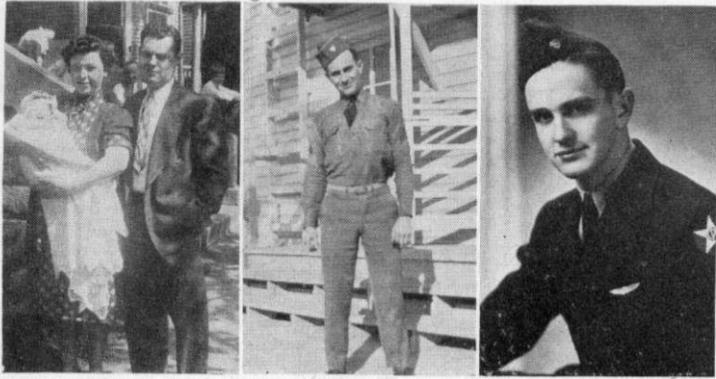
Our railroading job over here... the job of backing him up... gets tougher every day, too. For now, in addition to moving more men, more guns, more fighting supplies to embarkation ports, we are faced with a new responsibility—that of carrying the wounded from hospital ships to hospitals throughout the country. And these returning heroes are entitled to first priority on every railway line in America.

All this adds up to the biggest job the railroads have ever tackled...

And only by even closer cooperation between the railroads and the shippers and receivers of freight... only by even greater understanding on the part of railway passengers... can this bigger job be done.

New York Central
ONE OF AMERICA'S RAILROADS
—ALL UNITED FOR VICTORY!
More railroad workers are needed at once. If you are not now employed in essential war-work, TAKE A RAILROAD JOB FOR VICTORY!

Englewood Fireman Has Three in Service



The three sons of Walter P. Gannon, Accountant in the office of the Vice President, Chicago, represent three branches of our Armed Forces. Pvt. Walter P., Jr., 28, is with the Marine Corps at Camp Miramar, San Diego; Staff Sergt. Francis X., 27, is in the Army, at Camp Hale, Pando, Colo., and Cadet James Joseph, 21, is in the Naval Air Corps at Norman, Okla. Prior to his enlistment, James was a Locomotive Fireman on the New York Central at Englewood. Walter Gannon, Sr., has had more than 40 years service with the New York Central.

PFC M'Caughey Tells of His RR Work in Egypt

FROM somewhere in Egypt, where the temperature ranges around 120 degrees in the shade throughout the day, forcing most of the work to be done at night, Private First Class Earl W. McCaughey of the Railway Battalion, Army Transportation Corps, writes a letter. He says the food is good and the men have "pretty fair entertainment." The letter:

"As my father is an employe of your great railroad, I as his son would like to take this time to write you a little about the railroads over here and in other countries I've been to.

"I left for overseas May 2, 1943 from San Francisco. Our first stop was made at New Zealand, Wellington, to be exact, and then from there we went to Fremantle, Australia. In both these countries, which are under British rule, railroading is a little behind; their cars and their engines are small. Some of their engines burn wood, some oil and coal. They have lots of women working in the yards and operating the engines.

"From there we went to India. We weren't there long enough to see much. From there we traveled on to Africa and landed at Suez. After disembarking, we were put on an Egyptian train to take us on our camp. That train ride I'll never forget in all my life. There was a long line of coaches, all wood, except the wheels, and seating 40. We were pulled by a small engine which smoked so much it looked like it was on fire on the entire trip across the desert. The wooden seats were very uncomfortable. After a long six weeks we finally reached our destination.

"I was in a Q.M. Co. for a while but finally transferred to T.C. in the rail division. We have a very nice setup here. I work as a switchman in the yards with the diesel crew. We have diesels and steam engines. Here in our yards we have English equipment. Lots of it is obsolete. The people are very different and have many odd ideas about railroading. We work like a civilian yard here and all of the fellows and officers are really swell to work for. Most of the engines here burn oil. Some of the names they give their equipment over here are:

1. Switch engine—*shunty engine*.
2. Oil or gasoline tankers—*cisterns*.
3. Cars—*wagons*.
4. Open cars—*Hungarians*.
5. Caboose—*house*.
6. Baggage coach—*baggage van*.

"They do have some American cars and engines here. Our tracks are standard gauge. I've traveled to Palestine and part of the Western Desert by rail and it's really rough going. I've seen some N.Y.C. men over here and one of our clerks was an N.Y.C. employe near Cleveland. His name is Erickson.

"My father has worked for the N.Y.C. for about 26 years. He is a car foreman at the shops at Kankakee, Ill. on the Chicago, Cincinnati, St. Louis Division. Some day real soon I hope to work for your railroad.

"The road to victory is long and rough but with God's help we will make it. With all of your help back home in keeping the band wagon moving and the supplies moving this way, the enemy will be destroyed. Lots of materials which are moved over your road are handled through here on our road.

"The New York Central and its branch lines are doing a great service to our country. Keep the wheels rolling and supplies moving."

Gets Air Medal



Shown above is S/Sergt. Wayne N. Goodger, 22-year-old son of Blaine Goodger, Chief Inspector, Junction Yards, Detroit, being presented with the Air Medal and one Oak Leaf Cluster by Col. John H. Gibson, commanding officer of an Eighth AAF Liberator group in England. Sergt. Goodger, who is a waist gunner on a B-24, won the awards for "exceptionally meritorious achievement while participating in bomber combat missions over occupied Europe." Overseas since last December, Sergt. Goodger has taken part in such celebrated aerial attacks as those on Bramsche, Brunswick and Berlin. A graduate of Highland Park High School in 1939, he has been in the Army Air Forces since November 17, 1942.

Army Railroader



Staff Sergt. Conrad Przybyski, a former New York Central man of 15 years' service, is doing his part for the Army in the 722nd Railway Operating Battalion, at present at Fort Benning, Georgia. He is supervising all car repairs and the wrecking crew. He went into the Army in April, 1943. After serving for nine months in the Military Police Escort Guard he joined the 722nd Railway Operating Battalion

St. Elmo's Fire Scares Bomber Crew in Pacific

Staff Sergt. Conrad L. Pope, 19, son of General Car Foreman E. L. Pope, Struthers, Ohio, and nose turret gunner with the Seventh Air Force, who has been on 32 missions in the Central Pacific, thought his time had come when the bomber he was on ran into St. Elmo's fire, a meteorological phenomenon well known to sailors.

From Air Headquarters in the Marshall Islands, an account of the terrifying few seconds Pope and crew members spent on a recent night raid on Truk is vividly described by a United Press dispatch.

Sighting a night fighter moving toward them as they approached their target, Co-Pilot Bert Oguos of Chicago ordered the plane to seek cover in the clouds. Pilot Robert D. Morrison of Montana dived the plane toward a large cumulus cloud.

As the bomber reached its protective covering the crew felt a terrific jolt. The propellers became whirling masses of light, with blue flashes streaking back from them. Rain spattered against the windshield and the drops burst like tiny incendiary bombs. Then the whole plane lighted up and the leading edges of the tail surfaces flamed with a ghastly, bluish fire.

Believing they had been hit, the men got into their parachutes to bail out.

"The Japs are using new weapons—electric guns," the tail gunner, Staff Sergt. Frank M. Bachek of Bay Shore, L. I., screamed.

"The balls of fire on the glass scared hell out of me," the Struthers gunner later commented. "I swung the turret around to get away from it."

Crew members had cleared the windows to jump when the plane came out of the cloud and the lights vanished.

When the bomber returned from its mission, officers explained the plane must have run into St. Elmo's fire, which usually manifests itself in balls of fire that run through a ship's rigging during a storm. Sailors regard it as a good omen.

Sergt. Pope, home on furlough, is one of the youngest staff sergeants in the air corps and is called "Junior" by his unit.

After joining the air forces October 19, 1942, and training in the United States, he was sent overseas last September and was promoted to staff sergeant last November. He has been on missions over Jaluit, Tarao Island in Maloelopeatoll, Truk, Mili and other enemy positions. His Liberator sank a 4,000-ton enemy cargo ship in Kwajalein Harbor. He has been decorated with the DFC, the Air Medal and several Oak Leaf clusters. He is a former Car Department employe at Struthers.

Shop Battalion in Italy Uses Tools from U.S.

(From the "Yankee Boomer")

There's an atmosphere of home about the railroad back shop being operated here in Italy by a Railway Shop Battalion. Any machinist is bound to feel it, in spite of bomb craters and shattered buildings, when surrounded by such familiar name plates as Sidney, South Bend, Niles, Cincinnati and Norton on lathes, milling machines and grinders.

It was quite a change that the Battalion experienced in moving from North Africa to Italy. Over on the other side of the Mediterranean the outfit had been operating a heavy shop completely equipped with European-made machinery, and the men traded shifts with French civilian workers.

When the battalion arrived here in Italy they found the shops to which they were assigned littered with debris. There was rubbish to be cleared away, machinery from the States to be uncrated and assembled, Italian tools to be salvaged, water and electric lines to be installed and air lines to be repaired. It looked like a superhuman task at first glance but order grew swiftly out of chaos, and inside of two weeks the first engines

Former Fireman, River Division, Now Fighter Pilot, Has Downed Four Zeros



Here is shown Lieut. F. H. Armstrong, Army Pilot, in a P-40 fighter plane, which he is flying in the Pacific area. He is a furloughed locomotive fireman from the River Division. He has been in combat service about one year and has four Zeros to his credit. He has been on more than 50 strafing missions. Lieut. Armstrong is a son of F. C. Armstrong, Engineman, River Division.

were in the shop for overhauling.

Floor plans, for use as a guide in placing the machinery, were turned out by Lieut. Paul T. Roberts, Shop Engineer, who worked in civilian life at the Beech Grove shops of the N.Y.C., Indianapolis. Setting of the machinery fell to Lieut. John R. Hamilton, Erecting Shop Superintendent, also out of Beech Grove.

Son of C. U. T. Man Wins Three Air Decorations

The Cleveland Union Terminals Company, Electrical and Mechanical Department, reports:

All the news has been good news from our boys on the fighting fronts and in the services:

First Lieut. Merle Arthur, son of the T. & T. S., has returned from duty in Alaskan waters, after 13 months of varied excitement. He spent three weeks at the A.A.F. redistribu-

I. H. B. Man Wounded and Decorated



Sergeant Sam Nicosia, a former Indiana Harbor Belt employe at Norpaul yard, has sustained two wounds in action in the South Pacific, one December 28, 1942, and the second last March 18.

In addition to the Purple Heart, the 26-year-old Infantryman has received the Good Conduct Medal, the Combat Infantryman's badge, and the Oak Leaf Cluster. He has been in service three years, two and a half of which have been spent overseas.

Sergt. Nicosia has two brothers in service: Pfc. Joe Peter, 23, is with the Army Engineers in India, and Pfc. Tom, 29, is stationed at Camp Hahn, California with an anti-aircraft unit. Another brother, Anthony, 18, expected to leave for service soon.

In reporting Sergt. Nicosia's story, F. J. Schulze, Agent at the Norpaul yard, brings to attention that there are 35 Norpaul yardmen and six Norpaul clerks in the various Armed Services. One of the latter, Lieut. Max Cisek, Bombardier in the Army Air Corps, was reported missing in a flight over Germany last December 24, and has not been heard of since. Lieut. Cisek's brother, S. J. Cisek, is General Clerk at Norpaul.

tion center at Atlantic City, and is now at Monroe, La., where he is attending an instructors' school.

In addition to bombing Kiska, Attu, and points in the Kurile Islands, and missing a number of near crashes, he actually was with a crew that had to crash-land in the water, due to running out of gas. Though the pilot was killed, the rest managed to get onto an island and were picked up three days later. He even got as far as Shimushri Jima on observation, pretty close to Japan itself.

Merle was awarded the Air Medal, Flying Cross and also the Battle Star. He had 10 missions alone over the Kurile Islands and Paramashiru.

"Whitey" Anderson writes from "Somewhere in France" that he is becoming proficient in the construction of fox holes, even to roofs for flak protection, and that even though the Long Toms keep him awake nights it is music to hear them bark. He is in Headquarters of the 1st U. S. Infantry Division, was on the Command Ship for the invasion, and hit the beach a little while after our Doughboys.

Electrician Earl A. Willoughby has news from his son, Lieut. E. A., Jr. that is of interest. He wrote: "As for NYC II it is still going strong and has 10 more missions than you are years old (this means at that time about 56 missions). The pilot that brought it over, 1st Lieut. Ralph Childers, is now the operations officer of the 95th Squadron and still flies it on missions. Absolutely nothing has happened that we can write about." Young Willoughby is now a squadron leader. NYC II is in the same group.

Lineman Fred Walters had an interesting experience recently. He had an invitation to be present, from the Navy, at the commissioning of the U.S.S. Vicksburg, a light cruiser, at the Norfolk Navy Yard. His son, Frank, is a member of the crew of this new fighting ship and is a range finder. Fred's other son, Clarence, is a member of the ground crew, fire rescue squad, on the U.S.S. Nebenta Bay, Pacific Fleet.

H. W. Pinkerton's son, Robert, a PhM1c in the Navy, was off the Normandy Coast early in the Invasion, taking care of the wounded. Last word from him was that he was ok but busy.

Ch. Engr. of Sta. Mtce. R. H. Christenson has heard from his son, Granville C., of the First Engineers Amphibian Brigade in France. He was in on the Invasion, his fourth, he having participated in the first at Oran, North Africa, at Gela, Sicily, at Salerno, Italy. Ray's other son, Christopher, is attached to the 27th Division and is believed to be on Saipan.

Gerry Feidt, formerly with the C.U.T., and now a Lieutenant Colonel in the Engineer/Corps, was recently mentioned as participating in the Invasion of France.

Made First Low Bomb Run in Marauder on the N. Y. Central II



Major Lawrence E. Horras, who bombed rail cars on "weather mission" in Mediterranean area.

When the employes of the New York Central tossed in enough money to buy the Marauder, *New York Central II*, they probably didn't foresee that one day it would be used to mull up an enemy railroad.

The story comes from War Correspondent Kenneth L. Dixon, and appeared in the *St. Louis Post Dispatch*.

Major Lawrence E. Horras, 28, acting commander of the group, who at that time had sixty-two combat missions to his credit, one day decided to fly a "weather mission," which is supposed to be strictly an observation run to check the weather over certain enemy areas. His plane was the *New York Central II*.

He and his co-pilot, Capt. L. T. Lewis of Durant, Ill., loaded their B-26 up with bombs this particular morning and when their weather mission was over they went down to see what they could find.

They located a railroad station, which had a lot of tank cars on the track, but saw it through a hole in the overcast which was so low they had to go down to 50 feet to make their run. Up to that point no one had ever heard of making even one bomb run at 50 feet in a Marauder, but one wasn't enough.

Passenger Quiz Results

(Concluded from Page One)

parture times.

Commenting on the findings, Mr. Baird said:

"American travelers show themselves decidedly more conservative than the railroads which serve them. On the whole they indicated that the coach of tomorrow needs only moderate refinements on the last pre-war deluxe coaches now in use on our streamlined Empire State Express, Pacemaker, Mercury and James Whitcomb Riley.

"However, we on the railroad are not letting that fact make us complacent. The quest for better equipment and improved service methods goes on continually in our Engineering and Operating departments. This research of today will bring still finer railroad transportation tomorrow.

Mr. Baird added, "It is most gratifying to find our leading trains are proving so satisfactory to the public, even in wartime. For today we have, in addition to military demands, the problem of carrying the most tremendous civilian passenger volume in history."

"Because we are serving an unusually complete cross section of the public, we chose this time to launch our series of surveys covering coach travel, sleeping cars and other railroad facilities. The work is being done by outside research men and women without interference with our vital wartime service. The results will help us plan for the construction of new trains the minute materials are available and so help create new jobs when they may be most needed."

Halloway, Chicago Clerk, Gets Citation

Calvin Halloway, former clerk in the Passenger Traffic Manager's office,

With his bombardier "helping him in" on the target and watching every broken rise on the ground, Maj. Horras made the first pass at the station. When the bombardier, Lieut. Ed J. Fitzgerald of Allston, Mass., tripped the release the bombs failed to drop. They made another run and still the bombs held up. The third time Lewis went back to the bomb bay, stood on the catwalk over the open doors and held two wires together so that the bombs could be tripped. Still at 50 feet, the bombs dropped and a terrific explosion bounced the speeding plane.

Back in the tail Staff Sergt. William A. Keslin of Chicago saw steel tracks, rails and chunks of tank cars mushroom up higher than the plane.

Still not satisfied, Horras and his boys turned around, came back over the target twice in strafing passes. Then, their "weather mission" completed, they returned to base.

Major Horras has the Air Medal and the Distinguished Flying Cross. He is the son of Mr. and Mrs. Andrew Horras of St. Louis. He is a cousin of Mrs. Joseph Snyder of Mattoon, whose husband was formerly a brakeman on the Illinois Division of the New York Central.

Chicago, has received the Presidential Citation for services with the Airborne Troops in Italy. Calvin spent two months in the combat area, returning in January, 1944, and is stationed at Fort Benning, Ga.

Transport Chief Tells How Men Are Taken Over

In a radio address, over the Columbia Broadcasting System, June 10, Brig.-Gen. Frank S. Ross, Chief of Transportation, European Theatre of Operations, spoke as follows on the job the Transportation Corps has done and is doing:

"It is unnecessary to remind most Americans that the men who are invading the Continent of Europe are your men — your brothers, your husbands, your loved ones. They started to leave you about two years ago, and you didn't know where they were going or how they would get there. I am here to tell you that someone knew exactly when, where and how they were going; knows exactly where they are now, and where they will be in the future. That someone is the United States Army Transportation Corps.

"As the Chief of Transportation in the European Theater of Operations, I am proud to report that the job has been well done.

"Some of us also crossed with him to make sure that he was properly fed, and to see that he had as much comfort as is possible to give a man aboard a transport.

"Meanwhile in the European Theater of Operations, we were making plans for his reception. We watched a chart showing the daily position of his transport; arranged railway schedules and railway routes, shifted and shunted truck companies; cleared harbors; port facilities and prepared transit camps. When his transport approached these shores, we gave the instructions that put her into a harbor; when she arrived, we debarked her men and the wheels of the Corps were set into high gear, as your soldier was shifted and moved throughout the United Kingdom over the busiest and most complicated net work of rails and roads in the world.

"This movement of millions of men, from one Continent to another, represents one of the greatest migrations in the history of man. Even in peacetime it would have been a fabulous task. And yet, it has been much less than half our job, because for every man we moved, we had to move several tons of material to initially supply him. To do this we had to build and operate our own locomotives; erect our own railroad cars, sail and maintain our own ships; we had to operate thousands of trucks, organize Harbor Craft Companies and operate many Ports."

P. & L. E. Artillery Sergeant Wins Bronze Medal



Sergt. James J. Handerhan, Field Artillery, son of Michael Handerhan, McKees Rocks Power House, P. & L. E. Railroad, killed several Japs and caused other enemy casualties in a display of expert marksmanship and coolness under fire during the repulse of a Jap attack on American positions at Bougainville, in March.

The versatile doughboy was awarded the Bronze Medal, according to a communication, "for gallantry in action against the enemy at Bougainville. . . . Serving as forward observer for a field artillery battalion under enemy machine guns and mortar fire,

he called for and adjusted fire which aided materially in the repulse of the enemy attack. Intermittently serving as a rifleman, he personally killed several Japs with rifle fire."

In his last letter home, the tough Sarge wrote:

"I heard about Commando Kelly of our burg killing all those Jerrys. The reason I didn't kill as many Japs is that they kept running away and weren't there to shoot at."

Sergt. Handerhan enlisted in the Regular Army August 1, 1940, was attached to the Cavalry and then transferred to the Field Artillery. He went overseas July 9, 1942.

Col. Emmanuel Writes of N.Y.C. Men and Their Work in Burma

In a recent letter Lieut. Col. Karl F. Emmanuel of the 721st Railway Operating Battalion (A.P.O. 465, c/o P.M., New York) related some interesting things about the work of this battalion, which is composed largely of New York Central men and officers.

The battalion, as previously announced, is operating the Bengal Assam Railway, which is one of the main means of supply for the allied forces operating in Burma.

The letter was addressed to Lieut. Col. R. E. Shineman, Executive, Rail Division, Army Service Forces, Office of the Chief of Transportation, Washington. Colonel Shineman disclosed that the 721st was "burned out" a

couple of months ago and most of the men saved only the clothes on their backs.

In his letter Colonel Emmanuel says that the men are working three eight-hour shifts and have 50 through train crews and about 26 yard jobs. Jim Truden, of the Central, is Emmanuel's chief operating officer. The letter continues:

"All of us have lost 15 to 35 pounds but we are on the job all the time. We have not had the least difficulty with the Indian staff and our young engineers really 'keep 'em rolling' safely. Harry Owens, B. Company commander, is operating our roundhouse here with a force of our own Americans. I have had quite a few British officers assigned to me, as we have the entire set up here, operating both broad and meter gauge lines; handling trans-shipments, hiring labor, etc. The job is so big that we have asked for more men.

"The morale of our men is high. We have taken over part of a bottling plant so that our men can have all the soft drinks they want. In this plant we load and recap empty beer bottles. We also have lots of candy and that helps. A movie projector gives the men recreation between shifts.

"Frank Adams from Harmon is rolling the Assam mail over our territory as if it were the Century. Our freight trains cover the route in five to six hours, where 18 to 20 hours were required formerly.

"Jim Truden and I just returned from having dinner with the Chief Minister of Bengal and his staff. We have met Rajahs and many other notables. Give my regards to all."

Matthews Promoted

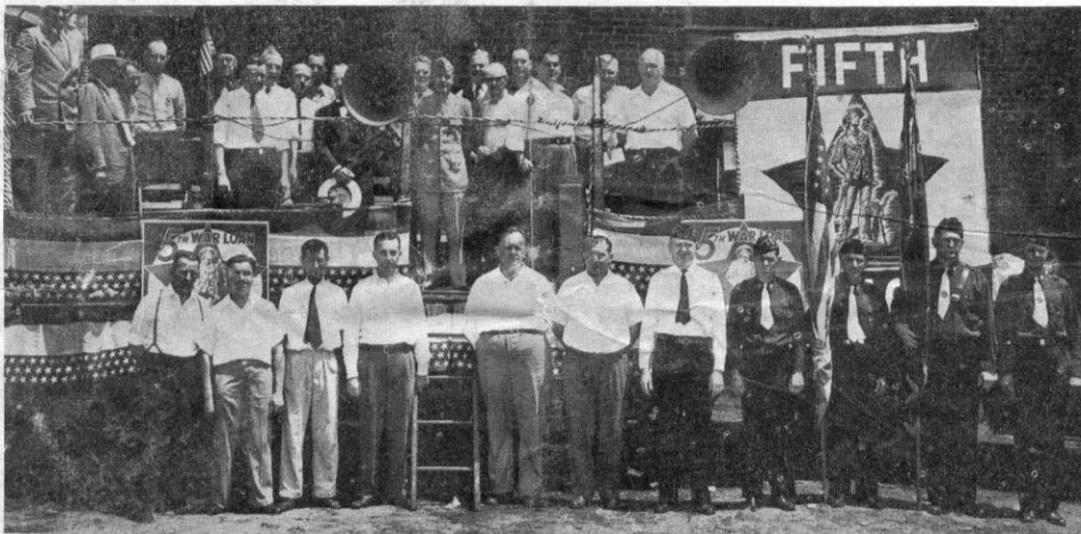
Sergeant George J. Matthews, former New York Central detective, recently was promoted to Staff Sergeant and was awarded the Combat Infantryman's Badge.

Staff Sergeant Matthews has been overseas for more than 15 months, serving in the front lines on Bougainville Island in the Solomons. His home is in Beacon, N. Y.

Join "Gallon Club"

Mr. and Mrs. Meyer J. Dolivech, Detroit, have donated 16 pints of blood and are members of the "Gallon Club."

Scene at War Bond Rally of Harmon Employes — Parachute Jump Into Hudson a Feature



ATTENDED by more than 1,500 employes and invited guests, the Fifth War Bond rally held by shop employes at Harmon, N. Y., June 6, proved a great success. Outright cash purchases of Bonds totaled \$13,500 and there were scores of inquiries on purchases through the Payroll Deduction Plan.

The largest purchase of Bonds, to the amount of \$500, was made by Harmon Lodge No. 70, Brotherhood of Railway Carmen of America, through George Gibson, President.

A highlight of the rally was a parachute jump into the Hudson River behind the locomotive roundhouse by

Standing, front row, is committee on arrangements and Color Guard of members of the Commodore Vanderbilt Post, American Legion. On the sound truck are speakers and directors of the rally. Direct center are Lieut. Col. J. W. Haubennestel, Jr., Engineer, Electric Shop; Edward De Almo, Yard Fireman, who made a parachute jump during the ceremonies, and Charles Cook, Blacksmith's Helper, Electric Shop, who acted as master of ceremonies.

Edward De Almo, Yard Fireman, from a height of 3,000 feet. Staff Sergt. James J. Hebron, now

a returned veteran employed in the Stores Department, Electric Shop, who saw 32 months of Army service, of which 17 months were overseas in the Pacific and Mediterranean theatres, purchased a Bond and then spoke briefly of his experiences.

Other speakers on the program were Lieut. Col. J. W. Haubennestel; George Carlson, Commander of the Commodore Vanderbilt Post No. 58, American Legion; E. S. Ferris, past Post Commander; Edward P. Hanyen, Deputy Manager, War Finance Committee, Westchester County; and Thomas Marino, Chairman, War Finance Committee, Cortlandt, N. Y.