

CENTRAL HEADLIGHT

Vol. III, No. 9

SEPTEMBER, 1942

Joseph Schmidt Dies in Crash of U. S. Bomber

Private Joseph A. Schmidt, a brakeman on the Toledo Division before his induction into the Army, was killed in the crash of an Army bomber in July near Smithfield, N. C.

Schmidt, 25, entered the Army a week before Christmas and received training at the Army Air Corps technical school at Keesler Field, Miss.

He was killed just two days before he would have taken his first furlough to visit his mother, Mrs. Clara Schmidt, at 885 Hampton Avenue, Toledo. After completing a preliminary course, he had been transferred to Columbia, S. C., for training as a flying cadet.

Besides his mother, Private Schmidt is survived by four sisters and two brothers. He was buried in Toledo.

Howard Scott Ends 54 Years' Work on N. Y. C.

Howard Scott, Superintendent of the Pennsylvania Division, retired August 31, after 54 years of New York Central service. Born August 30, 1872, Mr. Scott began work on the Pennsylvania Division as a Telegraph Operator, November 25, 1888.



Howard Scott

Pursuing his career on the Pennsylvania Division, he became Train Dispatcher in 1893, Assistant Train Master in 1905, Train Master in 1907 and Assistant Superintendent in 1912. From 1917 to 1931 he was Superintendent successively of the Ontario, the Pennsylvania and the Mohawk divisions. From October 10, 1931, to his retirement, he had offices in Jersey Shore, Pa.

Mr. Scott is also Director of the Beech Creek Railroad, the Chenango Valley Railroad, the State Bank of Jersey Shore and the Jersey Shore Y.M.C.A.

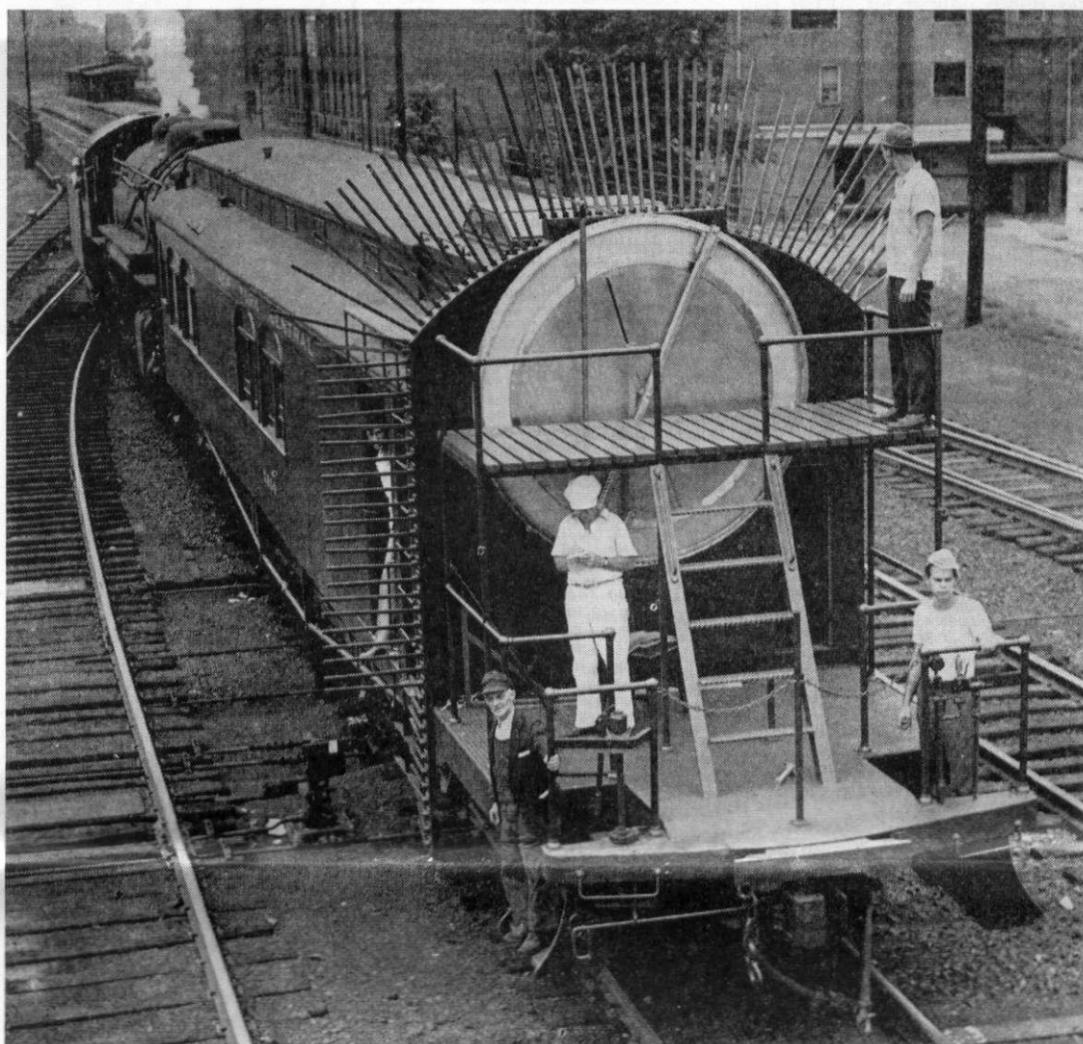
In his retirement he will devote much of his time to his hobbies of hunting and fishing.

Mr. and Mrs. Scott live at 507 Washington Avenue, Jersey Shore.

Gets Chicago Post

Effective August 1, Herbert R. Trowe was appointed District Station Accountant at Chicago, succeeding Daniel B. O'Brien, who retired after forty years of service, W. H. Le Valley, Auditor Station Accounts and Overcharge Claims, announced recently.

New "Porcupine" Car to Tour System for Two Years to Measure Clearances for Extra Bulky Shipments



New car designed to measure clearances of bridges and tunnels

A NEW era in the measuring of railroad clearances was begun on the new York Central System when a new Clearance Car, X-800, built at West Albany Shops, was placed in operation, August 10.

The car was designed and constructed under the direction of H. Buckley, Clearance Engineer, and is operated under the jurisdiction of the Maintenance of Way Department. Manned by a crew of five, including an engineer in charge, a draftsman and three men from the Engineering Corps on the Division where the car is operating, it will tour the System in two years.

The car first set out on the Boston & Albany, where it created a sensation because of its unusual appearance. By the public, unfamiliar with the latest equipment, it was dubbed a "porcupine car!"

The purpose of X-800 is to take the actual measurements to less than an inch of all structures, cuts, bridges, and tunnels along the right of way so that when the clearance man is called upon to move a bulky shipment, or any kind of rolling stock, he will be able to determine actually how to make each move.

The clearance car was remodeled from an old baggage-smoker car and can be moved quickly in passenger trains over the System. When in operation it is pushed by a locomotive, moving very slowly when taking measurements.

The striking appearance of X-800 is caused by 112 feelers, or fingers, which project from the front end of

(Concluded on page six)

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How About Another Bond?

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Former N. Y. C. Man Wrecks Nazi Trains As a Pilot in the R. A. F.

Clifford Mehrhof Wins Special Mention for His Exploits in Forays Over French Area

Clifford Mehrhof, 22, who left the Baggage and Mail Department at Weehawken, N. J., to join the R.A.F. last year, is wrecking Hitler's trains in Europe while his former fellow NYC employes are "keeping 'em rolling" in this country for victory.

Special mention was made by the British Air Ministry of one exploit by Mehrhof on July 27, when he swooped down out of embattled skies over Lens, France, and attacked and disabled two of three trains carrying Nazi troops and munitions.

Already a veteran in the skies over Western Europe, Pilot Officer Mehrhof has also been engaged several times in action, helping give air cover to Commando raids on the coastline of France, besides participating in daylight sweeps.

He is the third generation of a New York Central family. His grandfather, George C. Mehrhof, retired recently as Station Master at Weehawken. His father, E. Clifford Mehrhof, is employed at Weehawken in the Ticket and Station Master's Office. An uncle, Irwin Mehrhof, is a River Division Conductor and another uncle is Lieutenant H. Patterson of the Property Protection Department, New York City.

Behind young Mehrhof's brilliant

(Concluded on page four)



Clifford Mehrhof
Pilot Officer, R.A.F.

Star Catcher Enlists

Donald A. Wilson of the Superintendent of Equipment's office at New York, has enlisted in the armed forces.

Don is a well-known athlete and softball player. He enjoys quite a reputation as the outstanding catcher of the Manhattan Athletic Association League, playing with the champion Passenger Tariff team.

Typical of Don, he is seeking a berth in the Tank Corps for plenty of action.

The boys in the office presented him with a wrist watch.

September Is Bond Payroll Savings Month

The campaign to sell War Savings Bonds by regular monthly payroll deductions goes on apace.

Because of changes in the number of employes due to the departure of many for war training, and other factors, changes in the percentages have been slight since the last report.

At this writing the percentage of subscribers and purchasers to the number of employes on the New York Central is 86.2 percent.

The Big Four and Peoria District made a slight gain, its percentage rising to 86.4 percent and the Michigan Central's percentage went up to 89.6 percent.

All these averages, however, and particularly the total monthly revenue they represent, are considerably below the average sought. The Treasury Department of the United States has designated September as Payroll Savings Month, with the objective of inducing at least 90 percent of the wage earners of the country to invest a sum equal to 10 percent of the aggregate payroll.

To accomplish their share of this, New York Central employes would have to increase their subscriptions approximately four times what they are today.

The Federal Treasury has asked New York Central committeemen to renew their efforts to meet the goal which we must have to help insure victory.

Every employe, who subscribes, is reminded that when in this way he helps his government he at the same time is building up for himself a fund that in the future may be indispensable to his own financial security.

The committeemen are still at work. They have a fertile field among the new employes who are joining the company's forces from week to week, replacing those taken in selective service or otherwise. Additional subscriptions from present subscribers are also sought.

The knowledge that many of our boys are actually engaged in combat and are suffering the privations and hardships as well as the perils that this involves is expected to have a stimulating effect upon the Savings Bond Campaign. Every Bond, it is recognized, does its share to support those who are fighting for us.

The System's executive personnel already has reached 100 percent in subscriptions.

G. Metzman is Now in Cincinnati

F. E. Williamson, President of the New York Central System, announced, on August 15, the appointment of G. Metzman as Assistant Vice President and General Manager, New York Central System, with headquarters at Cincinnati. The appointment was effective at once.

Mr. Metzman formerly was Assistant Vice President of the Central at Chicago, but in recent months was the Chief of the rail division of the War Department's Transportation Corps, Services of Supply, with headquarters at Washington.

Except for his war work he has been with the New York Central since 1920. Before that he was with the Baltimore & Ohio from 1903 to 1916 and from 1916 to 1920 was with the Eastern Presidents Conference and the U. S. Railroad Administration.

Central Headlight

From Our Readers

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

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Volume 2

September, 1942

No. 9

Bonds or Bondage?

ALTHOUGH close to 90 percent of New York Central employes have subscribed for War Savings Bonds only about 70 per cent buy on the monthly payroll deduction plan and revenue from this is only about one-fourth, on a national average, of what the United States Treasury says it should be if our fighting forces are to be properly fed, clothed and armed for victory. We are also below the average, in revenue, of the whole railroad industry's subscriptions.

When it is remembered that these fighting men are our sons, our brothers, our nephews, it is hard to understand why our subscriptions have not been on a larger scale.

The Treasury's goal is ten percent of our earnings — a ten percent which, unless we subscribe it, the Treasury may be forced to take from us with or without our consent.

September has been designated as Payroll Savings Month, during which an effort is to be made to increase present subscriptions to ten percent, as well as to get similar additional ones.

After all, if we do not support our fighting forces to the utmost and, for this reason, lose the war, what good to us will be the money that we then have? It is certain that our Axis masters will take it from us by force.

We have seen what has happened abroad in countries conquered by our enemies. The pillage of individual and corporate wealth over there is but a foretaste of what will inevitably happen here unless we are victorious.

Moreover, the government is not asking us for a gift; it is simply asking us to loan ten percent of our earnings at a fair rate of interest. Have it they will, so why not let's be agreeable as well as patriotic about it?

Boost those subscriptions!

The Roundhouse

By Sim Perkins

THE first blackout in New York City, early this year, was in itself an historic event. Like all events of this kind it bore in its train numerous secondary consequences that were unusual.

For example, the night of this blackout was undoubtedly the first time Grand Central Terminal and, particularly the Main Concourse, has had its lights so sharply dimmed since the present structure was opened, in 1913.

To those present, the sudden shadowing of the immense Concourse, usually so well lighted by its thousands of bulbs, was an eerie occasion. Yet the great room, with its passageways on two sides throwing glimmers of light onto its floor, had a strange beauty that was fascinating.

Through the gloom, the constellations on the blue, vaulted dome glowed with a brilliancy never before observable.

Those who are in the vicinity of the Terminal during future blackouts will find a visit to it well worth while.

The patriotic spirit of New York Central employes and their recognition of the love of country shown by those of their fellows who have joined the armed forces, on land or sea or in the air, has been symbolized by the large number of Service flags contributed by the workers and raised at numerous points on the System.

These tributes in bunting serve as a constant reminder of those who have gone, and as an inspiration to those yet to go, into the armed services.

The Company is planning to supplement these local flags with large System Service Flags in Grand Central Terminal and La Salle Street Station.

From time to time the figures shown on these flags to indicate the number of Central men in service will be brought up to date.

The important role that shopmen play in railroad work has been given added recognition by the sizeable orders that have been given by the War and Navy Departments to the New York Central for production of parts and other munitions, to be manufactured in several of its own

shops. These orders are a compliment to the skill and craftsmanship of the shop employes working on them, as many of the parts have to be manufactured to exacting tolerances and must be interchangeable.

It is assumed the men engaged in this work will have little or nothing to say about it outside shop precincts. They may safely regard their tasks as definitely in the "hush-hush" category.

New York Central passenger revenues, many of them due to troop movements, showed an increase of \$19,313,567 in the first seven months of 1942, as compared with similar revenues for the same months last year. They totaled \$56,102,354, as against \$36,788,787.

The crowds in our stations these days remind old-timers of the busy twenties, before the automobile hit our passenger business. Best of all, the heavy business being enjoyed today is being handled in excellent shape.

Every New York Central man who comes in contact with the public today has a golden opportunity to win friends for the railroad and build up an insurance fund of friendship for

Recalls Old Road

To the Editor:

Being a constant reader of the Headlight, I derive great pleasure in reading of old days as well as railroading at present.

My first trip by rail was in the early 80's via C. G. & P. (Cincinnati Georgetown & Portsmouth R.R.), a narrow gauge road running from Cincinnati to Georgetown, a distance of about 35 miles and as far as I have been able to learn the only steam road to run without either telephone or telegraph service. Two passenger trains each way daily, with freight service daily. The time table gave the meeting and passing points and on arriving at these points all hands waited the arrival of the superior train.

It was deemed good service to be able to leave Georgetown at 5 a.m. and arrive at Carroll Street Station in Cincinnati, if on time, at 11 a.m.

Being a product of Clermont County and an employe of the N. Y. C. (Big Four Division) since 1900, I had occasion to return to my old home town. Upon my arrival at Carroll Street Station, I found an old Big Four employe as Vice President and General Manager of the C. G. & P. R.R., namely, E. W. White, who had been Freight Claim Adjuster under General Claim Agent Boisseau at Cincinnati.

This road in later years was electrified and finally abandoned in 1923.

G. T. BREDWELL

Cleveland, Ohio.

(Editor's Note:

Mr. Bredwell was employed in Cleveland by the Big Four from January, 1919 to May, 1930; and by the N. Y. C. from May 1, 1930 to Oct. 1, 1937. He was pensioned in 1937 after 37 years of service. He was a Clerk at Orange Avenue when he retired.

the industry in post-war days.

Every day on our trains are thousands of persons who have not traveled by rail for years, if ever. The treatment they receive will create impressions, good or bad, that may linger in their minds for years.

Courtesy always pays dividends but these are seldom so great as those that can be won now.

If the fears of a severe fuel oil shortage in the Eastern states next Winter prove to be well founded, most of us will have to consider providing ourselves with clothes made from the heavy fabrics that are so popular in England and Scotland, where central heating is still comparatively rare.

Heavy tweeds and the like seem destined to come into sudden popularity.

Railroads in War Time

(From an editorial in the August issue of the Journal of the Indiana State Medical Association.)

"Railroad folk are working—from the president down to the lowest job in the entire system; they do not have all the equipment they need and it is therefore necessary to utilize all that they have and to keep it in peak condition; hence, the men in the 'back shop,' where power-equipment is repaired, are busier now than at any time in several decades.

Extra cars are added to freight trains and more mileage added to the engines—all in one big effort to further the war interests.

"Consequently, we have forgotten the many criticisms we have made in the past; we have forgotten how to rail about a late train; we do not expect the luxuries afforded by travel in the past—we just are thankful for our American railroad system, for what they are doing and the spirit in which these things are done."

Following the death of T. J. McCarthy, Agent at Auburn, N. Y., E. M. Stewart was appointed Agent. G. V. Peck is now Agent at Geneva, and J. F. Avery, Agent at Canandaigua.

Every Bond Is a Bullet

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Information Booth

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

1—The first locomotive, with four wheel leading truck, was the Experiment, designed in 1832 by John R. Jervis. It was the third locomotive built for the Mohawk & Hudson, the first unit of the New York Central.

2—In the eleven states and two provinces of Canada in which the New York Central operates, its heaviest trackage, 7319 miles, is in New York State and its second heaviest, 5334 miles, is in Ohio, with the third heaviest, 3321 miles, in Indiana. In Michigan it operates 3017 miles of trackage. The first line trackage in these four states, respectively, is 2835, 2090, 1594 and 1625 miles.

3—The original New York Central Shops at West Albany were constructed in 1854.

4—The Grand Central "Depot" of 1871 had two acres of glass in its roof alone. Corrugated iron sheds over the yard tracks, outside the depot, covered six or seven acres.

5—Commodore Cornelius Vanderbilt, "Founder" of the New York Central, died January 4, 1877, in his mansion on Washington Place, New York City, in the presence of 62 relatives.

Buffalo Man Feted As He Ends 50 Years

Employes of Carroll Street office, Buffalo, held a gathering July 16, in honor of F. J. Baritot, who on that date completed 50 years of continuous service with the New York Central System.

Starting as stenographer in the Louisiana Street Office of the old Lake Shore, he worked through various departments. When Louisiana Street was merged with Carroll Street, September 1, 1928, he was appointed Assistant Chief Clerk in the consolidated office. In December, 1929, he was placed in charge of handling the perishable traffic, a position which he still holds.

Many fine tributes were paid him by the various speakers who included L. W. Clegg, Freight Agent and T. A. Ward, Freight Claim Agent. Presentation of a purse from his fellow workers was made by James H. Riley, Head Reconsigning Clerk. A floral tribute was also sent him by the staff of P. D. LeFevre, District Freight Claim Agent.

For many years Mr. Baritot played baseball with the Kennedys, the Letter Carriers, and the Transportation Club of Buffalo.

Mr. Baritot resides with his family at Wanakah, N. Y.

Ball League For Beech Grove Shops

Baseball has again invaded the Beech Grove Car Shops. Starting from scratch, the passenger shop supervisors decided to call the bluff of the upstarts in the electric shop and so far the electricians are still running their bluff—but good.

The freight shop supervisors then took up the challenge and also were soundly walloped. The coach department provided the victims for the next slaughter.

From these challengings a fair league has sprung up, consisting of the passenger shop supervisors, freight shop supervisors, coach repairmen and the electricians.

Two games are played at the Beech Grove Lion's club park each Thursday night. Music is provided by the Big Four band and capacity crowds are in attendance at each performance. The proceeds are used for charitable purposes.

If you see a bunch of old men hobbling around the passenger shop, first clutching one leg and then another, you can bet your bottom dollar that it's Friday morning and the Supervisors have taken another Thursday night drubbing.

R. W. Tinning, Jr. has been promoted to Assistant Electrical Foreman and W. E. Herold has been transferred to Electrical Inspector—Big Four.

H. F. McClain has returned from his temporary duties as Equipment Inspector and has assumed the duties of Foreman vacated by R. W. Tinning, Jr.

144 in Detroit Offices Donate Pint of Blood

Many a seriously wounded member of our armed forces, perhaps even a boy from the Auditor Passenger Accounts, Detroit, will owe his life to the patriotism of forty-four Auditor Passenger Accounts employes, who each donated a pint of blood to the Red Cross Blood Bank.

Two-time donors are Walter Paul, Dorothy Stoll, Walter Singer, Florence Hirschmann, Helen Owen, Norma MacIver, Philip Porach and Marion Middleton.

The Auditor Freight Account Office had more than 100 donors.

Jovial Chester S. Nickerson, Head Clerk in the A.P.A. office, has been a grandpa since August 7, when a girl was born to his daughter. Nick was understandably elated, and said he didn't feel any older than he had the day before.

Orchids to Bill Gallagher, Division Clerk in the Auditor Passenger Accounts Office, Detroit. He and his charming wife have adopted a four months old baby boy, naming him William, Jr.

Although calls to Uncle Sam's services cut the League to four teams this year, the Detroit A. A. Softball schedule was nonetheless bitterly contested. Through its ability to lick the second place Auditor Passenger Accounts team at will, the Auditor Freight Accounts aggregation won the 1942 championship. If A.P.A. could have defeated A. F. A. on the last night of the season, August 6, the League would have had two teams tied for the lead. But they were downed 9—0, Phil Porach getting their only hit. Mail Room and Coach Yards completed the League.

Mrs. Masson Retires

Mrs. Mabel M. Masson, Stenographer-Clerk in the Milwaukee office, retired August 1 after nearly thirty-three years of continuous service with the New York Central System and affiliated companies.

Mrs. Masson first took service with the Western Transit Company at Milwaukee on October 1, 1909.

A farewell dinner was given her July 27 at the Elks Club, Milwaukee. About twenty officials and associates were present, including D. S. Mackie, A. W. Morgan, and W. W. Morfa from Chicago.

Albert C. Grunst, Chief Clerk to the Master Mechanic, Locomotive Department, Detroit, died July 29, at the age of fifty years. Mr. Grunst was hired on June 14, 1909, as a Caller, promoted to a Clerk on December 1, 1909, and to Chief Clerk on October 16, 1916.

Hugh A. McDermid, Detroit, employed as a Locomotive Engineman since September 24, 1889, retired August 1, after fifty-three years of service at Detroit.

Woman Assistant Has Busy Time in Pullman Post These War Days



Miss Helen M. Reynolds at her desk in the Pullman Reservation Bureau, Grand Central Terminal

Miss Helen M. Reynolds has seen many changes in Pullman Reservation Bureau, Grand Central Terminal, but nothing like the change that has occurred during the past year since she was appointed Assistant Manager—a unique position for a woman.

The bureau used to think it was busy during the late travelling-twenties, but today its activities have increased far beyond that peak. Since January alone it has made a fifty per cent increase in its personnel, mostly women clerks who record the reservations.

Miss Reynolds oversees the general work of the bureau, moving among the clerks seated before the diagram racks, recording reservations herself or answering a steady succession of telephone calls at her desk—trying to sell an upper berth when no lower is available, explaining why no accommodations can be had, ironing out scores of problems during the course of the day. She shares this work with F. T. Lawrence, Assistant Manager, under the direction of E. N. Adams, Manager.

Not only is the demand for Pullman space unprecedented, Miss Reynolds explains, but the bureau also handles the reservations for coach seats on such trains as the Empire State Express, Pacemaker and Southwestern Limited. There are now hundreds of

these seats and making out a reservation for each one following the same procedure as that used for reserving Pullman space.

What makes the Pullman Reservation Bureau such a busy room in Grand Central Terminal is indicated at its own telephone switchboard, attended by two operators. Often these days all sixteen wires on its private number are in use, besides many leading from the New York Central general exchange. Furthermore, the bureau, formerly open from 7 a.m. to 12:15 a.m., entered upon 24-hour per day operation July 15. It employs sixty-eight people.

Miss Reynolds began work with the bureau as a Stenographer when it was first organized in 1917 at the New York Central offices at 1216 Broadway. Rushing the reservation cards to the Pullman Conductors of trains was not then the convenient thing it is today, which was why the bureau was moved a year later to the Terminal. Miss Reynolds was promoted to Chief Clerk, a position she held for many years until her recent appointment.

As an Assistant Manager of the Pullman Reservation Bureau, Miss Reynolds is the only woman on the New York Central and, perhaps, on all other railroads in the country holding such an official position.

1,000 at Annual Outing of I. H. B.

Despite rain and overcast skies in the forenoon, approximately 1,000 persons, members of the Indiana Harbor Belt Athletic Association and their wives and children, attended the 19th annual picnic of the Association at Black Oak, Ind., August 9.

It was a big day for all, particularly the children, who received free tickets for all carnival concessions, which were operated by one of the Association's members. A bingo concession and a food stand were managed by girls of the Bowling League, and they are reported to have done a splendid job.

Committees under Chairmen J. L. Cole, Charles Schafer, Harold Story and John Toth, functioned 100 per cent in providing games, races, and other activities. General Chairman Leo Smith, assisted by President R. P. Liesenfelt and Treasurer J. C. Maguire and their wives were busy throughout the day.

Valuable prizes were awarded in twenty race and game events. Free dancing was provided in the afternoon by an orchestra composed of sons of members, and from 5 to 9 p.m. by the Tip Top Trio.

The day was accounted as being particularly successful in that among the 1,000 people present there was no injury or difficulty of any kind.

Chicago Girl Is Soldiers' Hostess

Deserving of a high place among the thousands of New York Central employes who are giving generously of their spare time to aid in one way or another, the Nation's war effort, is Miss Victoria Penn of the Vice President's office, Chicago.

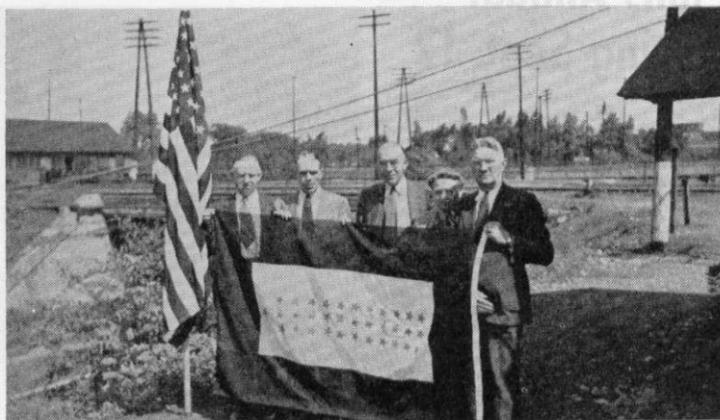
Miss Penn, a pioneer worker at the

Overseas



Alfred J. Berger, shown above, a former pipefitter in the Car Department at Mott Haven, is now overseas, with the armed forces. In a letter received recently he sends greetings to his former fellow workers and announces that he has just been promoted to Corporal. His father is employed in the Tinsmith Shop at Mott Haven.

Two Gold Stars on Air Line Junction Service Flag



This picture shows the office force at Air Line Junction, Toledo, holding service flag and standing beside the American flag, which were purchased by subscription, by the Transportation Department Conductors, Brakemen, Register Clerks and Callers. Shown in the picture are, left to right: Edward Bolton, Stenographer; Max Lloyd, Chief Clerk; A. Hart, Trainmaster; Miss Helen Simmons, Chief Clerk and W. J. Hamann, Trainmaster. Absent from the picture is A. C. Nelson, Trainmaster. The service flag now has two gold ones, as well as 37 blue ones, with about ten more to go on in the near future. The service flag represents boys in Ireland, Hawaii, Alaska, New Caledonia, and other far places.

Chicago Service Men's Center, volunteered her services several months before Pearl Harbor, and she is now acting as Hostess Chairman every Wednesday night. In addition, she devotes each Saturday afternoon to the newly opened center in Lincoln Park.

The Service Men's Centers in Chicago have become known to men of the armed forces throughout the entire country, for the word has gone out from the men who have visited these centers that nowhere do they receive a warmer welcome.

To indicate the extent of activities of the Chicago Centers, during a recent typical week, 82,453 soldiers, sailors, marines and coast guardsmen visited the centers. In the same week they consumed 2,978 pounds of "hot dogs," 764 pounds of sandwich meats, 200 pounds of coffee, 37 cases of fruit, 1,289 pounds of candy, and other items in proportion.

Every week the men at the Centers are entertained by outstanding celebrities of the entertainment world, including, recently, Shep Fields and his band, Gene Autry and Waddy Wadsworth and his Saxophone Specialists.

Talks to Pensioners

H. W. Coffman, General Westbound Agent, Chicago, was the speaker at the June meeting of the New York Central Pensioners' Club in Chicago.

Mr. Coffman outlined how the New York Central has helped to meet national crises of the past, and pointed out that never before has the railroad been better equipped to handle the job now before it.

I. H. B. Track Laborers Albert Lorenz and A. C. Wulf, Chicago, were inducted into the army in June.

Walter Drabik of the army, former C. R. & I. Track Laborer, Chicago, recently paid a visit to the Supervisor's office while home on furlough.

Don Davis, clerk in the office of the General Claims Attorney, New York, is now a member of the armed forces.

Chicago Square Club is Entertained

The N. Y. C. Lines Square Club of Chicago was the guest, July 24, of St. Peters Lodge No. 6, F. & A.M., at Edwardsburg, Mich. John Carey, President of the club made the arrangements. Twenty-four Lodges were represented. David McIntosh, Master of Equity Lodge, and the club's degree team, conferred the third degree on Theodore Hoover, an employe of the Western Division. Refreshments were served by St. Peters Lodge.

It was an evening long to be remembered by all who made the trip, but more so by Daniel McIntosh, who celebrated his 81st birthday and John Carey who also had a birthday.

Earl Venier appeared in a somewhat nervous but happy frame of mind, and upon inquiry said he had just become the grandfather of a future Mason and Club Member.

Mt. Carmel Notes

Mrs. Martha Abdill of Mt. Carmel, Illinois, wife of Conductor Wade Abdill, died suddenly of a heart attack, August 1.

C. E. Cory, Road Foreman, enjoyed a two weeks vacation at his home in Mattoon.

Officials in charge of the recent blackout in Mt. Carmel, Illinois, complimented the Big Four in their 100 per cent co-operation in making it successful.

Machinist Martin Fridrich and wife vacationed in Washington, D. C., with their son.

Miss Helen, daughter of Engineer Frank Zirkelbach and wife, was married at the Lutheran Church, August 10, to Lieut. Robert Lewis of Camp Rucker, Alabama. They departed August 12 for their new Alabama home.

Victory Garden in Elkhart Yard

A Victory Garden now embellishes the Elkhart, Indiana, yards. Located between the eastbound yard tracks and the car repair tracks, the garden has a flagstaff and a fence painted in red, white and blue.

The garden was planted by J. W. and C. F. Noffsinger, Car Inspectors and brothers. Beans, corn and flowers appear to flourish well on a diet of cinders and water.

Honored at Albany

George J. Flanagan, who was appointed General Car Inspector on W. H. Flynn's staff, effective July 1, was guest of honor at a dinner given by the supervisors, West Albany Car Shop, at the TenEyck Hotel, Albany, July 18.

During the noon hour of the same day, he was presented with farewell gifts by the men at West Albany Car Shops whom he had previously supervised.

Assistant Superintendent Kennedy, Retiring, is Honored by 150 Friends at Dinner in Van Wert, Ohio



J. V. Kennedy, Assistant Superintendent of the Ohio Division at Van Wert, Ohio, retired from active service July 31. He was honored by fellow officials and employes at a luncheon in the Hotel Marsh on his seventieth birthday, July 28, and at a dinner at the Elks Club, attended by

150 railroad men and friends.

C. H. McElroy has been appointed Assistant Superintendent to succeed

Mr. Kennedy.

T. W. English has been appointed Train Master with headquarters at Springfield, Ohio, vice Mr. McElroy.

Chicago Post Takes Sons to Ball Game

Commodore Vanderbilt Post No. 789, the American Legion, Chicago, was host to its members' sons at a White Sox-Detroit Tiger ball game in Chicago August 4.

Legionnaire H. C. Eiermann was in charge of the boys, who went to the ball park in a body from the New York Central Station at Englewood.

John A. Blasko, retired Car Oiler, Ashtabula Old Car Shop, died at his home, 743 East 15th Street, Ashtabula.

Patrick J. O'Brien, Passenger Carman at West Albany Car Shop for 43 years, died July 10, as the result of injury sustained in an automobile accident.

Bonds Help You and U.S.

Manhattan A. A. Plans Annual Outing Sept. 12

The New York Central Athletic Association of Manhattan announces its annual outing this year will be held at Crugers Park on the Hudson, Saturday, September 12.

The Railroad management has arranged to have additional cars added to the 12:19 P.M. train (DST) leaving from the lower level of Grand Central Terminal and will arrive at Crugers about an hour later.

John Holbert, General Chairman and Vice Chairman Joseph Heller promise that this year's outing will be something worthwhile. During the day there will be a special soft ball game between Harmon All-Stars and Manhattan All-Stars. Horseshoe pitching, novelty games and races for men, women and children are also on the program, with prizes for each event. A radio car will be in attendance with community singing for all.

Arrangements made by the Committee as far as refreshments are concerned have been highly successful and there will be no item on the refreshment list that will exceed 10 cents.

Tickets will sell as follows: Children 25 cents, members 50 cents and guests \$1 (not including railroad fare). This is the same ticket arrangement as in other years, the members paying one-half price for all refreshments purchased.

Five Join U.S. Forces

The following employes from the Freight Tariff Bureau, New York, have volunteered or been inducted into the armed forces of the United States:

J. T. Beach, stationed at Kelly Field, Aviation.

G. F. Conley, stationed at Fort Benning, Ga., Infantry.

M. J. Stitzenberg, stationed at Lake Charles, La., Technical Sergeant, Air Corps.

C. D. Wangler, stationed at New York, Petty Officer.

W. W. Winters, stationed in North Carolina, attending Officers Training School.

There was joy in the Doss family when a six pound son entered the world recently. Congratulations and good wishes were expressed by office associates.

J. Rizzo has annexed to himself a beautiful wife. He was presented with an electric mixer by his office associates.

E. D. Alderwick Given Birthday Party

Earl D. Alderwick, Chief Clerk in the General Car Foreman's office at Utica, N. Y., celebrated his fiftieth birthday, August 12, and was the guest at a party given by his fellow workers in the home of Joseph Furtek, 509 Nichols Street.

Chris Cardillo and Michael Mudoc spoke and Andrew Szesniak sang.

Mr. Alderwick was presented a complete riding outfit by his friends.

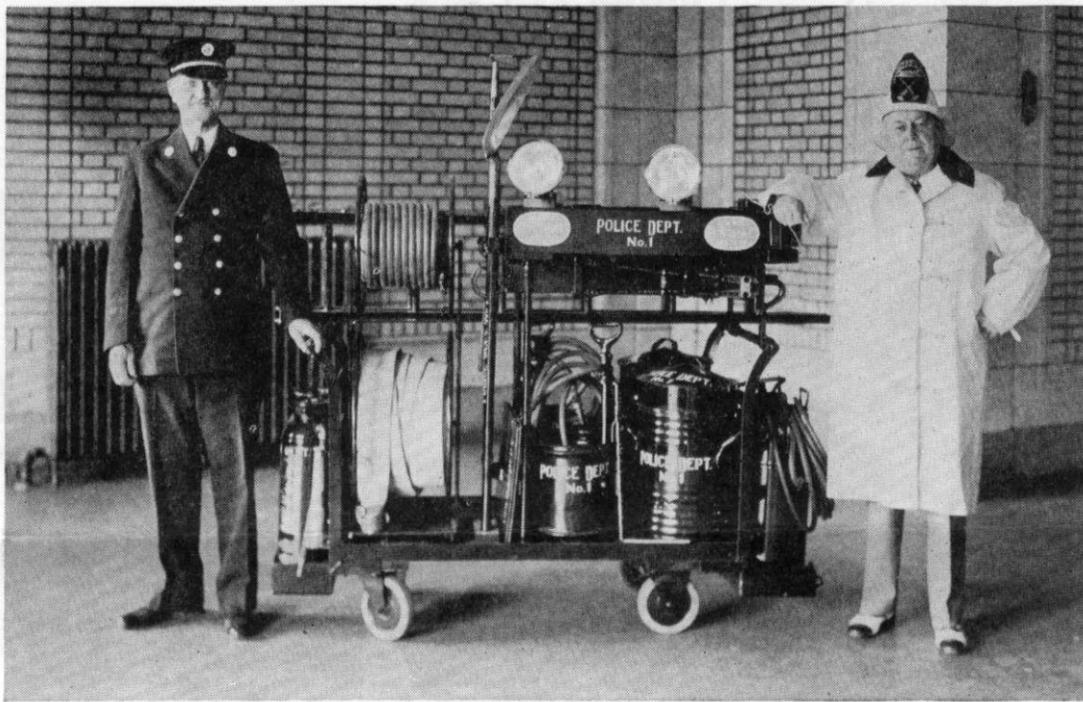
(Concluded from page one) accomplishments with the R.A.F. lies the disappointment of being turned down by U. S. Air Forces. For two years he applied for air training but was not accepted because he lacked college credits. Finally he enlisted in the R.C.A.F. and won his wings in June, 1941.

Transferred to Great Britain in August as a Sergeant for operational training, he was soon assigned to an R.A.F. squadron and went into action immediately. He was commissioned a Pilot Officer in May.

In numerous letters to his mother, written before public recognition was at last accorded him by the British War Ministry, he made only modest references to his many encounters with the Nazi foe.

★ ★ ★ ★
Bonds Back Up Our Boys
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New Detroit Fire Truck, Asst. Fire Chief and Mr. McKee



Picture shows a wartime fire truck designed by M. J. Max, Chief of Police at Detroit, and built at the Michigan Central Shops at Detroit. With the exception of the fire extinguishers, hose and lights, this truck was made out of scrap collected at Detroit. It was put in operation June 15 for use in the Detroit Passenger Terminal Building.

Shown (at the left) are John Keef, Assistant Chief, Detroit Fire Department, and J. L. McKee, Assistant Vice President & General Manager, in the regalia of the Detroit Fire Department.

Sparks from Rolling Wheels

Richard J. Welsh, office of Auditor Station Accounts & Overcharge Claims, is now located at Atlantic City in the Technical Training School, Army Air Corps. He contributed toward the success of many events of local railroad organizations, especially the Athletic Association, through his talent in drawing and cartooning, and will be missed.

W. H. Woods, Superintendent of the Mohawk-Hudson Divisions, on August 17 announced the appointment of Earl Johnson as Train Master.

Paul Desilets, Passenger Representative, Denver, is now Captain Desilets of the United States Army, having received his commission last month.

George E. Slocum, formerly employed in the Signal Department at Gibson Yard, Indiana, has been chosen honor man in his company at the Great Lakes Training Station. He enlisted in the Navy as an apprentice seaman in June. He is the son of George F. Slocum, Operator on the Western Division.

L. Relyea, Superintendent, announced that, effective June 1, H. G. Farnham has been appointed Assistant Superintendent, River Division, with headquarters at Weehawken, N. J.

David N. Newler, Clerk in the North Tonawanda office of the New York Central, was graduated June 10, from the University of Buffalo, which gave him a bachelor's degree. All Mr. Newler's college work was done in the evenings. He has been study-

ing for nine years and majored in psychology because of his interest in personnel work.

James Judd, 18-year-old son of F. A. Judd, Western Publicity Representative, Chicago, enlisted in the United States Marines, July 24, and is stationed at San Diego, Calif.

James Hope, Mail Clerk in General Passenger Agent's office, Chicago, is now in the Army, and Bob Stott, Jr., Messenger in the same office, has enlisted in the Navy.

John G. Speirs, Stenographer in the Commerce Section, Freight Traffic Department, Chicago, has enlisted in the Army Air Corps. His co-workers presented him with a traveling bag.

Thomas J. McCook, son of J. F. McCook, Assistant Engineer, Engineering Department, New York, was recently admitted to the Naval Academy at Annapolis as a Midshipman.

Mrs. Kathryn McNeill Feted, Ending 31 Years' Service



The Markeen Hotel ballroom, Buffalo, was the scene of a gay gathering when the employes of Carroll Street Freight Office feted Mrs. Kathryn B. McNeill, who retired after 31 years of service.

Mrs. McNeill started her service as a telephone operator on the old Lake Shore at Louisiana Street Freight Station, working thereafter in many departments, and moving to Carroll Street September 1, 1928, when the Louisiana Street and Carroll Street Stations were merged.

Many tributes were paid her by various speakers, including L. W. Clegg, Freight Agent; Mrs. Mary

Landers, representing the office staff of the District Station Accountant; Miss L. M. Goerss; James McMahon and others.

Arrangements were in charge of Mrs. H. T. Seehaver and Miss Lotetto Mulderig; the art work was by Mrs. Grace Wixted and the music by Miss Margaret McTigue. J. P. Dolan acted as toastmaster.

The picture above shows the speakers' table.

Seated, left to right, Miss Hattie Butler, Mrs. McNeill, Mrs. Gerry Schultz, J. P. Dolan and Mrs. Joseph Sullivan.

Standing, left to right, C. W. Perry,

Assistant Agent; L. W. Clegg, Freight Agent; Mrs. William Boldt and Miss Lillian M. Goerss.

J. C. Bollman Now Staff Sergeant

Jack C. Bollman, formerly employed in the Auditor of Freight Accounts Office, Detroit, who entered the Army July 29, 1941, has been promoted to Staff Sergeant. Jack was promoted to Corporal in December, 1941 and to Sergeant in June, 1942. He has received training at Fort Custer, Mich. Fort Monmouth, N. J. and Camp Crowder, to which point he returned after a ten day furlough.

R. R. Rex, IHB Supervisor of Track, and his wife spent their vacation at Eagle River, Wis.

On July 7 was born to Mr. and Mrs. Hugh Garrett an eight pound daughter. Mr. Garrett is a Car Department Car Inspector at Sharonville, Ohio.

Charles Lee LaBolt, a Brakeman on the west end of the Indiana Division, left for service in the Army on May 15. He is at the Engineers Replacement Training Center, Fort Leonard Wood, Missouri.

William C. Barnett has been appointed Claim Agent at St. Louis, working out of the office of District Claim Agent M. N. Ray.

Norman H. Fults, Section Foreman on the Kankakee Line, Walkerton, Ind., retired June 30 after over 41 years of service, 40 of which he spent as Foreman. He was presented with a gift by his fellow workmen.

Henry Kreutzberg, 87, pensioned Wireman of the Electric Lighting Power Department, Grand Central Terminal, died June 18 in the Mount Vernon, N. Y. hospital after a short illness. He retired 17 years ago with a service record of 33 years.

F. W. Grell, Traveling Freight Agent in the Denver Agency, entered the service of the U. S. Army Quartermaster Corps on August 3 and is at Camp Hamilton, Brooklyn, N. Y., as a First Lieutenant.

Mrs. Margaret C. Covalt, 90, mother of H. A. Covalt, Agent at Warsaw, Ind., died at her home in Swayzee, Ind.

Jack Covalt, 18, son of H. A. Covalt, Agent, Warsaw, Ind., enlisted in the U. S. Navy July 3, and is now at Great Lakes Training Station.

Lester Ehrhardt of the Coal & Ore Dept., Cleveland, recently celebrated the arrival of a son and heir, Robert William, by passing out cigars and candy to his many friends in the Terminal Tower. He says they may call the bundle of happiness Bill because he came the first of the month.

J. Blyer Hulse, Tracing Clerk, in the office of the Manager of Freight Transportation, and his son, Jackie Jr., will celebrate a double birthday on September 10. Jackie Jr. is one year old.

Leroy Blue, General Freight Agent, Chicago, is a proud grandfather now, his son Charles having been presented with his first child, a son, Charles Leroy Blue, Jr.

Miss May Doolan, Assistant General Freight Traffic Manager's Office, Chicago, who has been absent some weeks for foot surgery at Wesley Memorial Hospital, is at her desk again, and wearing her silver slippers.

Elliott's Last Run Ends 50 Years' Work

George K. Elliott, on August 1, made his last run after 50 years of service with the Central. He had been an Engineman for 46 years and made his last run from Brewster to North White Plains. His engine was decorated with bunting and track torpedoes were exploded in his honor.

In his half century of service on the Harlem Division, Engineman Elliott never had an accident. He is a member of a railroad family, his father having been a Harlem Division Conductor for 47 years.

Music for War Prisoners Sought

Contributions of unused or discarded musical instruments, for use by Americans held as war prisoners by the Japanese, are asked by War Prisoners' Aid of the Y.M.C.A. Contributions may be sent to any "Y" or, preferably to the War Prisoners' Aid, 45 West 46th Street, New York City.

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Bonds Can Shorten War
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E. C. Buhrer Dies Suddenly

Edward C. Buhrer, Supervisor of Track on the Cleveland Division, with headquarters at Sandusky, died suddenly July 28 from a heart attack.

Mr. Buhrer, whose service with the New York Central covered about forty years, was born in Cambridge City, Md., July 5, 1884. A resident of Sandusky for a number of years, he had taken an active part in many local events, particularly politics and lodge work. Several years ago he became Chairman of the Republican Organization and had been an active party worker all his life. He was also a Past Exalted Ruler of Sandusky Lodge of Elks and a member of all Masonic bodies, including the Toledo Consistory, Toledo Shrine and 32nd Degree.

Mr. Buhrer was also a member of St. Stephen's Evangelical and Reformed Church.

He is survived by his widow; a daughter, Catherine, of Sandusky; a son, Lieut. Edward Buhrer, Jr., of the United States Air Corps, stationed at Randolph Field, Texas, where he is an instructor; his aged mother, Mrs. Caroline Buhrer, of Perrysburg, Ohio; two sisters, Mrs. Florence Hasemeyer of Toledo and Mrs. Ruth Wolfert of Perrysburg; and two brothers, Charles of Davenport, Iowa, and Arthur of Salt Lake City, Utah.

Funeral services were held Friday, July 31, with burial at Oakland Cemetery, Sandusky.

Elizabeth Kavanagh

Miss Elizabeth A. Kavanagh, 46, Secretary in the Office of Manager, Freight Transportation, died August 20, in the Morrisania Hospital, New York, after a brief illness.

Miss Kavanagh, who lived at 1420 Grand Concourse, entered the Company's service in the Rolling Stock Department in March, 1913. She twice left the service but was re-employed in that department on August 1, 1919.

In 1922, she was transferred to the Office of Transportation Assistant to the President, which was later merged with the Office of Manager, Freight Transportation.

Charles H. Graeber

Charles H. Graeber, Assistant Chief Clerk, Car Department, at Buffalo, died suddenly recently at his home in Kenmore.

His was a congenial and likable personality and he possessed an unusually hearty laugh. He was widely known in railroad circles. Mr. Graeber was employed by the Car Department for 37 years.

His wife, Mrs. Adelaide Graeber, survives.

A. L. Brinkman

Alexander L. Brinkman, 66, local Freight Agent, died at his home in Bay City, July 1, after a short illness. Mr. Brinkman was born in Michigan City, Indiana, Feb. 4, 1876, and went to Bay City in 1930. Surviving are his widow, Mrs. Myra A. Brinkman, of Bay City; two brothers, Fred of Bemidji, Minn., and Louis J. of Detroit, and one sister, Mrs. Caroline Isbey, Detroit. Funeral services were held at the home July 2. The body being removed to Michigan City for interment.

G. W. Hepenstal

George W. Hepenstal, formerly with the Passenger Department until his retirement about ten years ago, after 53 years' service, died August 15, at his home in Yonkers. He was 80 years old.

Lamont H. Powers

Lamont H. Powers, who worked for the New York Central for 47 years, before he retired in 1937, as Chief Examiner, died August 15, at his home in Yonkers. He was 75.

James C. Myers

James Chester Myers, better known as "Breezy," died in the Veteran's Hospital, Indianapolis, July 31.

Mr. Myers was born February 8,

Big Four Employees Join Railroad Engineers



Indianapolis Times Photo
Some of the 25 Central men who have recently become members of the 753d Engineers, Railway Shop Battalion. They are: (front row, left to right) Paul Meier, James C. Woltring, Ford Blanford, Robert L. Winkley; (2d row) Kenneth E. Ausbrooks, Eugene Trefz, Donald La Roche, Clifford Krichbaum and R. J. Gerald Wilkins.

Edward Hare

Edward Hare, General Agent at Atlanta, died suddenly in Savannah, July 28, while on a business trip.

Mr. Hare, a native of Columbus, Ohio, entered rail service in 1904. He had held various positions, serving as commercial freight agent, Columbus; traveling freight agent, Louisville; city freight agent, Cincinnati; general agent, Jacksonville, Fla., and general agent at Atlanta since June 1, 1930. His wife survives.

Mr. Moore was born March 14, 1878 at Athens, Ohio. He was employed as an engineer at Mattoon, Ill., on October 6, 1906, coming to this Road from the "Frisco." Due to ill health he was forced to retire May 23, 1937.

Conductor's Wife Dies

Mrs. Oscar Hill of Indianapolis, a former resident of Mattoon, died at her home July 24, following a heart attack. She had been in ill health for more than a year.

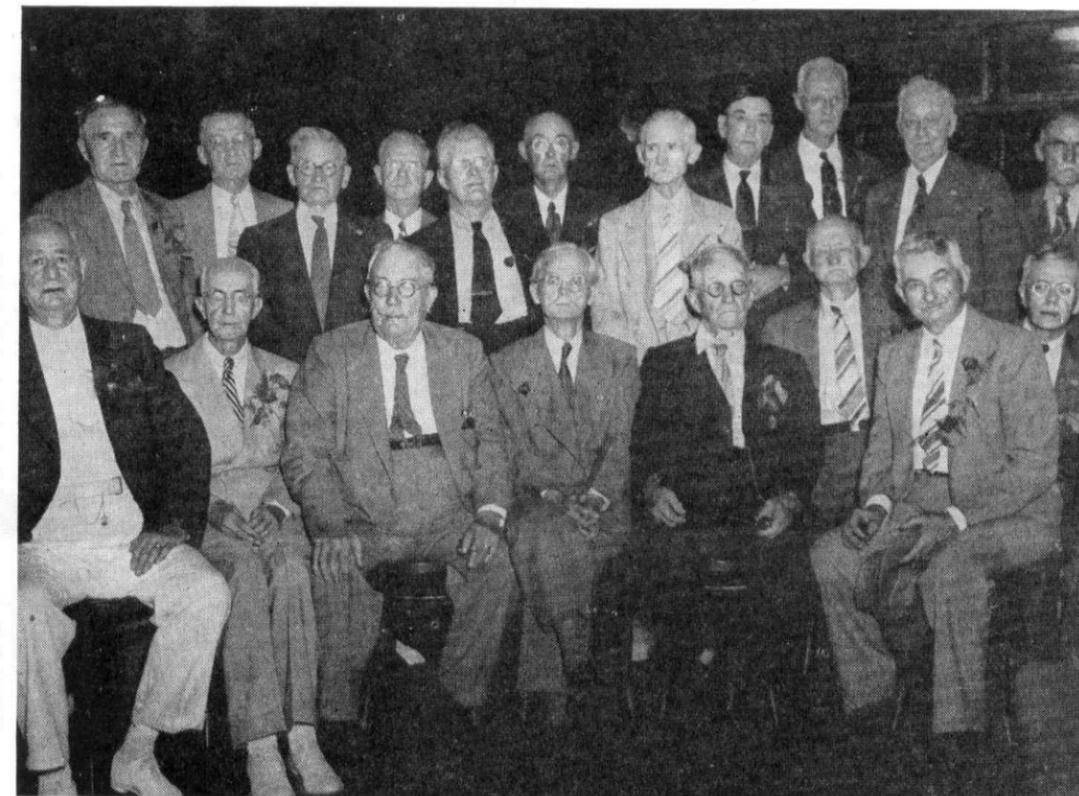
She was the wife of Oscar Hill, Passenger Conductor, running between Indianapolis and St. Louis.

Elza E. Moore

Elza Edward Moore died July 19 at his home in New Memphis, Illinois.

★ ★ ★ ★
Bonds Help Our Boys
★ ★ ★ ★

Indiana Harbor Belt Pensioners Honored at Dinner in Riverdale, Ill.



Front row, left to right: C. S. Colgrove, H. C. Petrie, Erik Erikson, Frank Erickson, Steve Messenger, Andrew Shannon, C. L. Burgess and Harry McLean. Rear row, left to right: W. F. Nagel, J. T. Otto, George Dewar, W. B. Finley, Charles White, W. C. Taylor, Richard Doolin, J. J. Dee, H. D. Roland, Thomas J. Doyle and Charles Earnhart.

Pensioners of the Indiana Harbor Belt Railroad were honored guests at a dinner given by the I.H.B.A.A., July 27, at Redwood's Restaurant, Riverdale, Ill.

The dinner, enjoyed by pensioners and their friends and former fellow-

workers, was followed by entertainment by Thomas Doolin and Miss Gene Kline of Hammond, Ind. This, in turn, was followed by a dancing and singing group under the direction of Mrs. E. Starks, also of Hammond.

G. O. Earnhart acted as master of ceremonies and short talks were given by Ray Liesenfelt, President of the I.H.B.A.A., and N. D. Connelly, former Superintendent of the I.H.B., and by each of the pensioners.

From Chicago N. Y. C. Police Desk Blotter

We are back. After being on the road for three months, taking finger prints and pictures for employe identification, we are getting back into the routine of our regular job. If you desire any information about the Chicago territory, the C. R. & I. or the I. H. B., ask us. We traveled every mile of these roads and know the shortest way to get to all yards, shops, round-houses and offices. We enjoyed the experience, and want to thank all for the full co-operation that was extended to Viall, Howe and Vogler, the Chicago identification crew.

The Chicago Police Department extends its sympathy to Lieutenant Toohy, whose mother passed away recently.

Congratulations are in order! John Carron, claim investigator, has been promoted to Sergeant.

Francis Lee, formerly of the M. C. Police Department, is now on the City of Chicago police force.

Flagman A. L. McGinnis of the C. R. & I. is at home with a broken leg. It was a street car accident. He would appreciate visitors.

I. H. B. Crossing Man C. E. Delano is at home because of a broken hip. This accident occurred at home.

Notes From Office Of Gibson Auditor

Station Accountant, Frank T. Hallett, Gibson, is back on the job after a long illness.

Earl Cathcart, Rate Clerk, is also back to work after having been off a month following an operation.

Mrs. Ann Nelson, Clerk, is confined to Presbyterian Hospital, Chicago, following a serious operation. Mrs. Nelson has been off duty over four months.

Three recent Army inductions: A. D. Bonneau, Clerk, July 29, 1942; R. S. Neiner, Clerk, August 5, 1942; M. C. Beckmann, Clerk, August 18, 1942.

Some recent promotions: Private W. E. Gidgeon, now a Corporal; Private First Class E. H. Austgen, now a Sergeant; Private W. J. Gallagher, now a Corporal; Private J. C. J. Wilfinger, now a Corporal.

Emrick Gets Bars

Members of the Division Engineers Office forces, Chicago, telegraphed congratulations to their former co-worker, Jack Emrick, Jr., who was commissioned a lieutenant August 5 at Brooks Field, Texas.

Some Recent Deaths

George L. McDougall, Dairy Agent, Indianapolis, died July 31 at his home. His service with the New York Central and affiliated companies covered 38 years. He was widely known among railroad men and shippers in his territory, which covered Indiana, Illinois, Missouri and Oklahoma.

Mr. McDougall was born in Shelby County, Indiana, Jan. 6, 1877. He entered railroad service in 1904 and served as a clerk, traveling agent, and dairy agent until he retired on July 1, this year, due to ill health. He is survived by his widow, a son and daughter.

Claude R. Weaver, 51, Signal Foreman, died at the home of his daughter in Scotia after six months' illness. He had worked in and around Schenectady for 30 years.

Thomas J. Murphy, 85, former Passenger Conductor on the Big Four for 54 years before his retirement 15 years ago, died recently in Cleveland.

John E. Clayton, 40, Shopman at Ashtabula, died recently after three week's illness.

Jacob Mutchler, 82, formerly a Century Conductor, died recently after a brief illness. He was an employe for 47 years.

Delaney Takes Post of Scott

Recent appointments include the following:

SEPTEMBER 1

J. B. Delaney, formerly Assistant Superintendent, Syracuse Division, to be Superintendent Pennsylvania Division at Jersey Shore, Pa., succeeding Howard Scott, retired.

N. J. Evans, formerly Train Master, Buffalo Division at Buffalo, to be Assistant Superintendent, Syracuse Division at Syracuse.

I. A. Olp, formerly Assistant Train Master, Buffalo Division, to be Train Master, Buffalo Division.

J. F. Nash, formerly Special Agent, Buffalo Division, to be Assistant Train Master, Buffalo Division.

Effective August 11, A. A. Darby, as Agent, Pier 34, East River, New York, succeeding J. A. Smith, who died suddenly. P. V. Ferris will succeed Mr. Darby as Agent at 130th Street and J. W. Statler will succeed Mr. Ferris as Assistant Agent at 33rd Street. Effective August 19.

AUGUST 17

W. V. McCarthy, formerly Train Master Mohawk Division at De Witt, to be Assistant Supervisor of Schedules in the office of the Assistant General Manager at Syracuse.

C. F. Grimes, formerly Train Master, Mohawk Division, at Selkirk, to be Train Master at De Witt.

Earl Johnson, formerly Assistant General Yardmaster at De Witt, to be Train Master at Selkirk.

C. R. Timmons has been appointed Agent at Tarrytown to succeed Mr. Statler.

(Concluded from page one)

the car. These feelers, made of oak, are four inches apart and extend in an arc around the car to a distance of three feet from the roadbed on each side.

The feelers, upon meeting an obstruction, swivel backward easily and hold their deflected position for measurement. They extend outward seven feet six inches on the sides from the center of track and to a minimum of seventeen feet, seven inches high.

Measurement of top clearances is ingeniously and accurately performed by a pantograph of stainless steel, more than six feet in diameter. This pantograph is connected to a small pantograph inside the car which makes a reduction of one-twelfth and records the reading on drawing paper to make a chart of the clearance. The draftsman plots out the finished drawing.

X-800 is constructed with a large steel platform on its front end, topped with a wooden upper deck for operation of the pantograph. Inside, the car contains a platform for operation of the small pantograph, storage space for tools, a drafting table, washrooms and a shower. It contains no sleeping quarters or kitchen, making stops for the crew at convenient sidings or yards.

Before the new car was built, clearance measurements were taken from a flat car.

Girls Sell Tickets

FOURTEEN attractive young women are being trained in Grand Central Terminal as ticket sellers for the New York Central System to augment the present sales organization and also to replace the men called to the service of their country. F. H. Baird, General Passenger Traffic Manager, announced August 19.

This represents a radical departure from the former practice of hiring only men.

"The young women," Mr. Baird said, "were selected on the basis of personality, enthusiasm, experience in contacting people, and general educational background."

After a period of training, the girls will fill in on the local ticket windows on the Lower Level. As they gain in experience, they will move on to the main ticket windows on the Upper Level, and also, possibly, to a new series of ticket booths which are to be installed on the Main Concourse between the Information Booth and the Vanderbilt Avenue stairs.

N. Y. Central Mother of Slain Air Hero Receives His Decorations



Col. Thomas Crystal, post commander of Fort Jay, presents Soldier's Medal to Mrs. Mary C. Church, mother of Lt. Russell M. Church, Jr., killed in Philippine action. The dead airman's father holds Distinguished Service Medal, also posthumously awarded his son by Gen. MacArthur's order. Church hailed from Dumont, N. J.

Mrs. Mary C. Church, 66 Delaware Avenue, Dumont, New Jersey, mother of the late First Lieutenant Russell M. Church, 17th Pursuit Squadron, Air Corps, received the "Distinguished Service Cross" and "Soldier's Medal" on August 13, posthumously awarded to her son, who was killed in action in the Philippines on December 16, 1941.

The medals were given by Colonel Thomas L. Crystal, Post Commander, Fort Jay, New York, during a Retreat Parade of the 518th M.F. Battalion.

Lieutenant Church was the son of Russell M. Church, a New York Central draftsman at New York.

Following is the citation received by the late Lieutenant Russell M. Church, by order of General MacArthur:

"Russell M. Church, (0-374264), First Lieutenant, 17th Pursuit Squadron, Air Corps. For extraordinary heroism in action near Vigan, Abra, Philip-

pine Islands, December 16, 1941. For heroism displayed in rescuing an enlisted man from drowning in the surf near the camp at Iba, Zambales, Philippine Islands, on July 5, 1941. Upon hearing a cry for help from a man who, while swimming, was caught in the violent outward current about 35 yards from shore and was in grave danger of drowning, Second Lieutenant Church who was swimming nearby, went to his aid and succeeded in keeping him afloat while they were both being swept rapidly out to sea. Other persons who were on the shore at the time noticing their predicament called natives from a nearby village, who immediately launched a banca and went to the aid of the two men, who by that time were almost out of sight, a distance of around 300 yards and brought them back safely to shore. The heroism and presence of mind displayed by Second Lieutenant Church on this occasion reflects great credit upon himself and the military service."

Lieutenant Church, prior to his death, had been awarded the "Soldier's Medal" in the Philippine Islands for rescuing a man from drowning. The following is the citation received in the award of that medal:—

"Russell M. Church, Second Lieutenant, Air Corps, United States Army.

C. U. T. Engineers Have Annual Picnic

In spite of conditions there was a good turnout at the 11th annual C.U.T. Engineering Department picnic and reunion. Saturday, August 15, which, for the third year, was held at Schuler's Tavern in Westlake, Ohio. There were thirty-six in attendance at afternoon and evening sessions.

Although the weather looked threatening, the rain held off until the first half of the fifth inning of the "Famous Ball Game," and the team captains had to toss the coin to determine who should take the slight wager each man had put up.

Old reliable Marty Corlett, now with the Highway Department, umpired, and seemed to be more impartial in his decisions this year—maybe he recalled how he had been ruled off the field last year and wanted to last the game out this time, but then again maybe the rain saved his reputation.

Lyle D. Andrus, Mayor of Rocky River, headed the representation of the old organization, which included Dave Strong, Chief Electrical Inspector for the Navy Department in the Cleveland Area; Dave M. Terwilliger, now with Republic Steel; E. L. Woodruff, County Sanitary Engineer; J. B. Smith, of the American Ship Building Corp.; W. S. Leggett of General Electric Co.; Dan Gentile, a paving contractor on the Terminal Project; Mercurio and Spurney, other contractors; Bill Heineman of the Rapid

Transit; I. C. Claus; Mel Anderson; Louie Babzevitz; John Dieckhoner of the old treasurer's office; Jim Francis; Nick Opsic of the "Galloping Dominos" and Joe Hancock, Signal Foremen.

The Chicago delegation was represented by Homer R. Cruikshank and "Shorty-Box Car" Creelman; New York, Bob Ross and "Dangerous Dan McGrew" Beekley. The Cleveland delegation consisted of "Deacon" Howard L. Bigelow, of the Division Engineer's office, Signal Supervisor Eddie N. Bousquet, and Lee Harmer of the General Manager's office.

Horse shoe pitching was attempted before the ball game and G. N. Fenn, Line Foreman still "thinks" he is a champion.

A considerable number of after-dinner speeches developed on the theme "Should we continue the affair, account of the War" and the consensus was to continue them if at all possible.

The group stood in silent respect "Facing the East" for the late F. W. Badger, who had been the life of the party at so many of the previous affairs, and the boys also spoke in remembrance of Royal Petty, who had also gone to meet the Great Engineer.

Chairman Rudy Anderson did a commendable job as master of ceremonies. The committee consisted of A. S. O'Donohue, C. O. Beck, L. H. Palmer, W. S. Ingles, A. L. Luther, W. C. Wilson, C. J. Wertz, and Treasurer Michael Somsak. H. W. Pinkerton, Electrical and Mechanical Engineer, was unable to attend but all hoped

he was having a fine vacation in Maine.

The boys noted the absence of Major Frank L. Gorman, U.S.A., and Lieut. E. E. Richards, U. S. N., who always have helped make the party a success, but this year were on more important business.

More Enter Army From Beech Grove

From the Freight Car Department, Beech Grove, these additional employees have entered the Military service during the past month:

A. B. Bolin, Painter Helper; G. D. Cork, Carman Helper; S. L. Choat, Laborer; K. K. Crockett, Carman Helper; E. C. Gibson, Laborer; C. R. Kimberlin, Laborer; D. F. Miller, Carman and G. R. Stearley, Carman Helper.

Lieut. T. E. Wilder and Lieut. P. E. White, now serving with the 753d Engineers, visited the shops during their furloughs.

Writes Book on Fares

An interestingly written book, containing a great deal of historical and technical information regarding passenger fares, has just been written and published by Clyde H. Freed, Chief Clerk, Ticket Office, Union Station, Washington, D. C.

This book of 300 pages, bound in cloth, is both entertaining and educational. It covers the history of passenger fares from the earliest days to the present. One of its features is its coverage of the fare history of each state. The book is priced at \$2.50.

"Patriotic Picnics" Are Hit in Detroit

Some people go on "Victory Vacations," but the employes of the Auditor Passenger Accounts Office, Detroit, have something a little different in "Patriotic Picnics."

The first such evening outing, intended to relieve the pressure of the times, was arranged by two energetic newcomers, Florence Walton and Jane Carpenter. It went over so well that it was decided to make it a regular feature. The attractions were bicycle riding and a weiner roast, followed by group singing.

The second party, on August 5, added horse-back riding to the schedule and substituted fried hamburgers and pop for weiners. Enthusiastic additions to the committee were Jul Conlon, Genevieve Henderson and Ruth Williamson.

A third get-together was held on August 12, and featured roller skating, with hot chili the piece-de-resistance deliciously prepared by Jul Conlon. All picnics have been held at Rouge Park.

Hugh Harrison, Clerk in the office of the Medical Director, Detroit, left September 1 to join the armed forces.

Miss Shantz Talks At Bond Meetings

Miss Irene Shantz, Secretary to the Passenger Traffic Manager, Chicago, is an exceedingly active worker in the sale of War Bonds, spending evenings at the U. S. Treasury Department giving instructions to business women in the sale of bonds, and explaining the difference in the various types, Series E, F, and G, so that they may talk about them comprehensively.

In addition Irene gives talks for the Treasury Department in the evenings before various civic groups, clubs, etc., and is taking a short course, on request of the Treasury Department, and under its direction, in radio work preparatory to giving talks over the radio. She also is serving on the committee to obtain volunteers to man War Savings Stamps booths in moving picture houses.

Wm. Quinlan Retires

William Quinlan, who began his railroad career in Grand Central in December, 1909, retired August 31, after giving thirty-two years of faithful service.

At the time of his retirement, he was serving as Patrolman in the 466 Lexington Avenue Building under E. W. Everett, Superintendent.

He was well known and liked by all with whom he had contact in the building and all join in wishing that he will find many years of happiness.

Mr. Quinlan was active in the New York Central Athletic Association, Rifle and Revolver Club, and his interest in marksmanship undoubtedly dates back to the time he served Uncle Sam in the Spanish-American War, most of the time in the Philippines.

Moves to Mattoon

H. E. Woodburn, who more than a year ago was named Division Engineer, Illinois Division of the Big Four, is now making Mattoon his permanent home. Mrs. Woodburn has arrived in Mattoon from Cincinnati, and they have taken an apartment at 1617 Lafayette Avenue.

With 10 Children, Couldn't Get House

Edward J. Leers, a New York Central Machinist at Cleveland, recently underwent a disturbing experience when for three months he was unable to find a house to rent.

The trouble was that he has ten children and for this reason got nothing but rebuffs from landlords.

Finally the Cleveland "Press" printed a picture of his family, accompanied by a story about his troubles. A good Samaritan, in the person of B. E. Hathaway, after reading about his predicament, offered him an old place he owned in Garfield Heights.

The house previously occupied by the Leers family was sold and the buyer wished to use it for himself.

Cleveland Has Practice Air Raid Alarm



Left to right—D. W. Taylor, Chief of N.Y.C. R.R. Police; E. L. Bennett, Supt. of Passenger Transportation; F. F. Riefel, Asst. Vice President and General Manager; Robt. Stewart, Battalion Chief, Cleveland Fire Dept.; Wm. McMonagle, Captain, Cleveland Fire Dept.; C. H. Chapman, Chief Warden.

A meeting of all employees who had had Air Raid Warden training was called by D. W. Taylor, Chief of Police, Line West, with E. L. Bennett, Superintendent Passenger Transportation, presiding, for the purpose of organizing General Office Building Precaution force.

The following men were selected, one from each floor, to act as wardens:

C. F. Brooks, Signal Department; H. E. Fogt, Pass Bureau; E. T. McCormick, C.U.T. Accounting; F. A. Stewig, Equipment Department and R. F. Melick, Engineering Department.

C. H. Chapman, Valuation Department, was elected to act as Chief Air Raid Warden.

The floor wardens met with Chief Air Raid Warden and recommendations were made as to necessary steps to be taken for evacuation of the main building and annex in the event of either an air raid or fire. A survey of the entire building was made in conjunction with a member of the City Fire Department to determine location of necessary fire protection equipment.

First Aid Squads were organized under direction of K. A. Heiny, Valuation Department, and a First Aid Post was set up.

Auxiliary firemen, trained under the City Fire Department, during their noon hours, man various fire stations throughout the building and handle a mobile emergency truck containing various tools and essential fire equipment. The emergency truck is provided with practically every device which might be required in an emergency.

At 2:30 P.M., July 22, the air raid alarm was turned on and within four and one-half minutes after the alert was sounded all officers and employees from every floor in both buildings, under the supervision of the floor wardens, had filed in an orderly manner to the Air Raid Shelter on the second floor of the main building.

The evacuation was witnessed by Chief Robert Stewart and Captain William McMonagle of the Cleveland City Fire Department, who commented on the efficiency and dispatch of the drill.

G.C.T. Setting Records

NIGHT and day increasingly high tides of passenger traffic are surging in and out of Grand Central Terminal. Fridays are a particularly heavy day, ordinary Fridays these months seeing more passengers handled than used to occur on the peak days of past years.

An indication of how this travel is gaining is given by the following figures for the day preceding July 4 for the past three years: 1940, 141,718 passengers handled in and out of Grand Central Terminal; 1941, 168,317; 1942, 197,590.

The latter figure is probably a record for the past twelve years and perhaps a record for the Terminal during its entire history.

Better tell your friends to get their reservations in early and urge them to try to make their trips on Tuesdays, Wednesdays and Thursdays.

R. L. Chandler Feted by 400; Gets Bond Gift

Ralph L. Chandler, the Division General Car Foreman, Rolling Stock Department, with headquarters at Buffalo, was feted at a testimonial dinner in the Markeen Hotel, Buffalo, July 15. Mr. Chandler retired July 1, after completing a half century of railroading and serving forty-three of those years in a supervisory capacity.

Nearly 400 railroad associates and friends paid tribute to a fine gentleman, whom many were privileged to call "boss." A gift of \$650 in War Savings Bonds was presented at the dinner.



R. L. Chandler

Michael Hassett acted as toastmaster. Speakers included John J. Brinkworth, Alfred E. Calkins, Ward Messimer, and many other officials representing all departments, who lauded Mr. Chandler. Many labor representatives were also present to honor him.

Mr. Chandler has been succeeded by Charles N. Kittle, formerly located at Ashtabula.

planned for October.

George Edwards, division clerk in the A.P.A. office Detroit is making slow progress at home from the sciatica that has laid him low for many months.

Frank E. Boland

A valued employee was lost to the New York Central through the death of Frank E. Boland, Chief Clerk in the Auditor of Freight Accounts Office, Detroit, July 27. Burial was at Buffalo, where he was born 65 years ago.

Mr. Boland had 42 years' service with the Company, beginning in the Central Railway Clearing House at Buffalo, later transferring to Cleveland, and finally to Detroit, in 1937. He was known as an authority on freight rates and divisions.

His keen wit and sense of human understanding will be missed by his many associates.

Scene in Employment Office Reception Room



Some of the applicants for employment who called at the employment office of the Personnel Department, Room 617, 466 Lexington Avenue, New York, on August 17, for interview and consideration in their efforts to secure employment with the company. The employment office has been in operation for several months and has proven effective in securing the highest available type of clerical employes in the Metropolitan Area in a period of employment expansion with a relatively limited labor market. Recently the services of the employment office were extended to the employment of train service employes, firemen, apprentices and elevator operators in the Metropolitan area. Each applicant is interviewed and rated on the basis of appearance, enthusiasm, judgment, emotional stability, self-confidence, personality, voice and speech, general health, general education, business experience and courtesy. Salient details of each applicant's case are recorded on index cards, filed alphabetically by name and by occupation so that ready access can be had to qualified applicants when vacancies occur. Similar index records are maintained of employes who apply for interdepartmental promotion and many such promotions have been made through the Personnel Department where employes have filed with that department applications for promotion on form DP-1. Upward of one hundred clerical employes are hired monthly through the Personnel Department.

Flag Raising at Galion

An impressive flag-raising ceremony recently took place at the Galion, Ohio, yards.

J. E. Angell, Yardmaster, spoke briefly, expressing appreciation of assistance given by various organizations and employes.

The American Legion, headed by

Sam Brewer, had charge of the raising and a gun salute was given by the Legion firing squad. Don Fleming, Assistant Train Master, gave the pledge of allegiance to the flag. The Rev. W. N. Robertson, pastor of the First Methodist Church spoke on "The Parable of the Flag." A local band contributed patriotic numbers.

Scene as Mott Haven Men Raise Service Flag for 261 Comrades



The several hundred railroad workers in the New York Central's Mott Haven Yard in the Bronx unveiled a service flag August 22 just south of the Mott Haven signal tower.

The flag is in honor of 261 railroad men from Mott Haven who are now in the armed forces. It was bought by subscription among the men still at the yard.

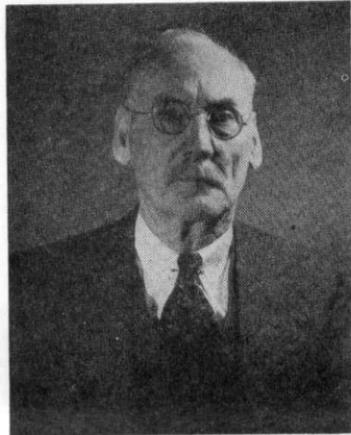
Preceding the ceremonies there was a parade from 156th Street and Mott Haven Yard, down Park Avenue to 149th Street, to Griffin Place, to 150th Street and then to the signal tower. Among those parading were Commodore Vanderbilt Post, American Legion, Gun Hill Post, Ave Maria Post of Catholic War Veterans, Newfoundland Post, the O.C.D. Messengers, the New York Central Square Club and a delegation of women in costumes. In the parade was the F. E. Williamson, a replica, one-tenth actual size, of a modern destroyer, constructed by members of Commodore Vanderbilt Post. A fife and drum corps played.

J. Bachran, a New York Central engineman, sang the Star Spangled Banner and George Owen, a conductor, gave a recitation.

A. C. McCarthy, Assistant District Attorney of the Bronx, was master of ceremonies and there were present public and railroad officials.

Among them, including several who spoke, were Francis Boardman, Assistant Manager, Grand Central Terminal; H. A. Offerman, Trainmaster; U. M. Austin, Chief Clerk, Superintendent's Office; Hugh A. Carson, County Commander, American Legion; H. R. Stephens, Commander of Commodore Vanderbilt Post.

Ends Long Service



James W. McFarland

A banquet in honor of James W. McFarland, retiring Trainmaster at Cherry Tree, Pa., Pennsylvania Division, was held at the Chetremont Country Club, Cherry Tree, Sunday, July 11, with 144 men representing the Pennsylvania, Cambria & Indiana and New York Central Railroads, the Clearfield Bituminous Coal Co., Peale, Peacock & Kerr Coal Company and the Victor Coal Company, present.

Mr. McFarland's retirement ended a railroad career of almost 44 years with the New York Central. He has been at Cherry Tree since 1905.

W. E. Thorpe, Toastmaster, introduced representatives of the various railroads and coal companies present

who gave short talks on the long and friendly relations they have had with Mr. McFarland. Members of the Trainmen's organization, among whom was Mr. Anderson, General Chairman from Syracuse, N. Y., also spoke.

Entertainment was furnished by the Paramount Male Quartet of Johnstown, Pa.

Mr. McFarland was presented with a War Savings Bond and a purse.

Detroit Golfers Have Active Season

In the sixteen-team Detroit A.A. Golf League, the Auditor Passenger Accounts Golf teams placed second, fifth and eighth at the end of the regular season. All three teams qualified for the play-offs.

A.P.A. No. 1 composed of Harold Gott, Walter Warren, Robert Lunsford, William Weddigen and Robert Rose, has finished no worse than second in the last three years of play. It wound up the season on top in 1940.

Lowest handicap A.P.A. golfers are, score: Gott 90, P. Porach 96, Warren 98, Lunsford 98, Carpenter 100 and R. Rose 100. All matches have been at the tough Warren Valley Golf Course.

The Auditor Passenger Accounts office in Detroit was happy to welcome back Betty Gomand, August 17, after a long period of recuperation from a serious operation. It was noted she wore a handsome diamond on the third finger of her left hand—Thomas L. Patterson is the man. Nuptials are

22 Detroit Boys in Armed Forces Get \$5

The fund for boys in military service, to which the employees of the office of the Auditor Passenger Accounts, Detroit, have been contributing each pay day, had reached \$131.74 when a decision to start disbursing it was made.

Fifty-five dollars from the fund was added to the \$55 profit made on the second Military Service Benefit Party, and a five-dollar money order was sent to each of the twenty-two boys from that office now in the armed forces. A like amount had previously been raised by the first benefit party and forwarded to the men.

Musicians recruited from the office force who donated their services at this second party were Frank Klanke (piano), Art Fleischer (drums), Amos (Smitty) Schmidt (sax), and Al Soltis (drums). Also assisting were "Smitty's" friends, Virgil Marlar (bass fiddle), Harold Konnor (piano), and Stan Cochrane (drums). There were plenty of willing hands to beat out the rhythm on the skins.

The party this time was held in the Parby Room of the Hotel Tuller.

16 I.H.B. Men From Yard Join Up

The Indiana Harbor Belt, Gibson, Ind., reports sixteen former yardmen and yard clerks are now members of the armed forces of the United States.

Yard men who have entered service, and their present whereabouts, if known, are:

- George A. Bannick, Fort Hayes, Columbus, O.
 - Ralph E. Goddard, Australia.
 - Harry E. Howard.
 - Louis A. Lively, Jr., Camp Elliott, San Diego, Cal.
 - Leo Mandersheid, Camp Custer, Battle Creek, Mich.
 - E. J. Magdziak, Coast Guard, Great Lakes.
 - I. R. McGowan, Camp Claiborne, La.
 - C. S. Suplick.
 - G. J. M. Taylor.
 - C. C. Petit, Camp Shelby, Miss.
 - R. E. Wallace, California.
 - R. J. Ward, Camp Custer, Battle Creek, Mich.
- Yard clerks in service are:
- J. L. Gaffney.

General Car Foreman Houser Gets Ring As He Retires



Carl Houser, 70, General Car Foreman, New York Central, Western Division, the Indiana Harbor Belt and Chicago Junction-Chicago River & Indiana Railroads, retired July 31. Mr. Houser had spent more than 48 years in railroad service, practically all of it with the New York Central. His first railroad job was with the New York Central at Toledo, October 3, 1894. He went to Chicago as District Foreman at Gibson Car Shop February 19, 1910, and after a series of promotions, attained the rank of General Car Foreman May 1, 1934. In a brief ceremony in the office of W. L. Houghton, Assistant Superintendent of Equipment, Chicago, Mr. Houser was presented with a diamond Masonic ring and a life membership in the Indiana Harbor Belt Athletic Association.

Hannon Honored After Long Service

Nearly 75 friends and co-workers of James Hannon, recently retired Assistant General Yard Master of the New York Central at Suspension Bridge, gathered at the Ray Club recently to pay tribute to him.

Leaving the service of the railroad after 45 years of employment, Mr. Hannon was presented with a gift of an easy chair and a purse. Harold Neville, Train Master, presented the gifts.

Officials of the railroad, of the Niagara Junction railroad, and fellow workers were present. Called upon to pay tribute to Mr. Hannon, retiring railroad employe, were N. J. Evans, Train Master; W. H. Harris, Train Master at Rochester; F. Cramer, General Yard Master at Buffalo; J. Brennan, General Yard Master at Suspension Bridge, N. Y.; E. J. Skimin, Past Chief Engineer of Division 594, Brotherhood of Locomotive Engineers; Harold Neville, Train Master; N. Stark, Yard Conductor, and M. V. Reed, Yard Conductor, all of Niagara Falls; J. Oliver, Yard Master of the Union Carbide Company; E. C. Korb, District Passenger Agent, James Glynn, Passenger Agent, E. O. Connor, Chief Clerk, and R. Johnson, Car Foreman, all of the New York Central at Niagara Falls.

N. Stark and B. Reid were in charge of the arrangements.

Buffalo Girl Elected to Office

Mrs. Catherine Humbert, of the office of the Superintendent Car Service, Buffalo, was elected Vice President, and Miss Florence Graydon, of the office of the Assistant Vice President and General Manager, Cincinnati, Recording Secretary of the National Association of Railway Business Women at the annual meeting, held in Chicago, July 25 to 27.

Mrs. Humbert is also President of the Railway Business Women's Association of Buffalo.

Miss Bernice Kollar, of the Rock Island Lines, Chicago, was elected President of the national body.

The New York Central System was represented at the recent convention by delegates from Buffalo, Detroit, Cincinnati, and Chicago.

Chicago Group Gives China \$1,100

H. L. Kershner, Assistant to Treasurer, New York Central System, Chicago, has received a letter from the United China Relief, Inc., Chicago, thanking company employes in the Chicago territory for their donation to that cause. The Chicago group contributed more than \$1,100.

Gets First Stripe



C. F. (Chuck) Moldenhauer, Office of Assistant Vice President & General Manager at Cleveland, reports that he has been transferred from Kessler Field, Miss. to St. Petersburg, Fla. He is now sporting his first stripe as a Private, First Class.

Corp. M. G. Jones, Camp Rucker, Ozark, Ala.

Corp. Harold J. Kors, Camp Shelby, Miss.

Thomas M. McCarthy, Camp Roberts, Cal.

R. W. Mett and P. Stack have been promoted to positions of Assistant Foremen.

Frank Fojder, Laborer, was inducted in the Army July 20.

James Fake, son of the Head Clerk, has enlisted in the Navy.

Selkirk Doings

M. Perry, Laborer, Selkirk, is being congratulated on becoming father of a girl.

W. J. Schramm, Assistant Foreman, found it necessary to take a few days off account of bad case of poison ivy.

Russell DeGroat, who formerly was Clerk in the Motive Power Department at Albany Station, after an absence of 10 years has returned to work for the New York Central as a clerk in the Rolling Stock Department at Selkirk.

C. W. Erickson went fishing July 11 and had his usual fishing luck—no fish and wringing wet clothes.

James Coulter, Watchman, has been granted leave of absence in order to go to a sanatorium for lung treatment.

Miss Edith Moses Married to Ensign

E. P. Moses, Engineer, Rolling Stock, gave his daughter, Miss Edith D., in marriage to Ensign Kenneth C. Stowell in the Church in the Highlands, White Plains, N. Y., August 1. The bride wore her mother's wedding gown.

Her uncle, Lieutenant Colonel H. R. Westcott, chaplain, U. S. Army retired, officiated.

12% Off to War

The General Storehouse, West Detroit, reports it has lost 12 per cent of its normal force to the armed services.

Quits Job and Girl To Enter the Army

Paul Finger, a comparative newcomer in the office of the Superintendent, Freight Transportation, at Gibson, Ind., has enlisted in the Army and is stationed at Camp Forrest, Tenn.

He leaves not only his co-workers, but also his fiancée, as Miss Mildred Jewett and Paul have been engaged since last Christmas. The office wished him Godspeed and presented him with a watch.

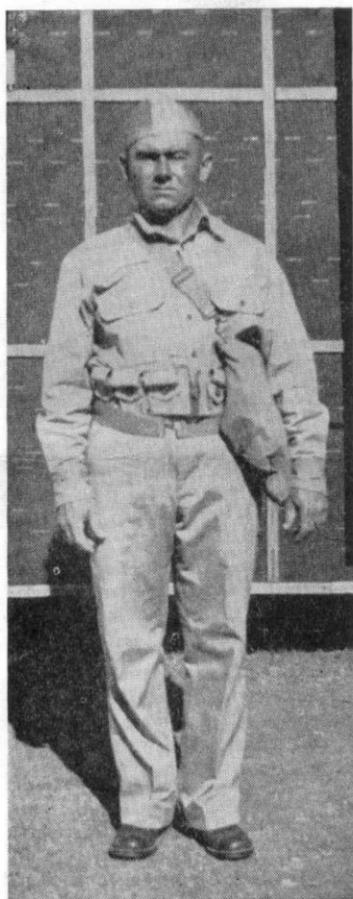
He entered railroad service in March, 1941.

C.U.T. Raises Flag

An informal flag raising recently took place at Collinwood Electric Locomotive Shop of the Cleveland Union Terminal Company. The flag was raised by J. J. Murphy, Boilermaker, one of the oldest men in the Shop.

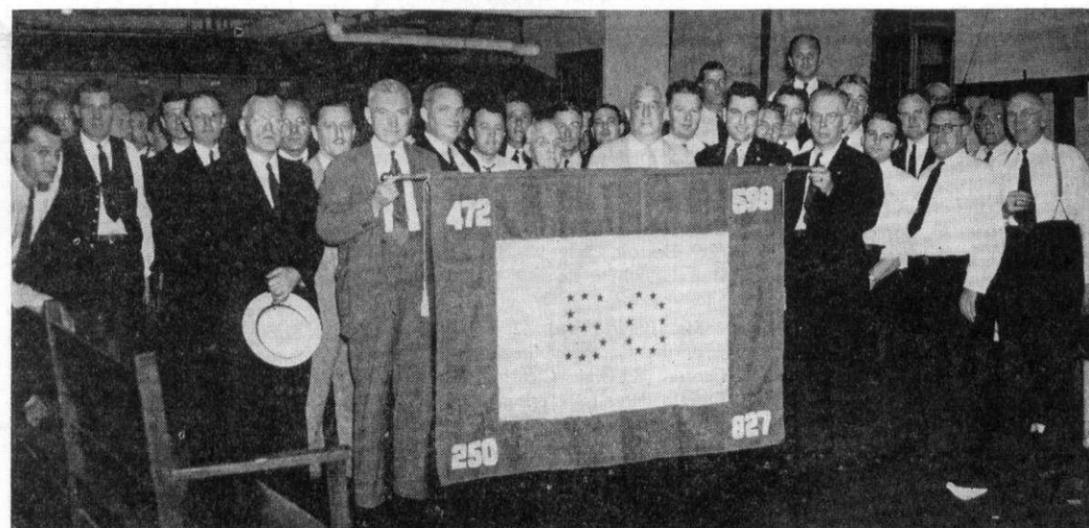
The flag was purchased by donations of the Supervision, Shop Crafts and Electric Locomotive Engine crews, the flag pole being erected through the courtesy of the Building Department of the New York Central.

Wins First Stripe



Shown above is Asa E. Kline, formerly in the New York Central's Maintenance of Way Department in Illinois and now in New Mexico with the 713th Engineers Railway Battalion. He has been in the Army since April and recently won his first stripe as Private First Class.

Hudson and Harlem Division Brakemen Raise Service Flag



A Service Flag honoring fifty Brakemen on the Hudson and Harlem divisions was dedicated and hung, August 4, in the Brakemen's Room in Grand Central Terminal. Speakers at the ceremony, standing directly behind the flag, were L. Williams, Examiner, W. M. Smith, Chief Crew Dispatcher; A. M. Hart, Conductor; C. K. Brodhead, Train Master; G. J. McLuckey and E. W. Abriel, chairmen of chapters of the Brotherhood of Railroad Trainmen. All speakers urged the purchase of more War Bonds and Stamps to arm their inducted brother employes to smash Hitler.