

# CENTRAL HEADLIGHT

Vol. VI, No. 8

AUGUST, 1945

## P. & L. E. Hero Wins Medals for Saving 25



Corp. James N. Taylor, of McKees Rocks, Pa.

Corporal James N. Taylor, Medical Detachment, 28th Infantry Regiment, was awarded a Silver Star, plus the Bronze Medal and leaf cluster for gallantry in action, February 26, 1945, in the vicinity of Germany.

He traversed over 900 yards of open terrain, under enemy mortar, tank and artillery fire, to reach 25 wounded Americans. After administering first aid, he went back to rescue more. His courage under fire was directly responsible for saving the lives of all these wounded comrades.

Corp. Taylor, son of Mr. and Mrs. J. R. Knight, McKees Rocks, Pa., was employed by the P. & L. E. at Davis Island Shop, before entering the Service, nearly four years ago.

## Elkhart Looey Captive 20 Months in German Camps

Second Lieut. Donald R. Wenger, employed as clerk with the New York Central at Elkhart, before entering service in March, 1943, returned home early in July after spending 20 months in German prison camps.

Lieut. Wenger was shot down in September, 1943, near Salerno, Italy, and parachuted to within 100 yards of a German first aid station, where he was captured and treated for burns. He was held in several prison camps in Germany and was treated "not too bad—but not good."

Wenger reported that camp discipline was strict, and food rations very small. He stayed in barracks which housed about 200 prisoners. The barracks were divided into smaller rooms, 20 feet by 30 feet, in which 22 men lived, ate and slept. They cooked their own food.

Lieut. Wenger will report back to duty in Miami Beach, after a 60-day leave.

## P. & L. E. Men Killed

Two former Stores Department employees at McKees Rocks are war casualties.

Paul Bachman, Clerk of Storehouse C, was killed in Belgium, December 24, 1944, according to word received by his mother. He was inducted March 11, 1943, and was overseas only a few months.

PFC John C. Jones, former Laborer of Storehouse A, was killed in Germany April 10, while with an infantry unit. He entered service in April, 1942. A brother, Corp. Edward Jones, is also overseas.

## Valor Medals to Three; Two Saved Women

Three New York Central employees, who risked their lives to save others, were awarded New York Central Valor Medals last month. Two of the persons they saved were women. The men who received the medals were:

Giacoma Mazzoli, Section Laborer, Canastota, N. Y., J. H. Crane, Signal Foreman, Utica and S. L. Rifkin, Conductor, Buffalo.

About 9 a.m. on the morning of April 3, a woman jumped from an automobile in a passing cortege, ran around the west end of the lowered gates on Petersboro Street, Canastota, wrapped a coat around her head and stood directly in front of an approaching eastbound freight train. Mazzoli ran directly in front of the train and dragged the woman to another track, despite her continued efforts to throw herself under the train.

A woman also was saved by Mr. Crane on the morning of January 17, near the Washington Street crossing, Utica. Screaming, she ran in deep snow toward a New York Central work train moving east from the coal dock middle. At a point midway between tracks 3 and 4 she attempted to go between the cars but on account of deep snow was unable to do so. Then she tried to throw herself backward toward track 4, on which the work train was approaching. Foreman Crane pulled her away from the train and told her to lie down. When she made another attempt to crawl between the train he held her clear of the tracks until it had passed.

Conductor Rifkin, on the morning of January 28, saved Yardmaster Carey in the Middle Yard, on the West Shore, East Buffalo, when a work train and spreader that were clearing snow from the north track approached the Yardmaster. Carey attempted to climb a snow bank but slipped several times. Then he attempted to save himself by holding his hands against the side of the caboose but was spun around with his legs across the near rail. The engineman applied the brakes but on account of ice they did not hold.

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## New York Radio-Gunner is Decorated



Sergt. Vincent J. Flora for "meritorious achievement in combat aerial flight" was decorated with the Air Medal by Brig. Gen. Robert D. Knapp. He is serving as a radio-gunner with the 321st Bomb Group in Italy, veteran medium bomber unit on the Adriatic sector in Italy.

The B-25 Mitchell Bomber Group to which Sergeant Flora is assigned in its 28 months of overseas service has supported six amphibious operations and has been awarded eight battle participation stars. It has twice been cited by the War Department. After graduating from Watertown High School the young serviceman was employed by the New York Central Railroad in New York City as a brakeman. He entered the army in January, 1942.

## Railroads to Make Post-War Jobs; Pres. Metzman Urges Bulwinkle Bill

Railroads will come out of the war in an improved financial condition and their purchases for improvement and rehabilitation will be a mighty force in producing jobs, G. Metzman, President, New York Central System, declared in a recent address before the Pittsburgh Chamber of Commerce.

"We are looking forward postwar," de luxe streamliner will be the general standard in railroad passenger transportation.

Mr. Metzman said, "to the re-establishment and extension of high-speed merchandise freight service. Similarly, in passenger service, to the time when the

(Concluded on page twelve)

## Moving Troops to Ports Abroad Immense Task

HEADQUARTERS, OISE INTERMEDIATE SECTION, RHEIMS, FRANCE — "The Transportation Corps will furnish the necessary transportation" . . .

That T.C. slogan is meeting the acid test daily in the U.S. Army's Oise Intermediate Section, where hundreds of thousands of American soldiers are being transported to await redeployment to the Far East and to the States.

By rail and by highway, these E.T.O. veterans are being moved to the 17 camps of the vast Assembly Area Command, and Oise Transportation Section is superintending the move. It is a job staggering in its immensity and complexities.

The job doesn't end with bringing the troops to the redeployment area. After a short stay in one of the 17 camps, troops are moved out again—to staging areas at Le Havre and Marseille, preparatory to actual embarkation. Oise Transportation Section "furnishes the necessary transportation."

Transportation personnel also are concerned with the returning of displaced persons to their native lands. Three train-loads of such persons—Russians, Hollanders, Czechs and others—leave Oise Section daily. These same trains, operated by the French, are then used to transport soldiers from the advanced sectors to the redeployment area.

Two "leave" trains travel south from Luxembourg City, in Oise Section, regularly. One, carrying entertainment-starved G.I.'s to Paris, leaves Luxembourg daily. Another leaves three times a week for rest centers along the French Riviera.

In wartime, the hauling of supplies is as important as the "necessary transportation" for that too. In April alone, 975,000 tons of freight were moved by rail through Oise Section. In the same month, more than 45,000 tons of supplies were moved by canal barges.

Also, in April, nearly one million military personnel were moved through Oise by rail and highway.

## Huge Sign on New York Central's West Shore Ferry Station at Weehawken to Welcome Homecoming Troops



One of the largest signs greeting home-coming G.I.s in the harbor of New York is shown here in an artist's sketch. Painted red, white and blue, it is being erected over the five ferry slips on the water front of New York Central's station for the West Shore Railroad at Weehawken, N. J.

## Marine Dies at 19



Corp. James T. Hardebeck, 19, of the U. S. Marine Corps, was killed May 7, in action on Okinawa.

Prior to his enlistment February 25, 1944, he was employed as a clerk in the office of W. F. Bryson, General Freight Agent, Cincinnati.

His mother, Mrs. Emma Hardebeck, a sister and two brothers survive. One of the brothers, Walter, a yeoman first class in the Navy, is a furloughed employe of the Freight Traffic Department, Cincinnati.

HOME-COMING G.I.s from Europe will soon be greeted as they sail up North River by a huge sign reading WELCOME—WELL DONE, now being erected over the river front of New York Central's West Shore station at Weehawken, N. J.

Facing obliquely southward, the sign will be large enough to be read

far down the harbor by the great majority of troops arriving in New York. To hundreds of thousands of them, proceeding to Camp Shanks, its greeting will be particularly significant, because when they disembark from ferries beneath it they will be setting foot on American soil for the first time on their return from overseas.

The greeting, in blue lettering on a white background within a red frame, will measure 140 feet long by 16 feet high. Beneath the sign the river front of the station, which covers five ferry slips and measures 480 feet long by 55 feet high, is now being painted red, white and blue, with a decorative band of 13 large white stars near its cornice.

# Central Headlight

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Volume 6 AUGUST, 1945 No. 8

## There's Nothing Like Asking

SOME time ago, we asked a modest percentage of our readers a number of questions concerning their preferences as to the existing features and general contents of the Central Headlight and also as to the degree of readership that it usually received from them and their families.

We are happy to report that almost 11,000 were good enough to take the necessary time to answer our inquiries and set new beachheads for our attack. This was a surprising total and also an unusual ratio to be received in war time from men so busy as are our Central railroad folk.

The replies, which are summarized elsewhere in this issue, will be our guide in attempting to make a better newspaper for the entertainment, information and possible edification of all New York Central employees.

To every reader who received the request and thus responded, we are grateful. To each and everyone go our thanks and appreciation.

With the coming of peace, we hope to overcome many present printing, paper and distribution difficulties inherent in the war situation. Such of the various suggestions offered, as present conditions make practicable, will be put into effect now. Others will have to await better times.

However, we will move forward with new vigor and with a confidence inspired by the thousands who, while indicating our failings, were kind enough to tell us that they liked, in some degree, our present efforts.

## Readers Tell Likes and Dislikes

### The Headlight of the Future

A MORE interesting newspaper will greet Central Headlight readers when results of the System-wide poll taken earlier this year are incorporated into the Headlight of the future. Answers to the questionnaire have been tabulated and an analysis was made recently to determine what improvements readers want to make the Headlight more interesting.

The cooperation of the thousands of men and women of the System who returned their questionnaires is deeply appreciated by the Headlight staff, and every effort will be made to interpret their wishes in planning and publishing future issues.

Questionnaires were distributed with pay checks in February to every employe on the System. Six major questions, divided into sub-heads, were asked. They covered such diverse questions as editorials, pictures, general news and feature articles, and offered an opportunity for readers to suggest ideas of their own.

Nearly 11,000 replies received by railroad mail were tabulated by the office of J. B. Taylor, Auditor of Disbursements, Detroit, before analysis was undertaken by the Public Relations Department.

Returns representing a cross-section of occupational, age, sex, and years-of-service groups, were received from every part of the System.

A printed reproduction of the questionnaire accompanying this article includes percentages of answers to each question.

In accordance with the need shown by replies to question No. 1, the Headlight plans a thorough check on its circulation system in an effort to cut down the 10% of those employes who do not receive their copies of the Headlight regularly.

Everyone responsible for distribution of the Headlight is requested to make a special effort to see that it reaches all employes.

Of special interest is the fact that readership of the Central Headlight, reflected in replies to questions 2 and 3 of the survey, includes the families of 60% of the respondents. It is evident from this that, in addition to the 135,000 men and women of the New York Central System, there are many thousands of others included in the over-all New York Central family.

Question No. 4, concerning features of the Headlight, is divided into 18 parts. In descending order, greatest interest is shown in news of Company employes in military service, pictures of Company equipment and facilities, pictures of servicemen, general articles on railroad industry, general news of System-wide

interest, items of local interest about individuals or group activities, and feature articles on operations. Least interest is shown in births, letters from readers, the Roundhouse, deaths, and pictures of employe group activities.

Question No. 5 resulted in many suggestions for making the Central Headlight more interesting. Most prominent among these were requests for more local news, modification in format, humor, and grouping of personal items. Many other suggestions were given and all will be studied by the Editors in planning the future Headlight.

The women of the New York Central are interested particularly in personalities — the people of the railroad, and especially servicemen. They are less interested in operations, equipment and technical subjects.

## THE ROUNDHOUSE

By  
Sim Perkins

THE Main Concourse of Grand Central Terminal, New York, doesn't look the same today as recently. Those

## Summary of Replies to Questions The Editor Asked Readers of the Central Headlight

1. Do you get your copy of the CENTRAL HEADLIGHT regularly?	Yes <input type="checkbox"/> 87%	No <input type="checkbox"/> 10%	No Ans. <input type="checkbox"/> 3%
2. (a) Do you read the CENTRAL HEADLIGHT: all the time <input type="checkbox"/> 71%	part of the time <input type="checkbox"/> 15%	never <input type="checkbox"/> 1%	No Ans. <input type="checkbox"/> 13%
(b) If you read the CENTRAL HEADLIGHT, to what extent do you usually read each issue? (Check one of the following)			
Read all or nearly all of it	<input type="checkbox"/> 64%		
Read parts of it	<input type="checkbox"/> 27%		
Just glance through it	<input type="checkbox"/> 7%	<input type="checkbox"/> 6%	
3. Does any other member of your family read it?	Yes <input type="checkbox"/> 60%	No <input type="checkbox"/> 34%	No Ans. <input type="checkbox"/> 6%
4. Will you please express your degree of interest in the various kinds of features contained in the CENTRAL HEADLIGHT which are listed below:			
	Very much Interested	Mildly Interested	Not at all Interested
	(check one box on each line)		
A. Items of local interest about individuals or group activities.....	69% <input type="checkbox"/>	16% <input type="checkbox"/>	13% <input type="checkbox"/>
B. News of company employes in military service.....	77% <input type="checkbox"/>	13% <input type="checkbox"/>	9% <input type="checkbox"/>
C. Announcements of:			
(1) births.....	20% <input type="checkbox"/>	25% <input type="checkbox"/>	31% <input type="checkbox"/>
(2) deaths.....	46% <input type="checkbox"/>	27% <input type="checkbox"/>	20% <input type="checkbox"/>
(3) retirements.....	60% <input type="checkbox"/>	24% <input type="checkbox"/>	11% <input type="checkbox"/>
D. Pictures:			
(1) Servicemen.....	74% <input type="checkbox"/>	13% <input type="checkbox"/>	11% <input type="checkbox"/>
(2) Individual employes.....	54% <input type="checkbox"/>	23% <input type="checkbox"/>	18% <input type="checkbox"/>
(3) Employe group activities, clubs, dinners, associations, etc.....	48% <input type="checkbox"/>	25% <input type="checkbox"/>	20% <input type="checkbox"/>
(4) Company equipment and facilities.....	75% <input type="checkbox"/>	10% <input type="checkbox"/>	13% <input type="checkbox"/>
E. General news of System-wide interest.....	70% <input type="checkbox"/>	14% <input type="checkbox"/>	14% <input type="checkbox"/>
F. Feature articles on:			
(1) operations.....	68% <input type="checkbox"/>	14% <input type="checkbox"/>	15% <input type="checkbox"/>
(2) motive power and rolling stock.....	62% <input type="checkbox"/>	16% <input type="checkbox"/>	17% <input type="checkbox"/>
(3) plant and facilities.....	58% <input type="checkbox"/>	18% <input type="checkbox"/>	20% <input type="checkbox"/>
G. General articles on railroad industry.....	71% <input type="checkbox"/>	14% <input type="checkbox"/>	13% <input type="checkbox"/>
H. Editorials.....	57% <input type="checkbox"/>	22% <input type="checkbox"/>	17% <input type="checkbox"/>
I. Letters from Readers.....	45% <input type="checkbox"/>	28% <input type="checkbox"/>	18% <input type="checkbox"/>
J. Information Booth.....	49% <input type="checkbox"/>	25% <input type="checkbox"/>	21% <input type="checkbox"/>
K. The Roundhouse.....	45% <input type="checkbox"/>	26% <input type="checkbox"/>	21% <input type="checkbox"/>

flag which have adorned it since the early days of the war. But, don't worry; they'll be back as soon as the job of cleaning the caen stone walls and pillars of the immense room is completed.

The flags had to be removed to make room for the steel scaffolding from which the cleaners operate.

Though mechanical means are available, the job is being done by hand in order to avoid splashing with chemicals man or beast (questing wolves) passing below.

When the job is done the huge Concourse will shine as of yore with its beautiful constellation-studded ceiling, newly restored, catching the admiring eyes of visitors from all over the world.

RAILROADING in Luzon today is a phantasmagoria of incredible experiences, some of our boys, now there, report. For example, Lieut. Colonel James F. O'Connell, formerly of the Assistant General Manager's Office at Syracuse, is with the 775th Railway Grand Division. He says that recently his men have raised the daily freight tonnage on the 256 miles of an old Luzon railroad from zero in January to 4,000 tons today. But they have accomplished this amid incredible experiences.

Operation frequently has been under fire and through ambushes. They have had to fill locomotive boilers laboriously with water scooped from creeks

and puddles in steel helmets. In fire-boxes built for coal they have been forced to burn green bamboo. When nothing else is available, water buffalo dung is used to cool hot boxes. This little trick was disclosed by a Philippine railroader and it usually works.

Every once in a while a Jap demolition bomb is found. Carabao — water-buffalo to you — love to investigate moving trains. They play a large part in keeping the speed limit down to 20 miles an hour.

However, as you may understand, life for these railroaders is never dull.

OVER in Germany, Company B of the 718th MRS Battalion, which includes many New York Central men, has been making a remarkable record. In a single 24-hour period in May, for example, this company coaled, serviced and inspected 62 locomotives. From May 12 to May 18, similar treatment was given to 317 locomotives, some of which were German and others of which were American steam or Diesel jobs. In addition, 65 German locomotives were completely overhauled in the company's shops. It looks as though our boys are keeping busy.

Incidentally the 718th has built, near its headquarters at Mainz, the first outdoor stage, complete with dressing rooms, constructed by an MRS unit in Germany, so the boys will have some fun too.

wartime, the obvious need for them, in full vigor, when the war traffic drops off and the competitive struggle for freight business becomes more intense than it ever has been, would perhaps be sufficient for keeping them intact now.

But that is only the least of many reasons. The great combined transportation system of the country, which many thought was far overbuilt a few years ago, has proved only barely adequate for the unexpected and unplanned job that was placed on it. The work of the erstwhile solicitor, in aid and advice to shippers in unusual situations; his value as a propaganda agent in spreading the gospel of heavier loadings, full-time acceptance of deliveries, prompt loadings and unloadings, claim prevention, and a host of other and related things, has probably been as important as that of any group of his colleagues in transportation work in averting the frequently imminent transportation breakdown.

There are many among transportation executives, too, who are aware of the valuable work done by the solicitors in acting as liaison men between the transportation agencies and their customers in these trying times. We spoke with the head of one of the largest motor carrier organizations in the country the other day about that. He told us that, when it became apparent a couple of years ago, that his plant was approaching the limits of its traffic carrying capacity, he called all of his solicitors into conference and told them that none was to lose his job. They were, he said, to be public relations officers for their company for the duration.

He is certain, he insists, that his investment in their continued services will pay handsome dividends when again there is more transportation capacity than there is traffic.

### Shelter

Bonds you lay away, come  
Very handy, fella.  
Should a rainy day come  
They're a swell umbrella.

—Berton Braley

## A Salute to the Solicitor

From an editorial in the June 16, 1945 Issue of the "Traffic World"

WHEN someone gets around to writing the detailed story of the part the railroads have played in winning this war, we hope he finds room for a paragraph or two about freight solicitors.

These men have contributed to the total job in an equal measure with the operating men who have had to keep the box cars and trucks moving, the mechanical and maintenance men who have had to keep them in shape to move, and the transportation forces who have had to see to it that the box cars and trucks were where they were needed most at the time they were needed most.

Paradoxically, however, the freight solicitor is winning his credit, not for doing the thing he was trained and hired to do, but for performing a myriad tasks, many of them only tenuously connected with his regular work.

In 1918, after the federal government had taken over the railroads, the Director General abolished freight solicitation altogether, and closed all off-line traffic agencies. Managers of railroads for the Director General were instructed to find work for these men in other railroad departments. This was done, to a certain extent, but the net

result was that, when the railroads were returned to their owners, in 1920, their sales forces were pretty well dispersed and the business depression of the early 1920s caught the railroads with inadequate sales staffs just at the time when the most intensive sales work was needed.

If there were no other reason for preserving the sales organizations of transportation agencies through this

## Letter of the Month

OAKLEIGH R. FRENCH AND ASSOCIATES  
Advertising  
4235 Lindell Boulevard  
Saint Louis 8, Missouri  
July 3, 1945

Mr. L. W. Horning:  
I'VE intended for several months to drop you a note and tell you how much I, as a businessman traveler, appreciate the unusual courtesy and attention of New York Central personnel. It is so far above other railroads that there's just no comparison.

I think that is a special tribute today under all of the difficulties under which they are working.

A little thing happened several

months ago that made a lasting impression on me. As I got off the Pullman in St. Louis one morning, I was in back of a Private and we were coming down the steps, handing the porter our tips. This particular porter, and I meant to make a note of his name, refused a tip from the Private with a big smile on his face, saying — "No Sir, Son, not from you — not till you get bars on your shoulders and then I'll take it."

I can sum my feelings all up best by saying as long as I travel between here and New York City, I'll always go New York Central.

Oakleigh R. French.

### Hessler Gets Bronze Star Posthumously

First Lieut. Robert M. Hessler, Corps of Engineers, son of Emory I. Hessler of the office of Mechanical & Electrical Engineer, New York, whose death in action was reported in the June issue, has been awarded the Bronze Star Medal posthumously, his citation reading as follows:—

"For meritorious service in connection with military operations in Belgium, Holland and Germany from 23 October, 1944 to 25 March, 1945. During this period of combat with the enemy, Lieut. Hessler performed his duties as battalion reconnaissance officer in a conspicuously meritorious manner. He reconnoitered bridge sites and exposed himself to enemy fire on many occasions to obtain valuable information as to the strength and disposition of the enemy. By his continuous aggressive reconnaissance he contributed materially to the success of his battalion and his actions, above and beyond the call of duty, reflect distinct credit on himself and the Armed Forces of the United States."

Lieut. Hessler also received the Purple Heart Medal posthumously.

### S/Sergt. Brusseau Ends 5 Years' Flying; Out With 192 Points

Staff Sergeant Elliot Brusseau, 24, son of H. E. Brusseau, Assistant Engineer, Office of Designing Engineer, New York, recently was discharged while home on furlough, after five years and seven months in the Army as an aerial gunner. He had 192 points and had been overseas three years and four months. Two years were spent in New Guinea and he also was in Dutch New Guinea, Diak, Palau, the Philippines and many small Pacific islands.

Sergt. Brusseau won the Silver Star for rescuing a wounded man from a plane and also has Silver Star clusters, the Purple Heart, the Air Medal with four clusters, a Bronze Star, Presidential Citation with one cluster and numerous campaign ribbons. In all, he participated in 56 missions and had 475 hours and 45 minutes over enemy targets. He cracked up four times. He says the loneliness experienced by the American boys who are fighting in isolated coasts on the Pacific front is beyond words.

### New Yorker in Pacific

Julius H. Schmidt, of the General Freight Office, New York, reports that his son, Larry, who graduated on his father's birthday as an Ensign from Northwestern University, January 18, is serving in the Pacific theater, specializing in naval mine warfare. Before going into action, Larry became engaged to Miss Ruth E. Taylor of Jackson Heights, L. I.

W. H. Flynn, General Superintendent Motive Power & Rolling Stock, announced the appointment, effective July 1, of F. E. Edwards as Superintendent Electric Equipment, with headquarters at Harmon, N. Y.

### Retires at Buffalo



Miss M. L. Truitt, Car Record Clerk, Car Service Department, retired recently.

She was employed by the Car Service Department of the Big Four at Indianapolis, January 1, 1913 and transferred to the Peoria & Eastern Railway Auditor's Office June 1, 1923.

When the Car Records of the Peoria & Eastern Ry. were moved to Buffalo, May 1, 1931 Miss Truitt transferred to Buffalo and held the position of Car Record Clerk until her retirement.

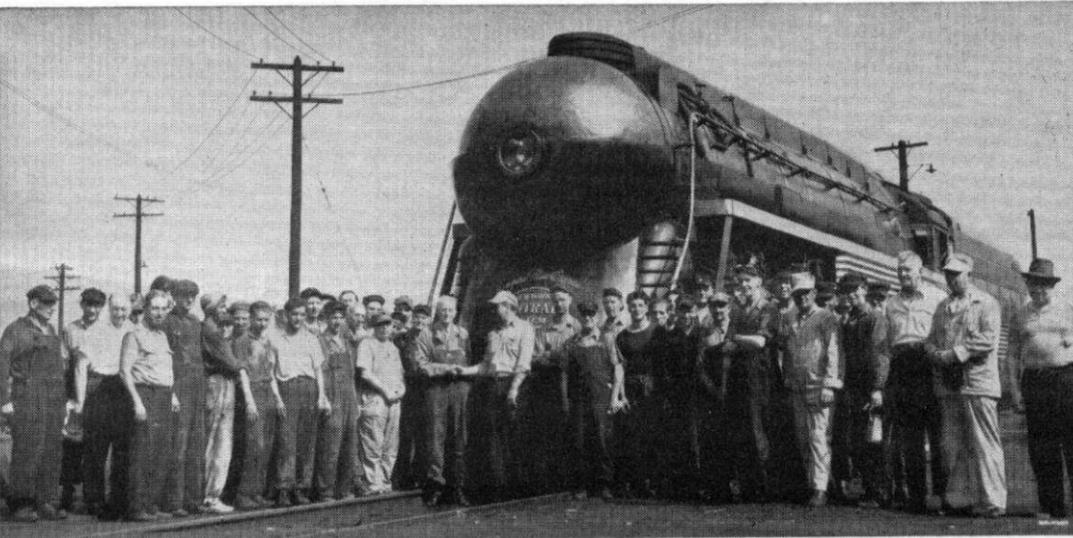
On the last day of her service M. R. Clinton, Superintendent Car Service, presented a purse to Miss Truitt on behalf of her co-workers.

### Vice President Jellinghaus Receives Harriman Gold Medal Safety Award for Michigan Central



C. L. Jellinghaus, right, Vice President and General Manager, Michigan Central Railroad, one of the major units of the New York Central System, receives from E. Roland Harriman the E. H. Harriman Memorial Gold Medal for the best Safety record made by any large railroad in 1944. Left to right: Judge R. V. Fletcher, Vice President of the Association of American Railroads and Chairman of the Harriman Award Committee; Mr. Harriman; Col. J. Monroe Johnson, Director, Office of Defense Transportation; Mr. Jellinghaus; and Wallace J. Falvey, President of the American Museum of Safety.

### Engineman Bloum Makes Last Run with Empire State Express



R. E. Bloum, Hudson Division Engineman (left center, without cap), was given a rousing send-off by his friends and fellow employes at Harmon, N. Y., when he made his last trip with the Empire State Express, June 30. He is shaking hands with V. Gagliardi, Terminal Foreman, Motive Power Department. He had 52 years' service.

### W. F. Pranis Has New Passenger Office in Newark, N. J.



Busy with wartime traffic problems the new New York Central office at 9 Clinton Street, Newark, N. J., above, located in the financial section, receives two telephone calls per minute and has an average of 300 callers per day. The office is under the direction of William F. Pranis, Passenger Representative at Newark since 1927. Office personnel, left to right, are Miss W. Peterson, Clerk, foreground; Miss F. N. Sneyd, Clerk; Edwin Roznay, Assistant to Passenger Representative; Mr. Pranis and Mrs. J. Olsher, Clerk.

### New Yorker Wins Bronze Star Twice



Corp. Joseph Murphy, formerly employed in the office of J. M. Breen, General Freight Agent, New York City, recently won the Bronze Star twice. After his induction March 1, 1943, he received his basic training at Mackall, N. C., where he was attached to the Field Artillery of the Glider Division. Murphy went overseas in May, 1944 and landed in New Guinea, where a month later he was assigned to the Paratroopers, and made nine jumps in combat. "Black Tom" as he is known to friends, was also attached to the 11th Airborne Division, which landed on Corregidor prior to the invasion of Luzon. At present he is now stationed at Hollandia, with the ground forces. His wife the former Marion Ledger, whom he married before going overseas, is employed in the Typing Bureau of the Accounting Department, New York.

### "Stay Alive in '45"

### Capt. Benton, B. & A. Police, Ends Work

Capt. Thomas H. Benton of Springfield, Mass. retired from service after almost 27 years of service on the Boston & Albany.

Mr. Benton entered service as a Special Agent in the Police Department October 12, 1917, and the following spring was promoted to Lieutenant. He became Captain of the Albany Division January 1, 1926.

Previously Mr. Benton was with the Police Department of West Springfield, Mass. He was presented with a War Bond, July 2.

His ability as an artist is well known to his friends, many of whom have been recipients of his fine illustrations; a hobby which he intends to continue.

Effective July 1, the territory of Capt. James Rafferty, in charge of the Boston Division, was extended to include the entire Boston & Albany. Sergt. L. H. Chant at Springfield was promoted to Lieutenant; likewise Sergt. J. F. Rafferty, at Boston.

### Tommy O'Grady's Son a Major Overseas

Many stirring military exploits are coming to light now that the fighting in Europe is over, and many New York Central people have good reason to be proud of their sons, but no one has more right to feel that way than Thomas S. O'Grady, a Dining Car Steward on the Twentieth Century Limited for many years.

Mr. O'Grady's son, Robert T., has been in the thick of the fighting in Europe as an Infantry Officer. The following account appeared originally in the Army's "Stars and Stripes."

Triple Play Puts Out Nazi Team. "From Gregurvich to Ryan to O'Grady was the triple play that knocked out a German company opposing the Fourth Infantry Division north of Prum."

"Lieut. Edgar C. Gregurvich of Freeport, N. Y., supplied a five-minute artillery barrage on the objective, a strongly defended house. Next a tank destroyer, commanded by Lieut. Daniel Ryan of River Forest, Ill., shifted to 90 mm. shells and machine gun fire.

"Then Capt. Robert T. O'Grady of Chicago led his company against the enemy, killing seven and bagging 31 prisoners. On the way back, German riflemen and machine gunners opened up. Again Gregurvich opened artillery fire, chasing them out where Ryan and O'Grady's men went to work. Result: 33 more prisoners."

Since the foregoing was written, O'Grady has been advanced to Major.

**A.P.A. Women, Detroit, Aid War Work**



Group of Women's War Service Department workers from APA Office, Detroit, left to right: Chaplain Lillian Roe, Kathleen Healy, Laura Dluzniewski, Pfc. Bertha Dunkle, Jean Mann, Mary Gindick, Lt. Rosella McBeth, Virginia Cerneka, Marion Vroom, Pfc. Rose Sorge, Julia Ropicki, Eleanor Leach, Rose Horbatic.

**A. P. A. Veteran Albert Swan, Ends Service**

Saturday, June 30, was a big day on the Seventh Floor, for at noon on that day, Albert Swan, with the District Station Accounts Office, Detroit, retired after many years of faithful service. He came to the Central from the Delaware & Hudson and was a Spanish War Veteran of some note.

The big event came when W. N. Baillie had the entire force together around Al. Mr. Baillie spoke, presenting Al with many gifts from the office force, including War Bonds, after which Chief Revision Clerk, A. J. Pratt spoke.

All hands joined in wishing him many more happy days. Red lip stick was the prevailing color for a time.

Latest member of the Auditor Passenger Accounts Office force to enter the service is Loraine Bervas, who joined the W.A.C. in July.

Pfc. Jack Paris, of the 3rd Amphibious Marines, and Sergt. H. Carl Schuler, of the 96th Infantry Division, met on Okinawa.

Auditor Passenger Accounts Bowling Team No. 2 finished tenth in the Detroit Bowling Association's Annual Tournament. The team, captained by Robert Finn, and composed of Peter Napolitano, Werner Klebe, Howard Atwood and Clarence Paulson, hauled down \$100 prize money. Not bad!

Sergt. Edward Berger became the third Detroit A.P.A. boy to return from the European war zone in a month. Twenty pounds heavier, he popped into the office June 25 after arriving from Glasgow, Scotland, on the Queen Mary, June 22.

Lieut. Nick Tikfesi, A.P.A. lad, now a Liberator bombardier, has 32 bombing missions to his credit in and around the Philippines. His inactivity of late, however, has him champing at the bit. He has eight more to go

**St. Thomas Contest Winners Ride Empire State Express**



These three winners of the University of Western Ontario Gazette's "Cover Girl" contest recently enjoyed a week in New York City after a trip on the Empire arranged by W. K. Parkinson, Division Passenger Agent at St. Thomas, Ontario. They are shown with Charles McLean, Stationmaster at St. Thomas and are Marilyn Campbell, Beryl Nurse and Mary Lee Thourlby. All are 19.

**Detroit Gets Bond on 25th Anniversary**



A. J. Collins, Manager Reservation and Information Bureau, Detroit, on June 20 celebrated his 25th anniversary with the New York Central. Pictured with Mr. Collins is his assistant, H. C. Siebert, who is presenting Mr. Collins with a \$100 War Bond on behalf of the staff.

**"Camel" Locomotive Liked by G.I. Crews**

From the Yankee Boomer

By Corp. George Moroz

Rapidly capturing the fancy of MRS soldier railroaders in Germany is a new type condenser locomotive, which is capable of traveling as much as 660 miles without taking water.

Designed by Henschel & Sohn, one of the foremost locomotive works in Germany, the condenser engine has been dubbed the "camel" because of its ability to go such long distances and for long periods of time without a drink.

The operational principal, in a nutshell, is surprisingly simple. The exhaust steam, instead of passing up the stack to be lost in the outer air, is conducted back to a turbine on the tender.

Fans operated by the steam exhaust turbine draw a continuous stream of air through cooling elements, which condense the steam under pressure. This condensed moisture is, by means of pumps, fed into the boiler again, forming a complete circuit.

The first locomotive of this type was delivered to the government of Argentina back in 1923, with an iron-clad guarantee that it would cover 350 miles without necessity of replenishing the water supply. It more than fulfilled all expectations, according to reports, covering some 350 miles and running continuously for 60 hours on the same tender of water.

Thus the design has taken on special value as a contribution to railroad motive power in countries where water is scarce or of very bad quality.

**New Despatch Head**

The election of K. C. Underwood as President of the Merchants Despatch Transportation Corporation and of the Northern Refrigerator Line, Incorporated, was announced July 28.

Mr. Underwood, hitherto Executive Vice President, has been with these companies since January 1, 1924, starting as General Agent in St. Louis. He succeeds the late C. M. Wynns. His headquarters will remain in Chicago.

Sergt. Bushway is a former Freight Service Inspector at Third Street Freight Station, and Pvt. Laurain formerly was an employe in the Baggage and Mailroom at the Michigan Central Terminal.

**Battle Creek Public Relations Class Has "Commencement" Dinner**



Front row, seated: H. R. Hollenbeck, Rate Clerk; William C. Stoetzel, Revision Clerk; Eulalia Baker, General Clerk; Wallace E. Butler, Chief Clerk; Otto L. Cook, Ticket Clerk and Group Leader. Second row: Pauline Rogers, Assistant Cashier; Marian Vankampen, Reservationist; Mrs. A. M. Donnelly, Demurrage Clerk; Lucille Baker, General Clerk; Harley B. Reek, Patrolman. Third row, standing: W. E. Youngken, Car Checker; George H. Rushford, Car Foreman; Glen Packer, Baggage Agent; Mrs. Glen Packer, Baggage Clerk; W. F. McDonald, Ticket Clerk; Edgar C. Kirsch, Claim Clerk; Mrs. Frances Lazarus, Information Clerk; Edward B. Morse, Telegraph Operator (retired); Roy A. Bailey, Yardmaster; S. J. Chubinski, Warehouse Foreman; Harry D. Kellay, Yardmaster; William Enos, Chief Yardclerk; L. F. Lane, General Yardmaster.

CLIMAXING a six weeks' course in public relations, two New York Central classes in Battle Creek joined in a "Commencement" Dinner, marking the end of the first course and honoring their instructor, Group Leader Otto L. Cook of the Passenger Traffic Department. The dinner, held at Block's Inn, brought the two classes together for the first time.

Following invocation by Edgar C. Kirsch, Claim Clerk, and the serving of a baked ham dinner, Mr. Cook summarized the course and congratulated the "students" for their interest and attendance. "If it accomplished nothing else," Mr. Cook said, "the course has resulted in a round table of inter-department relations, making all employes more familiar with the problems of other departments, all of which will result in better understanding, more cooperation and better service to the shipping and traveling public."

Other speakers included Patrolman Harley B. Reek, of the Department of Property Protection; George H. Rushford, Car Foreman; Wallace E. Butler, Chief Clerk; and Mrs. A. M. Donnelly, Demurrage Clerk. H. R. Hollenbeck, Rate Clerk, acted as master of ceremonies. Out of the discussions that followed, came the suggestion that a permanent New York Central association be organized in Battle Creek and it is quite likely that such an organization will be formed. Dancing and cards concluded the program.

Central employes in Battle Creek who completed the course include: G. H. Rushford, Car Foreman; D. C. Eubank, Car Department; Wm. C. Stoetzel, Revision Clerk; Lyle Elliott, Bill Clerk; Miss E. M. Baker, General Clerk; Miss A. L. Baker, General Clerk; Miss June Prosser, Cashier; E. C. Kirsch, Claim Clerk; J. H. Clissold, Ticket Agent; S. J. Chubinski, Ware-

house Foreman; Glen Packer, Baggage Agent; Mrs. Glen Packer, Baggage Clerk; Mrs. Wanda Clayton, Ticket Clerk; Mrs. Frances Lazarus, Information Clerk; L. Baker, Track Department; Mrs. V. M. Silvernail and Miss Helen Fillingham, timekeepers, Track Department.

Harry D. Kellay, Yardmaster; Wm. Enos, Chief Yard Clerk; H. R. Hollenbeck, Rate Clerk; Mrs. Marilyn Morris and Miss Marian Vankampen, Passenger Department; Mrs. A. M. Donnelly, Demurrage Clerk; W. E. Butler, Chief Clerk; Mrs. Frances Johnson, Expense Clerk; Mrs. J. H. Clissold, Passenger Dept.; Miss Pauline Rogers, Asst. Cashier; Edward Pengelly, Freight Clerk; H. Rench, Locomotive Engineer; A. E. Goodell, Supervisor, Track Department; Harley B. Reek, Patrolman; and Mrs. Mary Skormack, Passenger Department.

before he gets a furlough back to the U. S. and his wife.

Third Assistant Engineer A. Jack Sorin, of the Merchant Marine, a former Auditor Passenger Accounts employe, wrote from the Marine Hospital in Norfolk, Va. He underwent on operation on his face.

Edward C. McKenna became the first A.P.A. boy to be released from the Army under the point system. A Technical Sergeant, he saw action in Africa, Sicily and Italy before being returned to the States last year. However, he has resigned from the A. P. A. to accept a position in the

G. P. A. office, Cincinnati. A native of Newport, Ky., he will be much closer home.

Paul Clucas, Seabee, has been promoted to Boatswain's Mate, Second Class. He's in the Pacific.

Division Clerk Howard Atwood is recovering from a skull fracture suffered when he fell from a ladder.

Anna May Gilbert, clerk, Ticket Redemption Department, has taken a position in the Ticket Receiver's Office, New York.

An inter-office romance came to a happy climax in June when Meredith Wall spoke her vows to Corp. Arthur "Bud" Higgins at Camp Shelby, Miss., where "Bud" is training with a Tank Destroyer outfit. Another A. P. A. er, Bonnie Rochester, was married the same week to James Riley, an ex-G. I.

**Heina is Honored**

F. C. Heina of the Voucher Group, Departmental Accountant's Office, Detroit, retired June 30 after 25 years of service. The Voucher Group honored him with a dinner and presented him with a remembrance from the office. Mr. Heina is a veteran of World War I.

**Gets Orchid at 85**

Mrs. Annie Campbell, mother of Ethel Campbell of the Billing Department, Departmental Accountant's Office, Detroit, was presented with an orchid for being the oldest lady (85 years) attending the "Navy Mothers' Day" banquet held in the Detroit Masonic Temple recently.

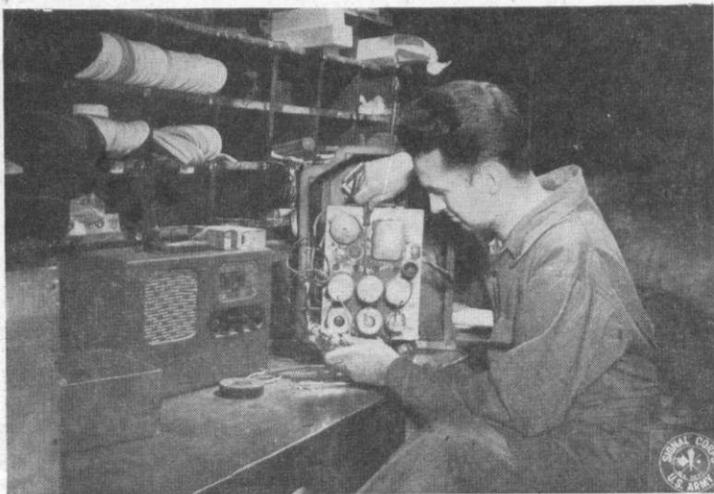
In a radio program sponsored by the "Breakfast in Hollywood Club" Mrs. Campbell spoke over the microphone and led in singing "Silver Threads Among the Gold."

**Wounded In Germany**

Not all wounded G.I.'s are lucky enough to be hospitalized on their own "home grounds" but such was the fortune of Richard "Bud" Otto, former ticket clerk at Battle Creek, who is now a patient in Percy Jones General Hospital in the Food City. A former paratrooper, who later transferred to the 410th Infantry, 103rd Division, Otto was wounded in the leg while fighting with the 7th Army near the border of Alsace and Germany. He has now nearly recovered from his wounds and after a 60 day furlough, expects to move into the Pacific theatre for a crack at the Nips.

The average tractive power of locomotives is now 34 per cent greater than it was twenty years ago.

**Hammond N.Y.C. Man Services Army Radios in Alaska**



FORT RICHARDSON, ALASKA — "The only complaint we get now is that the men can't get their home town stations via short wave," said Pvt. John G. Nemeth of Hammond, Ind., in summing up the radio reception situation along Alaska Railroad "outpost row" stretching some 465 miles from Seward to Fairbanks.

"However, the men aren't serious in this complaint because most sets aren't powerful enough to pick up small home town stations," he added. "Most of our men report that they do have good short wave reception from the States, especially during periods of good weather conditions."

Nemeth, a member of the 714th Railway Battalion, which operates most of the outposts along the railroad, is assigned as radio repair man for the battalion. His job is keeping radios in repair, both those privately owned and those issued to the outposts. Since the men serviced by these radios have no other immediate contact with the outside world and newspapers arrive two weeks to two months after publication, Nemeth's work is really appreciated.

The Hammond railroader travels with the PX train, which visits every outpost along the railroad at least once every two weeks.

As a youth, Nemeth started tinkering with crystal sets and continued his interest in radios as a hobby. By day he was employed as a fireman with the New York Central Railroad and this civilian occupation led to training with the railroad battalions at Camp Claiborne and assignment to the 714th, activated for duty in Alaska.

**Now Army Nurse**



Mrs. Genevieve M. Ripple, wife of A. C. Ripple, Chief Clerk, General Freight Department, Chicago, recently entered the Army Nurse Corps with the rank of Second Lieutenant, and has been assigned to Camp McCoy, Sparta, Wis. She is a graduate of the Michael Reese Hospital School of Nursing, and has practiced at the Little Company of Mary Hospital at Chicago.

**Engine Foreman at Chicago Ends 52 Years' Rail Work**

The retirement, June 30, of A. B. Wright, Western Division Road Foreman of Engines, brought to a close a continuous service record of 52 years. Mr. Wright, a holder of the coveted Gold Pass, was born January 11, 1879, and started railroading in 1893 in the greenhouse, then operated by the Michigan Central, at Niles, Mich., and on February 23, 1898, went to work as a locomotive fireman. He was promoted to Engineman August 8, 1902, and to Road Foreman of Engines October 7, 1907, subsequently serving in various supervisory capacities.

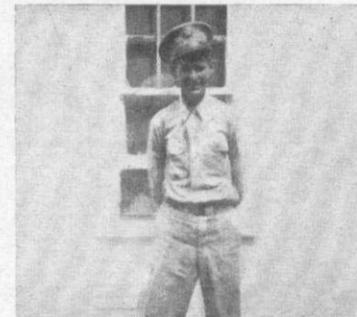
At a party in his honor, Mr. Wright was presented with a War Bond by the officials and men with whom he was associated.

**Laade to Command Chicago Legion Post**

Commodore Vanderbilt Post No. 789, American Legion, Chicago, on July 10, elected the following:

Commander, E. W. Laade; Senior Vice Commander, G. C. Johnston; Junior Vice Commander, G. N. Gilbert; Sergeant-at-Arms, A. E. Picard;

**Dies on Okinawa**



Pfc. George Williamson, Jr., 21, former Yard Clerk at Lyons Yards, Danville, Ill., was killed in action on Okinawa, May 18, a War Department telegram advised his widow on June 22. He was born in Georgetown, Ill., Jan. 13, 1924, the son of George and Laura Williamson. He married Betty Barr, who survives with their three months' old daughter. Their home is in Georgetown, Ill.

**Chicago Golfers Compete in Gale**

Inclement weather failed to put a damper on the annual New York Central golf outing in Chicago, July 14. Despite rain and a 58-mile-an-hour gale, nearly 100 persons attended. Seventy-nine golf and door prizes consisting of War Savings Stamps were awarded.

Statistics on the day's play:

Low gross scores		
1. George Blummer	81	
2. H. Huss	86	
3. J. F. McCook	87	
4. W. S. Kinne	88	
5. John E. Norwood	89	
Low net scores		

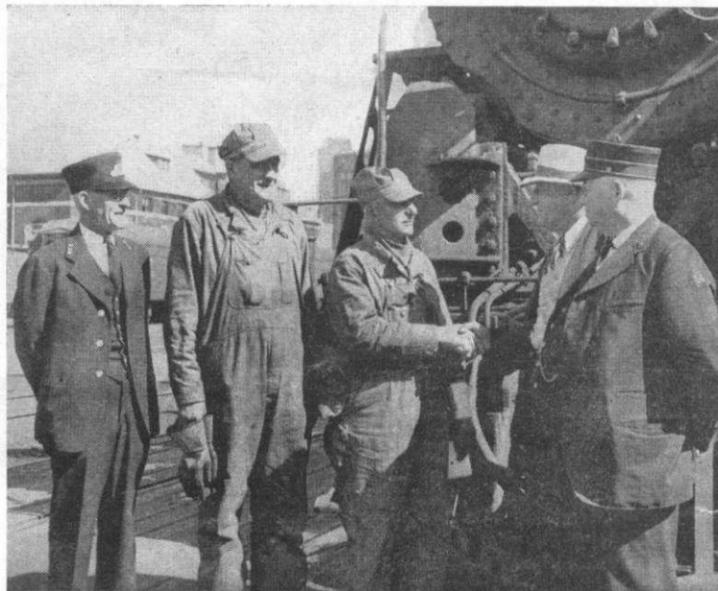
	Gross	Handicap	Net
W. C. Shiffer	129	65	64
F. S. Trudeau	104	36	68
H. Martucci	100	31	69
J. D. Florance	101	31	70
H. B. Kutcher	106	36	70
E. E. Kelly	113	41	72
R. Lyle	108	36	72
P. Young	94	22	72

**Conway Leaves Chicago Depot Job**

John J. Conway, Depot Passenger Agent, La Salle Street Station, Chicago, resigned effective July 1, to become Manager of Transportation for Twentieth Century-Fox Movies at Chicago. At a farewell party by more than 100 in his honor, he was presented with two pieces of luggage, each containing a War Bond. Friends from other railroads dropped in to wish him well.

Major Robert A. Wright, Johnstown, Pa., a former Pennsy Railroad official, is Commanding Officer of the 718th. Executive officer is Major Merle F. Savage, Battle Creek, Mich., formerly with the Grand Trunk Western.

**Mercury Engineman Halberg Ends Railroad Work**



Olif Halberg, Engineman on the Mercury, retired June 30, after nearly 43 years of continuous service with the New York Central. Mr. Halberg, who is 65, entered service in November, 1902, as a fireman, was promoted to engineman on switching and freight locomotives in July, 1909, and in 1920 was advanced to passenger engineman. He had been on the Mercury for the last two and one-half years. Mr. Halberg was born in Sweden and came to this country at the age of 12 years. He resides with his wife and daughter at Kalamazoo, and his hobby, if owning and operating 450 acres of land can be called a hobby, is farming. Left to right: Russell Hardy, Baggage man; Robert Votaw, Fireman; Olif Halberg, retiring Engineman; W. C. Newburg, General Locomotive Supervisor, Chicago, and Jack Chapman, Conductor, all of the Mercury.

**Chicago Airman Now Staff Sergeant**

G. G. Bornemann, City Freight Agent at Chicago, has received word

of the promotion to Staff Sergeant of his son, Carl F. Bornemann, an engineer-gunner with the 322nd Bomb Group "Annihilators." He has flown 32 missions in the Marauders and wears the Air Medal with five Oak Leaf Clusters and the Presidential Unit citation ribbon.

**N.Y.C.'s 718th in Luxembourg; Hauled Thousands Captured**

THE 718th Railway Operating Battalion, sponsored by the New York Central Railroad, at last reports was operating a vital link in the chain of military railways on the European continent.

This unit entered upon the final phase of the war during the crisis which occurred when the breakthrough, culminating in the historic Battle of the Bulge, was made by the Germans. At that time a detachment of the unit was sent to Longwy, France, in support of General Patton's Third Army. It had the rough assignment of keeping an unceasing flow of men and supplies going to the front. Later headquarters were set up at Longwy, and more recently in the City of Luxembourg.

During this period the 718th handled what is known as "Phase II" operation—that is, with soldier-railroaders in supervisory capacities and the French, Belgians or Luxembourgers in actual operation of trains. By excellent coordination the volume of traffic reached new heights: a maximum peak movement consisted of a total of 81 main line trains daily, with a gross tonnage approximating 50,000 tons.

As the battle progressed into Germany, the many prisoners taken had to be moved to rear areas. One of the first railway battalions to operate within the Reich, the 718th handled more than 150,000 Nazi prisoners during a ten day period. At the same time, there was no delay in the heavy

movement of troops and supplies to the front.

Many of the officers of the 718th are furloughed New York Central employes. Capt. William G. Chase, Company "C" Commanding Officer, was trainmaster at St. Louis; Capt. Thomas G. Steinfield, Adjutant, was Trainmaster at Terre Haute, Ind.; First Lieuts. George H. Bachet and Vercil V. Crouch, Road Foreman of Engines, was stationed on the Hudson Division and the Peoria & Eastern, respectively.

In Company "A," the maintenance of way unit, First Lieuts. John R. Ragsdale, Signal Supervisor, and Gerald E. Chambers, Track Supervisor, worked in the same capacities with the NYC. First Lieut. Harry H. Fox, New York Central Shop Foreman, Hudson Division, is in charge of locomotive maintenance for the 718th. First Lieut. Lee H. Benner, Car Foreman, worked for the NYC at Beech Grove, Ind. Another Central man, First Lieut. Harly J. Aldrich, now Assistant Trainmaster, worked at Indianapolis.

**28 Indianapolis Conductors Had No Accident in 1944**



TWENTY-EIGHT Yard Conductors of the Indianapolis Terminal operated throughout the entire year of 1944 without a personal injury to themselves or any member of their crews. They were honored for this performance recently at a dinner. The dinner was attended by several officials of the Indiana Division.

Assistant to General Safety Agent, presented each conductor with a certificate award.

The affair was honored by the presence of Major Homer J. Sandusky, a former Terminal employe, who had just returned after two years in the Army Transportation Service abroad. Trainmaster M. O. Parker acted as chairman. L. F. McGrath, trainmaster of the Indianapolis Union Railway, was a guest.

The principal address was given by Supt. E. M. Kelley. Charles E. Bell,

The conductors: K. W. Pierce, J. L. Noel, T. M. Walsh, H. R. Vice, J. H. Johnson, Frank Derry, F. C. Felske, T. C. Thompson, C. E. Servies, F. W. Schniepp, G. L. Tilton, A. C. Massey, H. E. Eller, A. C. Dorsey, George Kile, John Robeson, W. L. Jordan, Bert Minnick, L. H. Armstrong, Robert Melton, G. A. Collins, Owen Stone, J. M. Gallivan, A. W. Robinson, Charles Lusk, J. F. Martin, C. J. Walsh and Oscar Hilton.

**Indianapolis Post Elects New Officers**

Big Four Railway Post No. 116, the American Legion, Indianapolis, elected these officers, July 12:

Commander H. F. McClain, Electrical Foreman, Beech Grove Shops. First Vice Commander, D. E. Lemon; Second Vice Commander, E. E. Hamblin; Adjutant, Glen Collins; Finance Officer, Fred Meixner; Chaplain, E. C. Gibson; Historian, Fibber McGee; Sergeant at Arms, Ralph Taylor; Executive Committee—M. F. Murnan; P. M. Pursian; D. E. Lemon; Delegates—H. F. McClain; P. M. Pursian and M. F. Murnan.

Post 116 sponsored an entertainment with professional talent at the Veterans Hospital, Indianapolis, recently.

Each of the 400 patients received a package of cigarettes (don't ask how the Legion workers accumulated that many).

H. F. McClain, Electrician Foreman, Beech Grove shops, was Entertainment Chairman.

**On Okinawa**



Pfc. Louis J. Kennedy, former Carman, Detroit, shown above, was on Leyte, Philippine Islands, when photographed. Recently he has been on Okinawa.

# Toledo Division Has Some of the Best Railroad Line in World

## Air Line's 69 Miles, Elkhart to Toledo, Perfectly Straight

Division Includes 227.56 Miles of Main Line and Serves Large Industrial and Agricultural District — Our Facilities Extensive

**I**MMEDIATELY west of Toledo, Ohio, lies one of the finest stretches of railroad in the world. Extending westward from just east of Nasby, on the outskirts of Toledo, to a point slightly west of Butler, Ind., are 69 miles of perfectly straight track.

Practically all of this portion of the Airline, the Toledo to Elkhart section of the main line of the Toledo Division, is laid with three and four tracks, with only a few miles at the western end between Edgerton, O., and Millersburg, Ind., doubletracked.

In the matter of grades, too, this section of the road is fortunate. Westward from Toledo there is a gradual, moderate rise, continuing to a high point at Kendallville, Ind., some 21 miles west of Butler. At this point the track elevation reaches 995.52 feet above sea level, making it the highest point on the main line of the New York Central. But in neither direction does this climb present any operating difficulties, for the approach from the west, like that from the east, is extremely gradual.

The Toledo Division as a whole is one of the largest divisions of the entire New York Central System. Its main line extends westward from Toledo through Ohio and Indiana 133 miles to Elkhart, Ind., where it joins the Western Division to link Toledo with Chicago. Eastward from Toledo the main line extends 94½ miles to Berea, Ohio, the starting point of the Cleveland Division.

All told, there are 227.56 miles of main line road. All of the main line is laid with two or more tracks. There are approximately 76 miles of two-track road, 61 miles of three-track and 89 miles of four-track line, giving, in all, a total of 691 miles of track.

Supplementing the main line operations are seven branches. The longest and most widely known of these is the Old Road, 142½ miles long. The Old Road, most of which lies in southern Michigan, originally was the main line between Toledo and Elkhart before the building of the Airline.

Ranking second and third, respectively, from the standpoint of length, are the Jackson, Mich. Fort Wayne, Ind., branch with 98½ miles of road, and the Norwalk branch, extending from Elyria Junction to Millbury Junction, a few miles southwest of Toledo, where it rejoins the main line, a distance of 79 miles.

Other Toledo Division branch lines, with their approximate distances, are: Adrian to Morenci, Mich., 26 miles; Lenawee Junction to Jackson, Mich., 42 miles; Lenawee Junction to Monroe, Mich., 29 miles, and Sturgis, Mich., to Goshen, Ind., 30 miles.

Combined, these seven branches, all single track roads, have a total of 447 miles, bringing the total mileage of the division to 675 miles and total trackage to 1,138 miles.

It is interesting to note in passing that a part of the Old Road, that portion between Toledo and Adrian, was the first railroad built west of the Allegheny Mountains.

Incorporated in 1833 as the Erie & Kalamazoo Railroad, it was placed in operation in 1837, although for the first month of operation motive power consisted of horses.

The first locomotive, which was brought west by sailing vessel, was placed in operation in August of that year.

Toledo, the largest city on the Division and the largest in northwestern Ohio, is the third ranking railroad center of the United States. It is served by 16 main line railroads and eight branch lines, all of which are connected by a belt line, the Toledo Terminal Railroad, 29 miles in length, which rings the city. Within this terminal, or switching, district there is a speedy interchange of cars among all lines entering and leaving the city.

The city of Toledo has a population of nearly 300,000 persons and is the center of a metropolitan area of some 325,000. It is fortunately situated in the heart of a rich agricul-

tural territory, and is, in itself, the center of a wide diversity of industry which, during the war period functioned almost entirely in military production.

Toledo, in many respects, is a city of "firsts." In normal times an active center of the automotive industry, it is famous today as the home of the "jeep," and thus is credited with taking cavalrymen off horseback. In the same field, automotive parts and accessories and electrical devices bulk large in the city's production, and it is the home of the world's largest manufacturer of spark plugs.

Equally famous as a glass products center, the city is the headquarters of the world's largest makers of glass goods, such as containers, blocks, plate and safety glass, as well as fine glassware. Fittingly, Toledo is the home of one of the finest glass collections. Housed at the Toledo art museum is the famous Edward Drummond Libby collection, which traces the history of glass making from earliest times. The exhibit begins with glass objects dating back to the Eighth Dynasty of Egypt, about 1580 B. C., and contains samples of the glassmaker's art at various periods up to the present.

Toledo computing scales also have brought the city international fame, and centered there also are the world's greatest manufacturers of atomizers and paint spraying equipment. In many other lines, the city is a leader in industrial production. A complete list of the major items, too long for reproduction here, would include such activities as soybean processing, production of artificial leather and rubber covered fabrics, flour, animal and poultry feed, plastic molding equipment, oil refining, oil well supplies and equipment, commercial fertilizer, industrial furnaces and many others.

The city is a large grain trading and storage center, having total storage capacity of about 11,000,000 bushels. Grain traffic moves by both rail and boat, with the predominant movement inbound by ship and outbound by railroad.

Much coal traffic, the volume of which is such as to make Toledo the



Photo courtesy Toledo Chamber of Commerce — Toledo Business.

Toledo is the largest coal loading center on the Great Lakes, coal moving to the city by rail and out by boat. Much of this traffic is handled by the New York Central, which operates two huge coal dumpers on the east bank of the Maumee River, shown above at the right. These dumpers may be moved to a proposed \$15,000,000 plant on the Lake front. Across the river in the foreground may be seen New York Central's Toledo Freight Station, which handles an average daily outbound movement of 50 cars.

largest cargo coal loading center on the Great Lakes, moves into the city by rail and out by boat. Most of the coal arriving in the city over New York Central System lines comes from southern Ohio, West Virginia and Kentucky, moving over the Ohio Central and Alliance Division and the Big Four Route.

For the handling of coal destined for other lake ports, the New York Central operates two huge coal dumping facilities on the east bank of the Maumee River. Each of them can pick up and dump an entire car of coal, and one of them is capable of completing an entire dumping operation in one minute. The combined daily handlings of the two machines have been as high as 1,200 carloads, with 900 and 1,000 car days common. A \$15,000,000 new Lake Terminal, jointly owned with Baltimore & Ohio, is planned to replace the present river plant.

A yearly record of dumping operations since 1914 reveals last year's

total to have been the second largest in the 21-year period with a total of 6,678,242 tons. The 1944 tonnage was exceeded slightly in 1929 when 6,697,793 tons were handled.

Coal deliveries to the dumping machines represent approximately one-half of the New York Central's total of such traffic in the area. The dumping facilities are out of operation from about the last of November until mid-March, when lake traffic is closed, and during this period all coal leaves the city by railroad. In addition, throughout the shipping season a substantial amount is routed overland.

New York Central facilities within the Toledo Terminal District include some 29 yards, most important of which are those of the Airline Junction territory and the Stanley Yard.

The Airline Junction district includes 13 yards scattered over a distance of 24½ miles. Each is for the handling of special classifications according to destination, such as the Eastbound Yard for movements to the East, both through freight and locals, and the Receiving Yard for similar movements to the West.

In the Receiving Yard are located facilities for washing and conditioning cars for shipping special commodities, such as flour, grains, plaster, etc. Capacity is 132 cars a day. In the Eastbound Yard are icing facilities, including an artificial ice plant, for servicing 200 cars of perishable goods daily.

The total of all cars handled through the Airline Junction yards in 1944 was 1,117,726.

Repair facilities in the Airline Junction territory include an engine terminal for the inspection and maintenance of locomotives hauling eastbound and westbound freight and passenger traffic out of Toledo. The terminal operates with a force of 375 men, and last year had average dispatchments of 131 locomotives a day.

Fearing Street Car Shops, also in the Airline territory, last year handled an average of 6,500 car inspections daily, with repairs to approximately 235. Fearing Street forces number slightly under 300 people.

Stanley Yard also is a combination of 13 separate yards. Here are handled the coal and other traffic coming off the Ohio Central and the Big Four. Stanley Yard also serves

as the gateway for southbound traffic from Detroit and other points to the north. In 1944 the number of cars handled was 783,351.

The three remaining yards in the switching district, known as the North Toledo Yard, where northbound trains are assembled, reported 133,491 cars through in 1944.

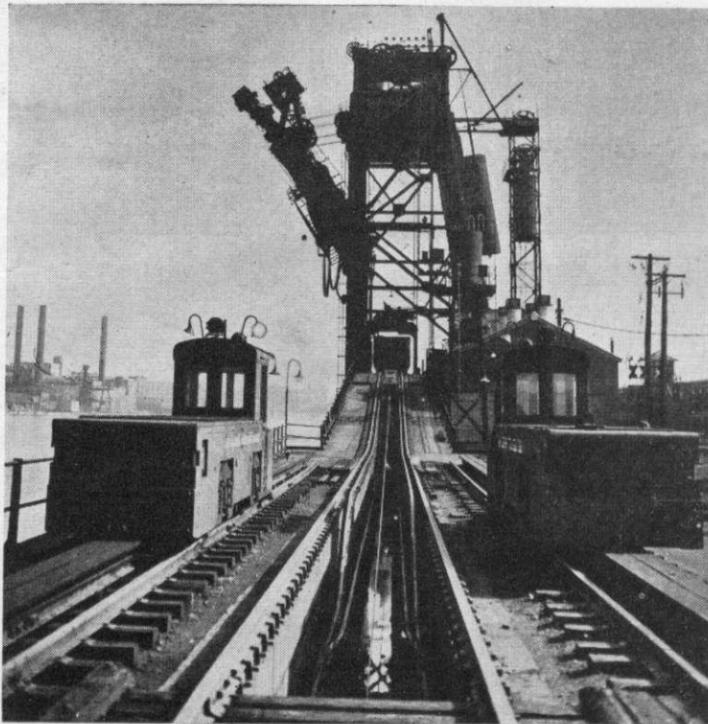
Stanley Yard repair facilities include an engine terminal for northbound Ohio Central and southbound Michigan Central locomotives. An average of 111 employees handled 60 dispatchments a day last year. Car forces there numbered 118 people, doing 5,500 inspections daily and making about 100 car repairs.

A beehive of activity is the Toledo Union Station, where recently a single month's traffic totaled 2,409 New York Central System passenger trains, an average of 80 a day. These consisted of 1,653 trains of the New York Central, 435 Michigan Central, 193 Big Four and 128 from the Ohio Central. In addition, there was a total of 789 foreign line trains, comprising 303 Pere Marquette, 124 Chesapeake and Ohio, 293 Baltimore and Ohio and 69 Wabash, bringing the grand total to 3,198, or 103 a day. Handling of this volume of passenger traffic necessitated repairs to an average of 35 cars a day, inspection of 900 and cleaning of 210. The whole job was done by 115 men.

Located across the Maumee River from the coal dumping facilities on what is known locally as the "Middle Ground," is the New York Central's Toledo freight station which has trackage for spotting 115 cars and handles an average daily outbound movement of 50 cars.

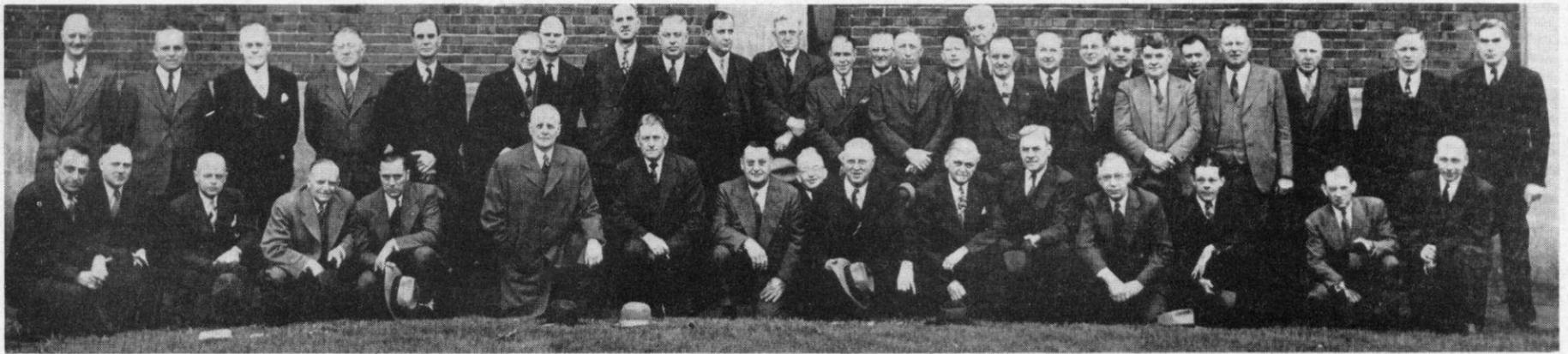
The origin of the name "Middle Ground" seems to be a bit obscure, but one explanation which appears to have some basis in fact is that the station now occupies a strip of ground in what was once a low, marshy area between Swan Creek and the Maumee River — virtually an island. This suggestion is strengthened by the fact that the freight yard immediately south of and serving the freight station is known as "Piling Yard" from the fact that the tracks once were elevated on pilings because the location, since filled, was under water.

Surrounding Toledo, within a radius of 50 miles, is a farm area famous



One of the Central's two great coal dumpers at Toledo. Each of these can unload an entire carload of coal in one minute and the daily handlings of the two machines have run as high as 1200 carloads. They may be moved to a huge new plant on Maumee Bay, Toledo.

**Supt. E. J. Gibbons, Toledo Division, and Some of His Staff**



Rear row: left to right: W. E. Anderson, General Car Foreman; J. E. Chandler, Master Mechanic; F. H. Lutten, District Claim Agent; W. J. Hamann, Trainmaster; H. L. Kilian, Signal Supervisor; A. W. Colter, Chief Dispatcher; K. O. Bailey, Roundhouse Foreman; E. G. Howard, Asst. Gen. Freight Agent; E. J. Gibbons, Supt., Toledo Division; E. H. Schnell, Asst. Trainmaster; C. E. Maloney, Supervisor of Track; M. L. Lloyd, Assistant Trainmaster; J. W. Carnohan, Supervisor of Track; E. W. Clayman, Supervisor of Buildings; R. P. McLaughlin, Trainmaster; E. G. Ulrich, Agent, Toledo; E. H. James, Captain of Police; James Hunter, Supervising Agent; L. A. Katafias, Baggage Agent; A. C. Glade, General Roundhouse Foreman; J. V. Rahilly, Asst. Agent, Toledo; Floyd Double, Electrical Foreman; J. A. Prybylski, Supervisor of Track; J. E. O'Connell, Supervisor of Track; R. W. DeVore, Road Foreman of Engines and W. F. Smith, Road Foreman of Engines. Front row: left to right: F. L. Lemon, Supervisor of Track; T. P. Reardon, Trainmaster; G. Henion, Dist. Freight Claim Agent; E. C. Cook, Div'n. Passenger Agent; C. F. Meyers, Trainmaster; I. A. Brown, Asst. Superintendent; J. A. Dieffenbacher, Supervisor of Signals; A. C. Thierry, Trainmaster; C. E. Akers, Stationmaster; H. C. Van Bergen, Trainmaster; C. E. Carey, Agent, Dining Car Dept.; G. L. Fredrich, Asst. Chief Clerk to Supt.; J. A. Kundts, Gen. Yardmaster, Stanley; W. H. Hinderer, Supervisor of Track; E. P. Youngs, Gen. Yardmaster, Air Line Junction and D. T. Mathews, Storekeeper.

for tomato production and from which much of the nation's tomato soup and juice come. This is particularly true in the vicinity of Swanton, Ohio, and Riga, Mich., which are chief loading spots. In a normal crop year more than 1,000 cars of fresh tomatoes are moved to Chicago from this territory.

To the west, the main line of the Toledo Division runs mostly through rich agricultural communities in northwestern Ohio and northeastern Indiana, a country noted for its fine grain lands. Cattle feeding approaches the status of a big industry, particularly around Archbold, Ohio, an important cattle shipping point.

Here and there are occasional industrial cities such as Goshen, Ind., near the western end of the Division, and Kendallville, widely known for the production of commercial refrigerators and windmills. Goshen once was an important center for hardwood lumber and in normal times now turns out great quantities of lawn furniture, tent material and playground equipment.

Numerous thriving industrial cities dot the branch lines west of Toledo. Largest of these, and the second largest city on the Division is Fort Wayne, Ind., with a population of around 120,000. Electrical equipment, farm tools, trucks, furniture, fertilizers, railroad car wheels, airplane

parts, hosiery, and processing of copper wire are among the leading activities. Much of the city's industrial development has been around the Fort Wayne Union Railway, a belt line, one-fourth of which is owned by the New York Central.

On the Old Road, in southern Michigan, lie a score of other important sources of railroad traffic. Among them are Adrian, home of former New York Central President A. H. Smith. Canned goods, tools, insulating materials, cable and wire, store equipment, iron, brass and aluminum castings, wire fencing and furniture are the chief items of production.

Continuing westward are such cities as Hudson with its huge canned milk establishments; Hillsdale, with flour mills, clothing, screen door, ladder and automobile transmission factories; Coldwater, with cement, automotive parts, furnaces and castings; Bronson, nationally famous for fishing tackle, and Sturgis, which has a diversified production including such items as fabricated metal and tubing, Venetian blinds, brass goods, paper products and furniture.

To the east of Toledo, the Division's main line runs through a somewhat more industrialized territory generally. Lying between Toledo and Sandusky is an important limestone

country with many quarries whose output provides the raw material for a number of large industries. Heavy traffic producers among these are lime, cement, fluxing stone, etc. The southern shore of Lake Erie also is the location of a fishing industry sufficiently large to warrant the operation of a special fish train daily, except Sunday, during the season.

Also along the eastern half of the Division are the industries of Sandusky, Elyria and Bay Bridge, the latter a center of cement and gypsum production. Elyria produces much traffic in the way of rubber goods, tools, machinery, air brakes and children's vehicles, and here is received a large tonnage of metal pipes and ore from Lorain, a few miles to the north. Major industries of Sandusky are paper, fertilizer and aluminum and magnesium products, as well as excellent wines made from grapes grown in the surrounding country.

Elyria Freight Yard is the western terminal of the Lake Erie and Pittsburgh, a branch of the Cleveland Division, which handles much traffic from the Pittsburgh district to avoid moving it via Ashtabula and Collinwood, thus saving congestion at those points. Total car handlings in the Elyria Yard last year were 193,000 cars. Repair forces there handled 11 locomotive dispatchments a day, and an average of 47 car repairs.

A recent major improvement on the Toledo Division, and an outstanding engineering achievement, was the raising of the track level across Sandusky Bay, a few miles west of the city of that name. This work, started early last year and now nearing completion, resulted in the elevation of the track 41 inches for a distance of 1 1/3 miles.

This involved the rebuilding of three bridges with a total length of 1,554 feet. Another structure, 284 feet long, is being replaced this year, and with it the last wooden structure on the New York Central main line between Chicago and New York will disappear.

Performance of this work, while maintaining train operations over the working section, all of which is double-tracked, was a job that demanded much ingenuity and first class construction methods. Many specially designed tools, such as a record-size 5 1/2-inch Calyx drill used in sinking caissons for bridge construction, were employed on the job.

**Buffalo Singer Hit in Philippines**

Yes, Staff Sergt. John A. Madigan Hoen, of the 3153rd Signal Service Company, U. S. Signal Corps, the New York Central Freight Claim Department's "singer extraordinary" has been presenting the Filipinos with their favorite song, "Talaga," in their own tongue, with "Sinatra" results—the native girls throwing a bobbie-soxer swoon comparable to any "Frankie" may have ever caused.

In addition to vocal appeal, John's young and good looking, Buffalonians believe the combination will carry him to new heights.

**Ohio Boy Drives Locomotive in India**



Mack Brohard, Jr., in the cab window, is the son of Mack Brohard, Locomotive Engineman, Sharonville, Ohio, and is with the 725th Railway Operating Bn. serving as an engineman in India. Mack was a locomotive fireman at Sharonville before entering military service.

**Flew 64 Missions; Returns As Brakeman; Holds Purple Heart**

Ex-Staff Sergt. Ronald A. Creakbaum, who flew 64 missions in the European theater as a tail gunner on a B-26, has been discharged from the Army Air Forces with 131 points and is now a New York Central brakeman on the Toledo Division.

Creakbaum was awarded the Distinguished Flying Cross, the Air Medal with seven Oak Leaf Clusters and the Purple Heart, for wounds received June 17, 1943, on his first mission. He was overseas for 15 months.

**Carron is Promoted by Chicago Chief**

J. T. Husum, Chief of Police in Chicago, announced the promotion of Sergt. John J. Carron to the rank of Lieutenant. Lieut. Carron, is now in charge of freight claim and criminal investigations on the Western Lines, Chicago District.

**Harless Retires**

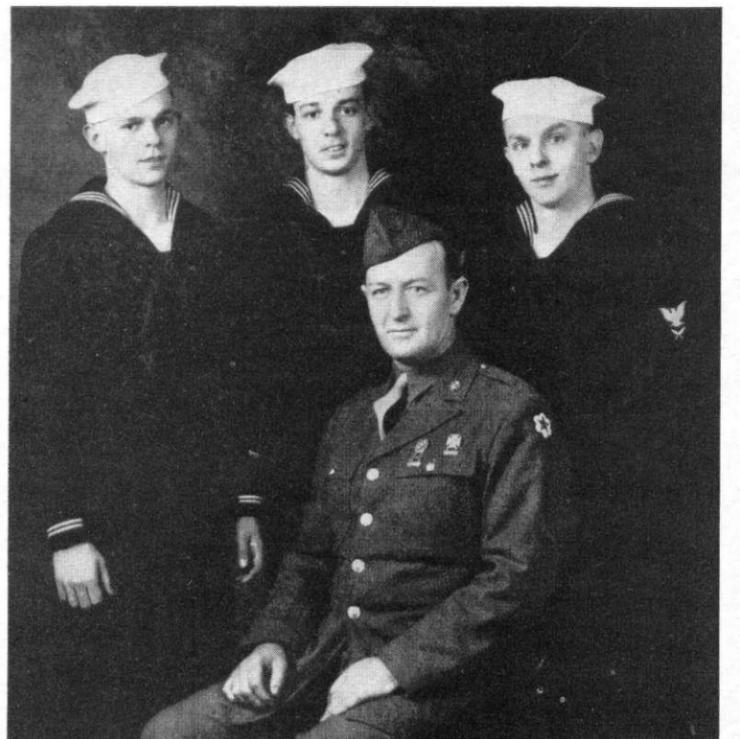
Charles C. Harless, Head Clerk, Dining Service, Office Auditor S. A. & O. C. Claims, New York, retired June 30. He had been with the Company 48 years and one month.

**Detroit Gateman Ends 45 Years' Work**



Pictured above is Gateman Leon S. Dibble, MC Terminal, Detroit, who retired June 1 after 45 years of service. He had been a gateman since September 28, 1928.

**Ohio Agent's Four Sons in Military Service**



The above picture shows four sons of Agent A. E. Homman, Pleasantville, Ohio, who are in military service. They are Aviation Radioman 3c Earl Jr., 18, Yeoman 1c Byron E., 23, Yeoman 1c Donald A., 28, and Sergt. Albert L., 38. Albert was a former employe at Corning Enginehouse and is in the 722d Railway Operating Battalion.

### Flood Wrecks Rutland Bridge Near Albany

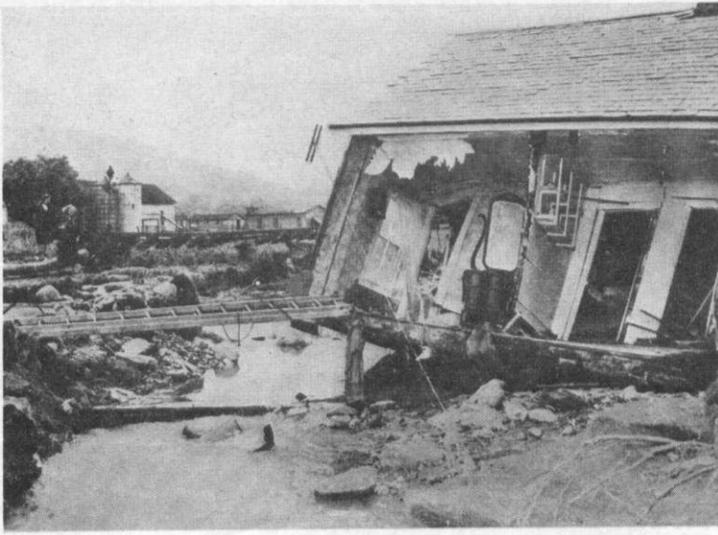


Photo by Acme

Cloudbursts in the East in the latter part of July impairs rail traffic at some points. In the rear is a demolished bridge in the Lebanon Valley, New York.

### 701st Builds Bridge Over the River Po

The final link for continuous railroad facilities from Naples to Munich—the first railroad bridge over the Po River since the capture of the Po Valley—was recently built in about six weeks by men of the 701st Military Railway Service, assisted by engineers of the Fifth Army. In command of the 701st Headquarters Railway Grand Division, is Col. J. E. Guilfoyle of the New York Central.

Completion of this bridge climaxes nearly two years of difficult operations by the M.R.S., which followed closely behind the advancing troops of the Fifth Army.

The bridge is a dock type, one track bridge, 1430 feet long and about 50 feet above the water. Italian rolling stock is used and the road is operated by the Italian State Railways, under the supervision of the 701st. German prisoners of war maintain the right of way.

### McKees Rock Clerk Gets Purse and Bond

J. E. Over, Clerk at Storehouse D, Davis Island, McKees Rocks, Pa., was retired recently, following 33 years of service. He received a certificate of

service from President Metzman and also a NYCS lapel button.

Mr. Over began May 24, 1912 as storehouse attendant, serving in various positions, including that of Storekeeper for 20 years.

Employees of Storehouse D and of the Davis Island Car Department presented him with a purse and a \$100 war bond.

### He's Coming Back

B. F. Orr, Superintendent Car Shops, Beech Grove, Ind., recently received the following:

"I have just received your letter reminding me that I have not been forgotten and that you want me to work for you after the war. It is a great privilege to answer such a letter.

"It is also an honor knowing that I can be of any future assistance to the New York Central. I intend to make use of my seniority rights. I enjoyed working for you before entering the service.

"Since I have been in the Navy, I have got acquainted with many machines and tools which will help me to do a better job for you. I have also encountered electricity, hydraulics, Diesel, and air and steam systems. I know that all of these go into the building of a great railroad.

"The Navy is a great fighting team, but we also realize that without the great task our railroads have accomplished we could not possibly be the team we are.

Sincerely,  
D. E. Nolting, MM 3/C  
U. S. S. Ranger, A Div.  
c/o Fleet Post Office  
San Francisco, Calif."

### Frick Now Heads Lake Shore Pioneers

At a meeting of the Executive Committee of the Lake Shore Pioneer Chapter, New York Central Veterans, held in Cleveland, June 23, the following were elected:—

Henry Andrew, Senior Past President; W. A. Bachman, Junior Past President; A. T. Frick, President; E. J. Gibbons, First Vice President; C. R. Yoder, Second Vice President; V. T. Cox, Third Vice President; F. A. Ryan, Fourth Vice President; Henry Andrew, Chaplain and C. R. Fauble, Secretary-Treasurer.

The Executive Committee:

Bert Johnson, A. H. Lloyd, W. E. Anderson, A. F. Dambrow, E. D. Jepson, A. C. Glade, P. R. Boehringer, L. A. Faulkner and N. F. Magnuson.

### Selkirk Notes

William Newbury, Inspector and Repairer Leader, and William I. Thayer, Inspector and Repairer, will retire August 31. Newbury was first employed as Inspector at West Albany Steel Car Shops in August, 1899. Thayer began work December 1, 1903.

Reno Giacomini, former Inspector and Repairer, recently returned to the United States after being released as a prisoner in Germany.

Corp. Casper H. Stang, former Clerk, has been sent into Germany to serve in the Army of Occupation.

### Chicago Mayor in Tribute to Railroads

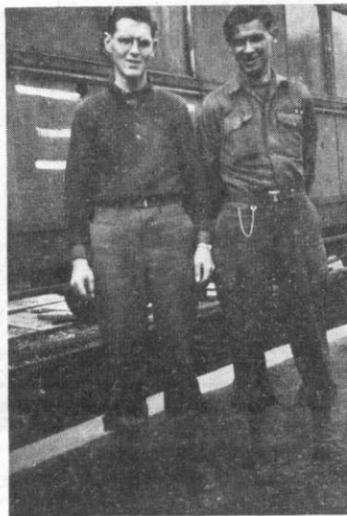
Mayor Edward J. Kelly of Chicago, in a tribute to the railroads which he paid on a recent trip from Chicago to Washington on the B. & O.'s Capitol Limited, said he believed "other forms of transportation competing with the railroads should bear their share of the expenditures necessary to exist and to serve the public." His statement:

"Railroads are helping the war effort unselfishly. The railroads have made this country what it is, especially throughout the West. Other forms of transportation competing with the railroads should bear their share of the expenditures necessary to exist and to serve the public. I believe railroads should be treated the same as any other corporation or common carrier.

"Carriers should be helped in every way to be kept going and the country should be grateful of the heroic work now being done by the railroads.

"The railroads have used good common sense and have been patriotic in the service of their country, and have been the backbone of transportation."

### Albany Brothers Meet in Germany



Two brothers, both Signalmen and extra Dispatchers, Hudson Division, met March 15 in the vicinity of Aachen, Germany, when their outfits joined.

They are Willard Rogers T/3 of the 740th Railway Operating Battalion and Donald Rogers T/S of the 746th Railway Operating Battalion.

Another brother, also a Hudson Division Signalman, Sergt. Frank Rogers, 6th A.A.F., is stationed in India.

All are the sons of V. B. Rogers, Hudson Division Dispatcher.

### P. & L. E. Major Wins Military Medal

Major W. E. DeHaas, Jr., a former employe at the Pittsburgh Passenger Station, and son of Passenger Trainman W. E. DeHaas, received the Military Medal for extraordinary heroism in action in Italy in September 1944.

### Snapped in Munich



Pfc. Oliver D. Collins, a former B. & A. brakeman at Selkirk, is shown in Germany, where he served with the 157th Infantry of the Seventh Army. Collins, after a furlough, will enter the Marine Officers Training School. He is the son of John Collins, Conductor on the Harlem Division. His brother, Sergt. Robert W. Collins, of Chatham, N. Y., was recently home on furlough after three years' service in the Pacific.

### Baxter Retires; Big Four Law Officers Shift

With the retirement, June 30, of Samuel W. Baxter, Counsel at Cincinnati, the separate "Big Four" Law Department, with headquarters in that city, was discontinued.

Jacob Aronson, Vice President, Law, announced the following changes:

Big four law work in the States of Indiana, Illinois, Kentucky and Missouri was transferred to the Company's Law Department at Chicago.

Big Four law work in the State of Ohio was transferred to the Company's law department at Cleveland, which will also cover law work in West Virginia and Western Pennsylvania. Charles P. Stewart, heretofore General Attorney at Cincinnati, was appointed General Attorney at Cleveland. Robert R. Pierce was appointed Chief Assistant General Attorney and Wesley A. Wilkinson was appointed Assistant General Attorney.

Big Four law work in Michigan was transferred to the Company's law department at Detroit, which will handle the Company's law work in Michigan and in Canada.

Law work in New York State, west of Buffalo, was transferred to the General Attorney at New York.

Mr. Baxter had a distinguished career in the Legal Department, with which he had been connected for many years. After service as local counsel for the Big Four he went to Cincinnati as general attorney and on December 1, 1936, became Counsel of the New York Central and General Counsel for the Indianapolis Union Railroad Company and the Louisville & Jeffersonville Bridge Company.

On June 14, he was a guest of honor at a luncheon party at the Queen City Club, Cincinnati.

### Banker's Plane Shot Down in Austria; He Wins Flying Cross

First Lieut. Everett D. Banker, formerly of the Division Freight Agent's office, Cincinnati, and son of E. H. Banker, Executive Assistant to the Vice President and General Manager, returned after serving in the Fifteenth Air Corps in Italy. He was on a forty-one day furlough.

His plane was shot down over Austria on April 25, but after reaching Russian lines, he was able to return to his base on May 30.

He was awarded a Distinguished Flying Cross, the Air Medal with oak leaf clusters and the European Ribbon with battle stars.

### Pfc. J. D. Smith is Killed on Luzon

Pfc. Joseph D. Smith, furloughed Yard Clerk for the C. R. & I., was killed in action on Luzon, Philippine Islands, Feb. 20.

### Albany Brakeman Wounded at Iwo Jima

Marine Private First Class Sinclair J. Ashley, 21, a former Mohawk Division brakeman, is recovering at U. S. Naval Hospital, San Diego, from wounds received during the battle for Iwo Jima.

Veteran of action at Namur and Saipan, the Leatherneck was awarded the Gold Star in lieu of a second Purple Heart Medal, having been twice wounded in action against the Japs.

### P. & L. E. Man Ends 46 Years' Work

Frank H. Holroyd, Assistant Chief Clerk at the Monessen freight office of the Pittsburgh and Lake Erie Railroad retired June 30, after almost 46 years of active service.

He entered the employ of the P&LE RR on December 1, 1899, when his brother, L. A. Holroyd was Agent, and with the exception of a short period of time has served continuously.

His son, Frank G. Holroyd, Rate Clerk at the local office, entered the employ of the railroad on February 9, 1920.

### Helped Capture a German Pilot



Sergt. Don E. Henry, a former Signal Helper in a Construction Gang on the Cleveland Signal District and son of C. E. Henry, Maintenance Foreman, Telegraph Department, a few months before the end of the war in Europe, participated, along with four other Greater Clevelanders attached to the 72nd Liaison Squadron of the Seventh Army, in the capture of a German Pilot.

The five men not only captured this German Pilot but also his Messerschmidt fighter plane without leaving their airfield or firing a shot.

A flight of Jerry planes had been observed in the distance and the next thing these boys knew, one of these planes was sitting down on their runway. As the plane stopped the five rushed forward and covered the pilot with their guns. Upon capture the Nazi pilot told them that when he had been drafted into the German Army he had resolved to give himself up at the earliest opportunity. The Messerschmidt was the first plane he had, so he brought it along with him.

Sergt. Henry, a former member of the Ohio National Guard, entered the Services of his Country during October, 1940.

### Peoria & Eastern Men Lead in Bond Buying

Peoria and Eastern Railway employes are convinced that the purchase of War Bonds through payroll deductions is the finest plan for savings and investment, while helping to prosecute the war. This is evidenced by the fact that they have consistently led all other divisions in the percentage of employes subscribing.

The recent War Bond drive eclipsed all others with the result that of the fourteen departments, the employes of ten are subscribing 100%. One department is subscribing 99%; two other departments, 93%, and one department, 81%. For the entire line 94.04% of all employes are subscribing.

### Bay Staters on Railroad in India

Several Boston & Albany Railroad men, residents of Massachusetts, are helping to achieve one of the army's outstanding transportation jobs in the Far-East, according to headquarters of U. S. forces in the India-Burma Theater. The job is to expand and maintain the Bengal & Assam Railway as a major supply artery for American and Allied troops.

The Bay Staters include: Sergt. Joseph M. Bernard of 7 Lapierre St., Worcester, a conductor; Pvt. George L. Hartmann, Jr., of 126 Johnson St., Springfield, a brakeman; Cpl. Robert J. Moran of Ashland, of signal maintenance; Tech. 4th Gr. Andrew I. Methe of Becket, an assistant track foreman; and Tech. 4th Gr. Harold M. Porter of 14 Woodrow Ave., Newton, a locomotive fireman.

### Beech Grover Back

Lester L. Daffron, RDM3/c, who was graduated from high school in Indianapolis, spent sixteen months aboard the USS Daly (DD 519) in the New Guinea and Bismarck Sea campaigns. Things were hot there but he has little to say about it except that he was happy to return to the States to join Company 101 at Navy Pier.

Daffron, as student CPO took charge of the company and has guided it through most of its schooling. He is by trade a machinist, furloughed by the Beech Grove, Indiana, Shops.

### P. & L. E. Fireman Wins Bronze Star



Corp. Thomas A. Faherty, former locomotive fireman of the P. & L. E., has received the Bronze Star.

Faherty, then a private, won it for heroic achievement in action on March 23, 1945, near Leimersheim, Germany. When his tank was immobilized by direct anti-tank fire, Faherty remained with it and engaged the enemy gun in order to give his platoon leader time to place the remaining tanks in firing positions.

Faherty continued to exchange fire with the enemy gun until his tank was set afire and he was painfully burned.

Corp. Faherty entered the service in August, 1944, and has been overseas for eight months.

**J. J. Russell Dies**



James Joseph Russell, former Auditor Passenger Accounts at Detroit, died June 19 in his home there after a long illness. He was 73.

"Uncle Jim," as he was affectionately known to many of his employes, was born in Peekskill, New York, March 12, 1872. He served the Railroad in the same office for fifty years, beginning at the very bottom as office boy.

Burial was at Assumption Cemetery in Peekskill, New York, June 23.

Surviving are his wife, Mary, and sisters, Miss Alice Russell, of Buffalo, N. Y., and Miss Margaret Russell of New York, N. Y.

**A. F. Rushton**

A. F. Rushton, Yardmaster at the Dickerson Run Yard of the P. & L. E. Railroad, after an illness of two months died following a heart attack.

Mr. Rushton had served for 43 years as Brakeman, Conductor and Yardmaster, 27 years in the latter capacity.

Upon completion of extension of the Western Maryland Railway to Connellsville, Pa., connecting with the P. & L. E. Railroad on August 1, 1912, Mr. Rushton, then a Conductor, was in charge of the first freight train moved into Dickerson Run for delivery to the Western Maryland.

**Jay B. Ellis**

Jay B. Ellis, 61, freight agent at Marion, Ohio, died at his home 20 minutes after he was stricken with a heart attack.

He had been employed by the Central for 43 years.

**Luther M. Edwards**

Luther M. Edwards, 70, Chief Dispatcher, Utica, died July 10, in Cleveland, after an operation. He had 52 years' service.

**Harry G. Phillips**

Harry G. Phillips, 75, retired Beech Creek Conductor, died at his home in Clearfield, Pa., July 8.

**Skiff Now a Captain**



Harry A. Skiff, Jr., who, previous to his enlistment, was employed in the Law Department New York, recently was promoted to the rank of Captain, according to word received by his father, who lives in Yonkers, N. Y.

He is now in La Havre, France, with the Transportation Corps. He has two brothers, S/Sergt. Herbert Skiff, of the Freight Department, now located in Germany with the Ninth Air Force, and R. C. Skiff, of the Engineering Department, New York.

Captain Skiff's wife lives in St. Paul, Minn., with his eleven months old son, James Harry, whom he has never seen. He enlisted in the Army as a private in March, 1942 at Fort Totten and was sent overseas in November, 1943. This is his second promotion since going overseas.

**John P. Johns, Literary Conductor, 42, Dies Suddenly**

John P. Johns, literary Conductor on the Hudson Division, died suddenly of cerebral hemorrhage July 5 at the age of 42.

Mr. Johns began railroading on the Pennsylvania in 1917 and came to the Central as a brakeman in January, 1920. A story of his which appeared in *Railroad Magazine* last December related the circumstances under which he began work on the Central.

In 1930 Mr. Johns turned to writing railroad fiction. During the past 15 years he had an average of two stories a year published in *Railroad Magazine*, writing in spare moments. Most of his fiction material was based on his own experiences or on railroad tales told to him by oldtimers. He also wrote a movie script, "The Return of Casey Jones," which Monogram produced in 1933. He was married, had no children, belonged to the O.R.C., and lived in New York City. At the time of his death Mr. Johns had just started to write a book that he fondly hoped would be "the great American railroad novel."

**Three Utica Men Die**

Three Utica veteran railroad men died recently. They were: Arthur N. Frisbie, 69, Chief Signal Inspector, who passed away suddenly July 18, in his camp at Old Forge; John J. Gosson, Conductor, Mohawk Division and John O'Keefe, 90, an engineer for 46 years, until his retirement in 1925.

**"Y" Fishing Contest for Cleveland Men**

The New York Central Railroad Y.M.C.A. in Collinwood will have a fishing contest open to all New York Central Employees in or near Cleveland, this summer. The contest ends September 15. A grand prize will be awarded for the largest overall fish; individual prizes for the largest fish in each of the following kinds: sheepshead, catfish, pike and bass.

Fish must be caught on a line in any waters within a 50-mile radius of Cleveland.

On a single sheet of paper send in: Name, address, department; kind, weight, length and girth of fish; date and place where and when fish was caught; names of two witnesses who saw the fish weighed.

Notify Andy Revako: Judge NYC RR YMCA Fishing Contest, Cleveland Union Terminals, c/o Frank Fredricks, Cleveland, Ohio.

**Gibson, Ind., Notes**

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

Leonard S. Boles, Assistant Station Accountant, died June 12. Mr. Boles had served the I.H.B. for approximately 39 years.

Interesting letters from the following furloughed clerks were received: S/Sergt. C. J. Miller, aboard ship in the South Pacific; June Cieplucha, T3/c, Alameda, Calif.; and T/4 Arthur D. Bonneau, Persia.

**18 I. H. B. Veterans Honored at Party**

The Indiana Harbor Belt Athletic Association held its annual veterans' party at Hammond, Ind., honoring those of the Association who have retired.

The affair was well attended, with 18 of the guest pensioners present. Steve Messenger whose exact age was not revealed, but who is at least in the lower 90's, probably was the oldest member present.

Jack Tready of the Yard Department was master of ceremonies and Miss Billie Yestitz of the Auditor of Freight Accounts Office at Gibson sang several songs. Clever sleight-of-hand tricks and feats of magic were presented by "Glenn the Magician," Sergt. Glenn Viall of the NYC Police Department, Chicago.

(Concluded from page one)

Conductor Rifkin jumped off the rear platform and pulled Carey along the snow bank until the train stopped. Yardmaster Carey was dazed and slightly injured.

**P. & L. E. Man Wins D. S. Cross; Killed or Wounded Thirty**

S/Sergt. Patsy Retort, a former storehouse attendant at East Youngstown, Ohio, has been awarded the Distinguished Service Cross.

Sergt. Retort is the first enlisted man in the Timber Wolves Regiment to win the award and one of a few in the 78th Lightning Division to be so honored.

The citation says that "during a heated action, the first part of March, Sergt. Retort's company's advance was halted by a concentrated fire from hostile machine guns. Firing his machine gun from his hip, Sergt. Retort advanced toward the hostile position and killed or wounded thirty Germans. Through his effective fire, the enemy nests were wiped out and the company was able to continue forward with a minimum of resistance to successfully take the objective."

Sergt. Retort entered the Army in May, 1943.

**200 at Elkhart Picnic**

More than 200 persons attended the annual New York Central picnic at McNaughton Park, Elkhart, Ind., July 14. Features were a band concert and a baseball game between supervisors and general employes. The supervisors won, 12 to 9.

H. C. Van Bergen, President of the Railroad "Y" board, expressed the appreciation of the group for the concert.

Contests included horse shoe pitching and shuffleboard. Out-of-town guests were Superintendent and Mrs. Frank H. Garner of Chicago.

**Albany Boy Wins Certificate in England**



Sergt. LaFayette Pinckney, of Brewster, New York, has recently been awarded the Certificate of Merit. He is a clerk in the administration division of an Eighth Air Force Service Command Station, England. In the accompanying photograph he is shown receiving the congratulations of Lieut. Col. Schactman. He was employed in the Signal Department, New York Central, at Albany, N. Y., prior to his entrance into the service in August, 1942. He has been overseas since July, 1943.

**Mathews Built Bridge Over Saone**

One of the toughest jobs ever tackled by Company A, 733rd Railway Operating Battalion, Transportation Corps, was the erection of a 660-foot pile trestle bridge across the flooded Saone River in France. A large railroad bridge in the area had been blown up by the Germans.

First Lieut. Alexander Mathews, Company commander, who formerly worked for the New York Central, arranged three working shifts daily. Floodlights were hooked up to power lines for night work and the non-stop job was begun.

When the 51-ton, 75-foot steel center span was rolled into place, and the rail was laid across the bridge, the 733rd had completed another tough job on the March to Berlin.

**TODAY'S "PACEMAKER"**

Setting the pace for the coach streamliners of tomorrow

**Mealtime Money's Worth**  
Pacemaker meals are attractively served and thrifty! Yet even on this low-cost menu, Central allows service men and women a special discount.

**First Date With Dad**  
Due to meet her Navy Dad for first time, Baby takes a beauty nap in Women's Coach. Maid watches, while Mother dines.

**Modern Slant on Sleep**  
At night, when coach lights dim to a soothing blue, the Pacemaker's pillow-soft seats can be slanted back to a sleep-inviting angle.

**Boudoir on Wheels**  
Thanks to Pacemaker's spacious, modern dressing lounges, it's easy for a woman to keep looking her best... even when traveling light in wartime.

**Night and Day Favorite**  
Open to all Pacemaker passengers without charge, the Club-Observation Lounge is a delightful place to chat, read, or enjoy refreshments.

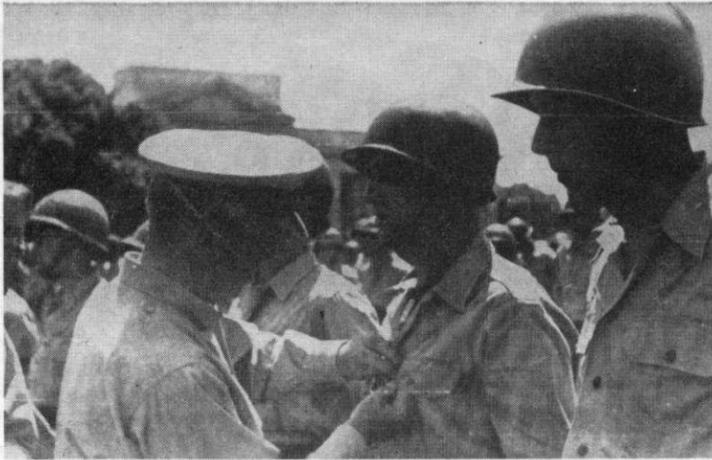
**BY DAY**, uniforms and civilian clothes mingle in the cheery dining and club cars. By night, coach seats tip back restfully, and the hum of the wheels lulls these passengers as they travel on a schedule almost as fast as the 20th Century's own.

**FREE! NEW, ENLARGED BOOKLET**, "Behind the Scenes of a Railroad at War"—containing 13 cutaway pictures of the 20th Century, engine cab, troop train, mail car, hospital train, etc. Write Room 1221P, 466 Lexington Ave., New York 17, N. Y.

**NEW YORK CENTRAL**  
THE WATER LEVEL ROUTE

**BUY MORE WAR BONDS**

### Gen. Krueger Awards Bronze Star to Pfc. Paul Grimm, P. & L. E., in Philippines



Pfc. Grimm, former Storehouse "A" Labor Foreman at McKees Rocks, Pa., was one of the Rangers who freed 500 prisoners of war at Cabanatuan, Luzon Island. The exploit was described in the May Headlight.

### New York Towerman Railroads in Antwerp and Hanover as Dispatcher



T/Sergt. George S. Stimson in his office in Antwerp.

T/Sergt. George S. Stimson, furloughed Electric Division Telegrapher and Towerman, who enlisted December 27, 1943, has been with the 743rd Railway Operating Battalion since finishing his basic training. He has seen action in Belgium and Germany. A letter in connection with his railroad experiences in Belgium says:

"I was stationed in Antwerp, Belgium, and can tell some stories about Buzz-Bombs and Rockets. The Jerries threw everything but the kitchen sink at us. However, I never even so much as had a scratch from all the bombs. Some of my buddies were not so fortunate.

"Antwerp is a fine town. The people are much the same mannered as in New York. Town and people both remind me very much of New York.

Being a seaport, the people were used to different nationalities, so it was easy for us to make friends. The cafes were numerous and my only regret was that I could not have been there when the war ended. They really threw a celebration.

"While in Antwerp, I was in charge of locating the towers and places where we should have men stationed for the operation of the railroad. I worked as a towerman, night train dispatcher in the Dock Area, and then became day train dispatcher on the main line at Antwerp Central Station, where the above picture was taken. Central Station is a very large terminal with a great many trains.

"The 743rd Railway Operating Battalion is now in Hanover, Germany, where we are now operating."

## We Land at Saipan — N.Y.C. Man's Son Writes of Exploit

By Lieut. Robert M. Hilton, Gunnery Officer

Son of Frank R. Hilton, Personnel Department Employee, New York

AMERICAN amphibious forces in the Pacific met the sternest test of their skill to date during the landing of troops and supplies on the Japanese island of Saipan. Not only were the thousands of Japanese in the locality decidedly opposed to the idea of the landing, but even the natural elements of the island presented a serious barrier.

The operations orders were written and carried out in the face of these two problems. To begin with, the areas designated as landing beaches were full of coral reefs, low water shoals, and heavy ocean swells, churning up smashing surf on the reefs. Before the men and equipment could get ashore to engage the enemy, they had to pass what was a difficult obstacle course. But by means of imaginative planning and careful control, the amphibious forces proved to be equal to the task.

The Jap defenders were in good military control of the island, and invading Marine and Army forces felt the sting of Nip artillery and mortar fire long before they ever set foot on

the dusty soil of Saipan. Our troops had to fight for every yard of beach and for every foot of advance. There were set-backs, and there were heavy losses. But the Yankees had come over the blue Pacific to stay, and the Navy battle line, air force, and amphibious units, some of which were Coast Guard manned, backed the troops with all possible aid.

Our ship, a Coast Guard manned attack transport, which has carried invading assault troops into five previous major landings, was on hand to help initiate this latest drive against the Jap enemy. Coast Guardsmen performed nobly in carrying out their responsibilities and in fulfilling their reputation as skilled handlers of small boats. Directing the activities of the boat group were a number of Academy graduates.

It's an easy matter to effect a landing on a smooth sand beach with a Higgins boat. The boat can land its troops "through the nose" and withdraw smoothly in a matter of seconds. But coral reefs are much more dangerous, and the wooden landing craft

cannot hope to grind over them. This bitter lesson was learned on the reefs of Tarawa and Makin, in the Gilbert Islands, where the LCPV's were hung up well to seaward on coral and started to broach and sink, necessitating the disembarkation of troops into waist-deep water followed by long, slow wading to an open beach. Amphibious vehicles with tractor treads were used experimentally at Makin. Lieutenant (j.g.) Edward D. Hudgens ('44), was a guide officer at that landing in charge of one of the first LVT waves (Landing Vehicle Tracked) ever to go into action. The lessons he learned at Makin enabled Hudgens to play an important role as Assistant Boat Group Commander in the landing on Saipan.

Hudgens explained it this way: "You just can't drive a landing boat over a stone wall, and those coral reefs are just like stone walls. But the LVT amphib tractors are able to climb over the coral and proceed on into the beach regardless of such obstacles. Our problem became simply a matter of transferring the troops who were riding in Higgins boats into LVT's and then getting the LVT's over the reef. Or maybe I shouldn't say 'simply,' for such a maneuver required a good deal of supervision and traffic control and took time."

Nevertheless, this was the system that was used to pour ashore thousands of our troops and the supplies and gear which they needed during the first days of the invasion—until the time when channels for boats could be blasted in the reefs, until improvised runways could be filled in, and until piers fell into our hands. It was a big job to move the men from boats to floating "amtracs" in a rough sea, with mortar fire and shells dropping in the vicinity. Due to the firing and the surf, many amphib tractors, and many troops, never reached Saipan at all.

Survivor of many close ones was the ship's Boat Group Commander, Lieutenant (j.g.) Billy R. Ryan ('43). Ryan was directly charged with the responsibilities of assembling the loaded boats, delivering them per schedule, salvaging damaged craft, and expediting everything and anything from the word "boats." All of this was not new to Ryan, however, for he was a veteran of five major invasions and had led the first wave of assault boats in to meet the enemy on previous occasions: at Sicily, at Makin, and in the Marshall Islands. Ryan, modest in the light of the fine job he turned in, was quick to praise two things: the initiative and judgment of the average Coast Guard boat coxswain when the chips are down, and also the effectiveness of the Japanese shore fire.

The Japs welcomed our transport to the island by lobbing out some shells from coastal batteries, which batteries later were smashed by our air strikes. However, it was not until after they had socked a few American warships. The artillery and mortar fire dropping on the numerous boats and LVT's floating off the reef, and the sharp and incessant barrage which the Japs laid down on our beaches was a rugged bit of fire power.

Shells splashed dangerously close to the station occupied by Lieutenant (j.g.) Robert E. Emerson, also Class of '43, during his activities in the landing. Like Ryan, Emerson is now an old hand in amphibious warfare.

"It's all a matter of coordination and proper timing," Emerson says.

For ten days Emerson remained on station off the beachhead, guiding and directing the steady flow of supplies and equipment in—and the casualties out. In general, all the boat officers agreed that previous experience, solving landing problems from Casablanca to Eniwetok, had taught them much that paid dividends during the landing on Saipan.

Amphibious warfare, as an important keystone in our fight against the Axis, has been constantly growing and developing and improving. As the war moves ahead, each new landing finds the American forces more adept, more resourceful, and more skilled. And Coast Guard units are adding to the colorful and proud history of our service by being among the first to land the invaders and by being always ready for the call, regardless of the assignment.

### Utica Canteen Closes

The Red Cross Canteen booth in Union Station, Utica, was closed last month after having fed 103,000 service men from privates to generals in three and a half years.

### Detroit Clerk, One of Merrill's Marauders, Visits Taj Mahal at Agra, India

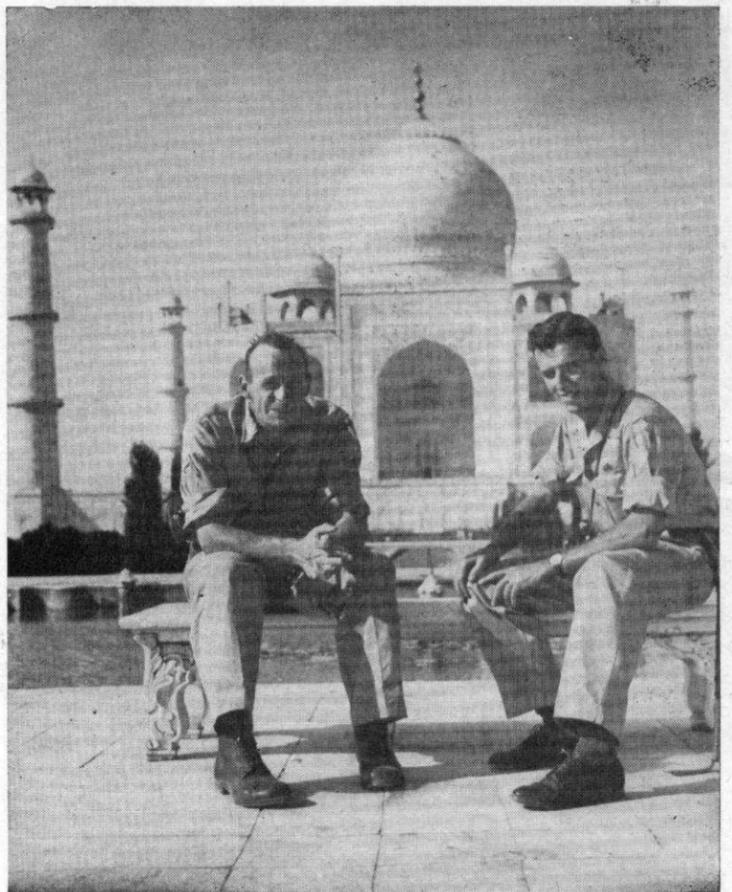


Photo by U. S. Army Signal Corps

NEW DELHI, INDIA:—"The beauty of the Taj Mahal is a great contrast from the dark, dense, insect-filled jungles of Burma," remarked Pfc. Erwin C. Wirsing, (left) of Cincinnati, O., a former member of Merrill's Marauders.

Wirsing, who is now stationed at the headquarters of Lieut. Gen. Dan I. Sultan, Commanding General of U. S. Forces in the India-Burma Theater, recently visited the Taj, at Agra, with a fellow Ohioan, Pfc. Harold W. Kinnan, Akron.

"At one time during our 700 mile march from Ledo, India to Myitkyina, Burma our battalion was trapped in foxholes under heavy artillery fire for 14 days," said Wirsing. "We lost our water holes and had to depend on water being parachuted in rubber bags. This also was the only means of receiving ammunition, food, and clothing during the entire campaign."

Wirsing holds the Presidential Unit Citation, which was awarded Merrill's Marauders for their outstanding achievements behind the Jap lines in North Burma; the Combat Infantry Badge for exemplary conduct in battle; and a Bronze Campaign Star.

Prior to his induction more than three years ago, Wirsing was a clerk with the New York Central at Detroit. He has been in the India Burma Theater 10 months.

### Detroit Wire Operator Now Pacific Flyer



Pictured above is First Lieut. Richard D. Durnell of the 11th Fighter Squadron of the 11th Army Air Force, son of W. W. Durnell, Telegraph Operator, "F" Telegraph Office, Detroit. Lieut. Durnell received his wings and commission from Selma Ala Craig Field, went to instructors' school at Randolph Field, Texas, served as a basic instructor for eight months at Greenville Army Air Base, Greenville, Miss., and is now in the Pacific Area.

### Is That Match Out?

#### In Aleutians



Staff Sgt. Roy Hronek, formerly of the Auditing and Passenger Department, Detroit, is now in the Aleutians.

### U. S. Ends Operation of Iranian Railway

Teheran, Iran—American military authorities have relinquished operation of the Iranian State Railway over which United States troops in two and one-half years transported nearly 3,000,000 long tons of Lend-Lease war materiel to Soviet Russia. Announcement that the Army had ceased operation of the 685-mile-long rail line which played a major role in the defeat of Germany was made by Brig. Gen. Donald P. Booth, Commanding the Persian Gulf Command.

Actually operational responsibility was turned over to the British, who in a simultaneous transfer returned control of the Railroad to the Iranian Government. The transfer was effected in three stages.

General Booth said that a small number of rear echelon troops would remain for an indefinite period at the various railroad camps.

Many New York Central MRS men worked on this railroad in the past 30 months.

**Englewood Conductor Carves Famous Iwo Jima Flag Raising Scene in Wood**



AP Photographer Joe Rosenthal's famed Iwo Jima flag-raising picture has been reproduced in almost every artistic medium from statuary to steel engraving. It remained for Donald E. Robbins, of Elkhart, Ind., a New York Central Yard Conductor at Englewood, to carve a walnut bas-relief (above) based on the Iwo theme. The plaque measures 19 by 23 inches and required more than 300 hours to carve. Mr. Robbins started it May 6 and hoped to have it completed in time for some use in connection with the Seventh War Loan, but couldn't quite make it. In addition to the figures in the heroic flag-raising group, he carved the Leathernecks' emblem at the top of the plaque. Wood carving has been Mr. Robbins' hobby for 11 years, during which time he has completed approximately 50 pieces.

**Beech Grove Freight Shop Shifts**

R. B. McDaniel, Air Brake Foreman in the Freight Shop for 15 years has been promoted to Assistant Air Brake Supervisor on the Big Four, with headquarters in Indianapolis. A dinner was given him by associates and Mr. McDaniel expressed his appreciation of the cooperation he received.

The following changes have been made: H. C. Briscoe assumes the duties of Air Brake Foreman; L. M. Isgrigg, to Paint Foreman; vice H. C. Briscoe; L. A. Ballard, Piece Work Inspector to Paint Foreman; G. D. Knight, Work Inspector to Piece Work Inspector vice L. A. Ballard; E. E. Harvey, Carman to Work Inspector.

**Jap Shell Struck Beech Grover's Plane**



Thomas F. Pazder participated in strikes against the enemy during the invasion of Okinawa as radioman gunner on Navy Avenger torpedo bomber, the Navy Department has reported. Pazder, aviation radio man 2/c has flown on 18 strikes against the enemy. Pazder's plane has twice been hit by Jap anti-aircraft shells but made a safe landing each time. Pazder was an Electrician Helper at Beech Grove. His father, George Pazder, is a Trimmer in the Passenger Department.

Maurice Dillon now in the Navy has returned from duty in the South Pacific theatre and visited the Shops during his furlough.

William O. Shake, Carman with 28 years' service with the New York Central, 26 of them in the Beech Grove Freight Shop retired and has returned to Danville, Illinois.

**Beech Grove Notes**

F. A. Kennedy, Piecework Inspector in the Fabricating Shop, and G. Graft, Truck Repairer, with 22 years' service, died recently.

Albert Jeffries, Carman, with 22 years' service, and Fred B. Leisher, Carman, with 33 years' service, have retired.

Harry Wolf, Upholsterer, was injured in action in France before V-E day but recently returned and visited Beech Grove. Another visitor was John Duilio, Carman, recently overseas.

L. E. Smith, Welder, left Beech Grove for Army service June 22.

James H. Cunningham, Laborer, Passenger Department, son of C. J. Cunningham, Coach Shop Piecework Inspector, recently left for Naval training at Great Lakes. Mr. Cunningham has another son who is a B-29 Bomber pilot.

**In Medical Corps**



Formerly a switchtender of the Indiana Division at Indianapolis, Pvt. Floyd M. Gray is with the Medical Corps, U.S. Army, now in the Admiralty Islands. He is the son of Mr. and Mrs. Lloyd Gray, Indianapolis.

**N. Y. C. Man's Ship Hit by Jap Suicide Plane at Okinawa**

ABOARD THE DESTROYER ESCORT USS BRIGHT—Two Cleveland, Ohio, Navy men, Robert Gale McNeeley, 19, machinist's mate, third class, a furloughed New York Central employe, and William Murril Donberg, 25, electrician's mate, first class, USNR, fortunately escaped death when this ship was hit by a Jap suicide plane during the campaign for Okinawa.

While the Bright was engaged in anti-submarine patrol, a plane was sighted coming over a small island and bearing directly for the ship. It was a Kamikaze, intent on crashing the vessel amidship on the port side.

Guns took it under fire at about 3,500 yards. Hits were scored on the engine and port wing of the plane by 40-mm. and 20-mm. guns, diverting the suicide craft. It burst into flames and crashed astern with a portion of the wing hitting the depth charge rack. As the plane hit the water its bomb exploded, blowing in the stern from below the water line to the main deck. The explosion made the steering engine useless, blew holes in the main deck and in the 40-mm. magazine, demolished the smoke screen cylinders and depth charge racks, and started electrical fires below decks.

All personnel in the after steering room were wounded, none fatally.

The gunners remained at their stations meanwhile, directing their fire against several other Jap planes which were attacking shipping in the area.

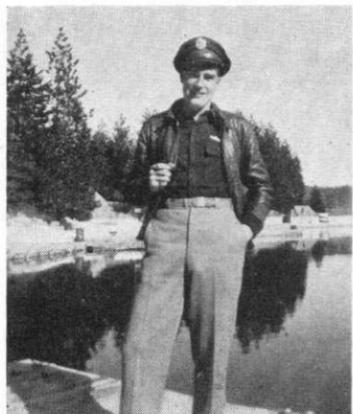
Soon afterward the vessel was taken in tow and proceeded to safe anchorage.

The Bright returned to the States for repairs completely under its own power, being steered by a "jury rig" of unique design.

McNeeley attended St. Patrick's and West Technical High Schools and entered the Navy in December, 1943. He has four brothers, William, Bud, Ray and Jack, all in the Army.

Donberg was employed by the Cleveland Electric Illumination Co.

**Flying Tiger**



Lieut. R. T. Davis, formerly a telegraph operator on the Indiana Division, recently enjoyed a thirty day furlough with his family at Shelbyville, Indiana. He entered military service February 3, 1943, as an air cadet. He graduated as second lieutenant in December of 1943 and finished his training at Langley Field, Virginia.

He embarked for overseas in July of 1944, assigned to the 14th Air Force Flying Tigers in China. He was promoted to first lieutenant in December, 1944. He has been decorated with the Air Medal and oak leaf cluster, D.F.C. medal, Philippine Liberation ribbon, and has two battle stars for China and Burma service. He has had 400 hours of combat flying, including fourteen trips over the Himalaya Mountain hump.

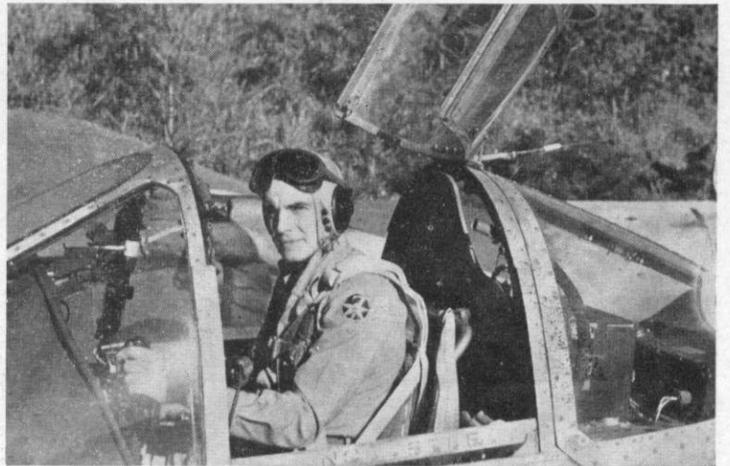
**Smith an Air Foreman**

Lieut. Gen. J. H. Doolittle, the Eighth Air Force, has commended the officers and men of his only repair depot on the Continent of Europe, where Staff Sergt. Clellan W. Smith, of Pittsburgh, is a foreman in the utilities section.

Since shortly after D-Day more than 600 aircraft were repaired or re-serviced and returned to the United Kingdom from this depot. More than 1600 fighters and bombers were refueled.

Staff Sergeant Smith, prior to his entry into the army March 12, 1942, was a Pittsburgh & Lake Erie freight handler.

**Flew over Tokyo; Beech Grove Man's Son Back in U. S.**



Capt. Thomas O. Quinn, Jr., son of T. O. Quinn, General Car Foreman, Freight Shop, Beech Grove, has returned from the South Pacific, where he served in the Army Air Forces as a Mustang pilot. Capt. Quinn had 42 months' service, including 26 months overseas with the Seventh Air Force. He was in Tarawa, Iwo Jima and other South Pacific Islands, with four missions over Tokyo.

**Two Beech Grove Men Now Captains**



Capt. John Russell Hamilton, Beech Grove, Indiana, was promoted from First Lieutenant to Captain February 17.

Before entering the Army March 15, 1942, Captain Hamilton was employed by the New York Central from 1935 to 1942 as Millwright Foreman in the Beech Grove Shops.

Captain Hamilton has served overseas with the 753rd Railway Shop Battalion since December 12, 1942, "doing a remarkable job" in both the North African and Italian Campaigns. He has also been awarded the Bronze Service Star for participation in the Rome-Arno Campaign.



W. L. Ryan, serving with the 785th Base Depot Company, now in France, has been promoted to Captain.

He entered service as a Second Lieutenant in October, 1942 and was promoted one grade in June, 1943.

He has been overseas since August, 1943, serving in England and France, and wears two bronze stars for major engagements.

Before entering service, he was Assistant Chief Clerk to Superintendent Shops, at Beech Grove, Indiana.

**Callendar Retires; 50 Years at Work**

James Callendar, Chief Accountant, Cleveland Union Terminal Ticket office, retired June 7, after 50 years of service. He started railroad work as a clerk at Painesville, Ohio, April 3, 1895. Later he was a passenger brakeman, ticket agent and account clerk. He was made chief accountant June 3, 1935.

**Loses Leg in War**



Private John F. Sarver, Peoria, Ohio who lost his left leg above the knee on a tank truck in northern France, is back home with two bronze stars, one for participating in the invasion of Normandy and the other representing the campaign in northern France. He also received the Purple Heart. Now, he is a student operator at Marysville, Ohio. The son of Section Foreman Jacob H. Sarver of Peoria, he entered the Army in October, 1943 and left for overseas May 1, 1944. He spent several months in a hospital in England and recently received a medical discharge.

**In New Hebrides**



Formerly a brakeman on the Ohio Division, son of G. J. Gray, Yard Conductor, Indianapolis, Seaman First Class James E. Gray is now in the New Hebrides. This picture was taken on Espianto Santo Island. His father is also local chairman of the B.R.T.

### Charles Yeager, Penna Division, Ends 52 Years' Work



Charles Yeager, locomotive engineman, Jersey Shore, Pa., with 52 years of service, retired on pension June 29, his last trip being on train CP-2. Mr. Yeager had a clear record, there being only commendations on it, and he had never lost a day on account of injuries. For several years he has been Local Chairman of the B. of L. E. for the Beech Creek territory. The picture was taken at Clearfield, the originating point of his run. Left to right: F. W. Huling, Fireman; Chas. Yeager; H. Myers, Conductor; G. Karstetter, Engineman; F. P. Studer, Terminal Foreman; P. Hemsley, Fireman; G. Mahaffey, Retired Engineman; L. B. Terbrack, Trainmaster; H. Logan, Car Inspector; J. Dunlap, Car Inspector; W. R. Downs, Master Mechanic; F. S. Merrill, Agent; H. R. Revie, General Yardmaster; J. B. Delaney, Superintendent; Ed. Reed, Retired M.P. Foreman; E. Heverling, Retired M.P. Air Inspector; J. E. Sweeley, Retired Terminal Foreman; J. Breth, Retired Engineman; F. Hawkins, M.P. Employee, and J. Feister, Motor Car Operator.

### \$15,000,000 Lake Coal and Ore Terminal, Largest in U. S., Proposed for Toledo

PLANS for the construction of a joint facility Lake Coal and Ore Terminal on the east shore of Maumee Bay, on the Lake front, at Toledo, Ohio, were announced July 10 by G. Metzman, President of the New York Central Railroad Company, and R. B. White, President of the Baltimore & Ohio Railroad Company.

The Ohio Legislature recently passed and the Governor has approved an enabling act under which this project may be carried out. Before construction can be undertaken, however, approval of the Interstate Commerce Commission is required.

The plans contemplate that the new Terminal, one of the largest of its kind in the country and estimated to cost \$15,000,000, will provide modern and accessible facilities for the transfer of coal from cars to vessels and the transfer of ore from vessels to cars. It is proposed that it shall be built, owned and operated by a Terminal corporation formed and controlled by the two railroads.

At present the two railroads have separate plants on the Maumee River, five and seven miles inland from the

Lake front, respectively. To reach these facilities boats are required to pass through five or more drawbridges. The location of the new Terminal directly on the Lake front will eliminate the delays to boats incident to their use of existing facilities and will greatly expedite the handling of coal and ore by the two railroads.

The new Terminal will have three electrically operated coal dumping machines and two ore unloading machines, as well as ample yards, a deep ship basin and other facilities. Connection with the rails of the owner companies would be by trackage rights over the Toledo Terminal Railway.

The new Terminal is designed to handle millions of tons of lake cargo coal originating in Virginia, southern West Virginia, eastern Kentucky and in Ohio and would make possible the mixture of cargoes of various origin at a single dock.

### B. & A. Man Cited

Staff Sergt. Technician Joseph B. Marshall of Framingham, Mass., a locomotive fireman on the B. & A. at Allston before he entered the service, has been awarded the Distinguished Unit Badge. His organization was given the unit citation for its rapid production of target charts, and interpreted aerial photographs for the Mediterranean Allied Air Forces.

### Talks in Albany

Clarence T. Bailey, Transportation Engineer, General Electric Company, addressed the July 5 meeting of the Capital District Railroad Club at the West Albany RRYMCA on "Post-War Transportation Problems." He also showed the newest GE film release, "The Story of Television—Seeing Things at Home."

### Wins Air Medal



Lieut. Peter G. McCabe, furloughed employe of Q telegraph office, New York, has been decorated with the Air Medal, according to advice received by his father, Owen L. McCabe, 76 Thayer Street, New York. He was cited for meritorious achievement while participating in aerial flights in the Southwest Pacific Area from March 19, 1945 to April 8, 1945. These flights included bombing missions against enemy installations, shipping and supply bases, and aided considerably in the recent successes in this theatre. He has been in 31 missions and hopes to make a score of 40.

Lieut. McCabe entered the service of the New York Central on September 17, 1942, as a messenger. He was later promoted to chief messenger and held this position up to the time he was called into active service from the Enlisted Reserve Corps by the Army Air Force, reporting February 20, 1943. After a period of extensive training he was promoted to a lieutenant and made the pilot's seat in January, 1944.

### B. & A. Man at Dakar

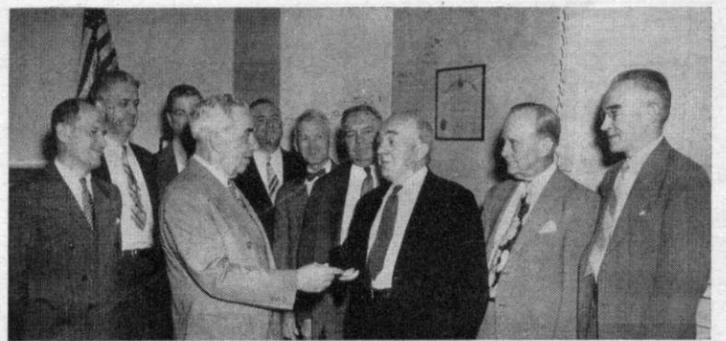
T/5 Alexander J. Michalek, a B. & A. freight flagman, of Medford, Mass., is serving as an ordnance automotive electrician at Mallard Field, Dakar, the "jumping off" base at French West Africa for the 1618-mile flight to South America. He was inducted in 1943 and has also seen service at Naples, Italy.

### Gets Bronze Star



T/Sergt. J. Russell Seymour, furloughed Clerk in G.C.T. Pullman Reservation Department, New York City, now serving with the Headquarters Battery of an Artillery Corps in Germany, recently was awarded the Bronze Star Medal for meritorious service in the actions at Metz and on the Saar River. He is the son of G.C.T. Information Clerk Stanley M. Seymour, who fought in the same territory as Russell when he was with the A.E.F. in World War I.

### Comptroller Presents 50-Year Gold Pass



Charles H. Mattocks, right, Clerk, Statistical Department, Comptroller's Office, New York City, was presented with a Gold Pass, July 8, by E. A. Clancy, Comptroller. Signifying 50 years of service with the Company, Mr. Mattocks is the only employe in the department to hold such a pass. Left to right are G. H. Albach, Assistant Comptroller; F. D. Martin, Tax Accountant; J. J. Fay, Jr., Assistant to Comptroller; Mr. Clancy; T. C. Davis, Assistant to Comptroller; Adam Haug, Assistant Comptroller; E. J. Kolmorgen, Special Accountant; Mr. Mattocks; H. D. Guile, Office Assistant to Comptroller, and J. D. Haggerty, General Statistician.

### Railroads to Make Post-War Jobs; Pres. Metzman Urges Bulwinkle Bill

(concluded from page one)

"But optimism about the railroad future rests on the assumption that conditions of competition among the several forms of transportation will be reasonably equal. Those conditions were not equal before the war and will not be equal when the war ends, unless we do something about it.

"To establish equality of opportunity is America's Number One transportation problem—and it ranks high among all of the nation's problems.

"Railroads own, maintain, and pay taxes on their fixed 'ways'—tracks, terminals, and all that goes with them. The railroad's competitors—highway, water, and air—on the other hand, do not own the great highways, waterways, and airports without which they could not operate, nor do they maintain these fixed ways or pay taxes on them."

Explaining that fixed properties comprise three-quarters of the 25-billion-dollar investment of private capital in American railroads, and that ownership and maintenance of roadway costs an average of about 1.5 billion dollars each year, the railroad spokesman drew attention to public investment in other transportation facilities.

As of December 31, last, he stated, "the taxpayers of the country had invested in civil airports \$1,027,000,000. This compares with a private investment in domestic airlines of \$129,361,000."

The speaker cited \$1,122,000,000 which had been spent on improvements in the Mississippi River system, and pointed out that common and contract carriers had an investment of only \$54,000,000 in equipment which they were using on the public barge canals.

"If these public expenditures continue to be made in a way that undermines the soundness of the railroads," he continued, "the country will suffer an irreparable loss. That loss might take the form of an impoverished and inadequate railroad system, or it might take the form of a railroad system kept alive only by government subsidies. I do not think the American people want either of these things to happen. Most assuredly the railroad transportation industry does not desire subsidies."

Mr. Metzman held that the solution of the problem is to charge commercial operators, who use publicly owned highway, water, and air facilities, taxes

and tolls enough to make the facilities self-supporting.

"If this were done," he remarked, "future extensions and improvements to our system of publicly owned transport 'ways' can be made on a sound, self-liquidating basis—not on the basis of political favors to attract votes."

Stressing the need for a national transportation policy which in "our system of competitive private enterprise will give us the right tool for each job in transportation," the railroad executive said:

"Let all forms of transportation be placed on an equal, self-supporting basis—and each can then develop to the very limit of its economic usefulness. Under such a fair competitive policy your railroads will become constantly finer, faster, more economical, and more efficient."

Mr. Metzman asserted that the Justice Department's anti-trust suit is "a serious threat to the ability of the railroads to work together as they have in the past," and added that the purpose of the suit was "to undermine the whole scheme of federal transport regulation" as administered by the Interstate Commerce Commission since 1887.

To forestall the threat of the suit, he advocated the passage of the Bulwinkle Bill for "a sound transportation system in America."

The bill, Mr. Metzman concluded, would enable railroads and other carriers to continue the present method of making rates, by conference with shippers and with each other, and also to make other kinds of agreements, provided the Interstate Commerce Commission approved them as being in the public interest.

### 18 I. H. B. Veterans Honored at Party

The Indiana Harbor Belt Athletic Association held its annual veterans' party at Hammond, Ind., honoring those of the Association who have retired.

The affair was well attended, with 18 of the guest pensioners present. Steve Messenger, whose exact age was not revealed but who is at least in the lower 80's, probably was the oldest member present.

Jack Reedy of the Yard Department was master of ceremonies and Miss Billie Yescitz of the Auditor of Freight Accounts Office at Gibson sang several songs. Clever sleight-of-hand tricks and feats of magic were presented by "Glenn the Magician," Sergt. Glenn Viall of the NYC Police Department, Chicago.

### Webb Now Corporal

Promotion of Etna Webb, of Chenoa, Ky., to Technician Fifth Grade has been announced by Persian Gulf Command headquarters. Corp. Webb entered the Army Jan. 5, 1943. He was formerly a fireman with the New York Central.

Similarly promoted was Nome M. Huff, of Caseyville, Ill., formerly a carman's helper.

### Electric Division Agent Returns from South Pacific Area



Lieut. Robert O. Kedney, Electric Division Station Agent, has had many varied experiences since entering the Army on February 18, 1943. Soon after joining up he entered Officers' Candidate School and has served with the Signal Corps, 741st Railway Operating Battalion, and now the New Orleans Port of Embarkation. On his last trip home he brought souvenirs in the form of Japanese invasion money which the Japs had distributed throughout the Philippines and other Pacific Islands. He is the son of Robert O. Kedney, Agent at Scarborough, N. Y., who lives in Hastings-on-Hudson.

### 45 Years' Work Ends for Fred Chisholm, Mason Foreman, Buffalo



When Foreman Chisholm retired recently he was given a testimonial dinner. Left to right: Blaine Chisholm; J. K. Bonner, former Supervisor of B. & B.; Charles Lorraine, Vice Chairman, N. Y. C. System B. of M. of W. E.; Fred Chisholm; J. A. Lewis, Supervisor of B. & B., Buffalo Division; Charles Monan, Assistant Supervisor B. & B.; E. V. Grogan, Track Supervisor, Buffalo Division.