

CENTRAL HEADLIGHT

Vol. V, No. 9

SEPTEMBER, 1944

**Charles Vosburgh
Dies in Normandy;
West Albany Worker**



E. R. Vosburgh, Assistant Chief Piece-work Inspector at West Albany Car Shops, has been notified by the War Department of the death of his son, Charles, of wounds sustained June 20, when serving with the Combat Engineers, in Normandy. Charles was employed as a Car Builder Apprentice at West Albany, October 18, 1939, and continued to serve his apprenticeship until April 5, 1943, when he was furloughed for military duty.

Conductor's Son Prisoner in Germany

Charles Berkshire, Conductor working out of Elkhart, learned recently that his son Harry, a Flight Officer, who had been missing since April 13, was a prisoner of war in Germany. Mr. & Mrs. Berkshire have two other sons and a daughter in the Armed Services. Charles has been training in Georgia; Paul, formerly a brakeman, is in Africa and Bonnie, the daughter, is a nurse in England.

Killed in Iran



As reported previously, Private Roger William Greeno, formerly a brakeman on the Ohio Division, was accidentally killed while at work in a railroad yard in Iran, July 13, 1943. He entered the Army in October, 1942. He met his death trying to avoid an accident by making a coupling with a cut of runaway cars and an engine. He fell beneath the locomotive. His parents, Mr. and Mrs. John Greeno, Bellefontaine, Ohio, were advised that he had been posthumously awarded the Soldiers' Medal. He also was awarded the decoration of the Red Star by the Russian government. Private Greeno was a graduate of the Bellefontaine High School and he is survived by his parents, two sisters and a brother, the latter also in the Army. His father is a conductor on the Ohio Division.

President F. E. Williamson Resigns and Is Succeeded by Gustav Metzman



PRESIDENT GUSTAV METZMAN

Physicians' Advice Leads to Withdrawal of Company's Chief Executive for 12 Years; J. L. McKee and Carl L. Jellinghaus Now Vice-Presidents at Chicago and Detroit—Dawson Freight Transportation Manager.

A Message From President Metzman

NEW YORK CENTRAL SYSTEM
Office of President

New York, September 1, 1944.

To my Fellow Officers and Employees
of the New York Central:

HAVING worked with you and among you for many years, it gives me genuine pleasure, as my first official act as President, to extend to you my sincere and cordial greetings.

During the war emergency, the railroads must carry on, notwithstanding many unavoidable and trying burdens and handicaps. Although we are not in uniform, we are nevertheless a vital part of the Nation's war machine, all working toward the one victorious objective. Practically all of us have some close kin who are in the Armed Forces. We shall not fail them.

The New York Central is a great transportation system — one of the largest in the world. The quantity and quality of its performance are largely measured by the industry, intelligence and enthusiasm with which we apply ourselves to our particular jobs. One of the most cherished possessions of the New York Central is the loyalty of the grand army of men and women who are employed by it, and in behalf of the management I promise that we shall do all that is possible to continue to deserve that faith.

I know that you join me in hoping that Mr. Frederick E. Williamson, my distinguished predecessor, for whom we all have the highest esteem and regard, may soon regain his strength and enjoy the rest and leisure which he has so richly earned.

Sincerely yours,

Cleveland Man Killed in France

Pfc. George W. Lipstreu, furloughed employe from Cleveland, was killed July 12, in France.

He was 22 years old and had been overseas since February.

His mother, Mrs. Edith Lipstreu, 682 East 125th Street, Cleveland, and a sister, Dorothy, survive him.

Junion D. Wilt, 22, is Lost at Sea

Word has been received that Junion Dalie Wilt, formerly baggageman at Galion, Ohio, lost his life at sea on December 6, 1943.

He was 22 and enlisted in the Navy in October, 1943.

Sours Killed in Action

Private Vincent Sours, furloughed employe of Sub-Division 30, M. of W. Department, Buffalo Division, was killed July 16, in action in France.

He was a member of Co. I, 23rd Infantry and was inducted in April, 1943. He was a track laborer at North Rose, N. Y.

Catches 17 Japs

William Hutson Moreland, S. 1/c, C. R. Division, assigned to a battleship and a former employe, East St. Louis freight office, who entered the Navy July 1, 1942, is the son of Mrs. J. C. Moreland. After serving in the Atlantic, he is now in the South Pacific, from which area he wrote home that he was directly responsible for seventeen Japs being placed in a Concentration Camp, for which he has received Navy Citation. He will soon be Yeoman 3/c.

Pvt. Geo. W. Hale, Elkhart Man, is Killed in France

Private George W. Hale, son of New York Central Conductor Wesley Hale, Elkhart, Ind., was killed in action in France, June 17, according to notification by the War Department. Private Hale, who was a member of the Paratroop Infantry, entered service February 25, 1943, and was sent overseas in November of the same year.

Mr. and Mrs. Hale have two other sons in service, Corp. Wesley Hale, Jr., stationed at Kelly Field, Tex., and S. 2/c Albert Hale who is in Hawaii.

There are also two other children, Edward and Charlene, at home.

Wins Flying Cross

Peter VerBermoes, Technical Sergeant, Army Air Forces, and son of Peter VerBermoes, Stationmaster at Elkhart, Indiana, recently was awarded the Distinguished Flying Cross for "extraordinary achievement in the South Pacific."

Pvt. Swain Missing Since Corrigedor

PVT. EDWARD J. SWAIN, who was inducted February 12, 1941, has been reported missing in the Philippines since the fall of Corrigedor. His father, Robert W. Swain, of Wende, N. Y., an Agent and Operator on the New York Central for 39 years, has received from the War department the Purple Heart for his son, who was an artilleryman.

HAROLD S. VANDERBILT, on August 14, announced, on behalf of the Board of Directors of the New York Central Railroad Company, the resignation of Frederick E. Williamson as President of the Company and the election of Gustav Metzman as President. Mr. Metzman heretofore has been Vice-President, with headquarters at Chicago.

Mr. Williamson is to continue in a supervisory executive capacity for the remainder of the year.

At the same time R. D. Starbuck, Executive Vice-President, announced the following appointments:

J. L. McKee, now Vice-President and General Manager, Michigan Central Lines, to become Vice-President, with jurisdiction over New York Central, line west of Buffalo, the Big Four Railway and the Michigan Central Railroad, with headquarters at Chicago.

C. L. Jellinghaus, now Manager Freight Transportation, to become Vice-President & General Manager, Michigan Central Lines, with headquarters at Detroit.

Fred A. Dawson, now Superintendent, Ohio Division, to become Manager, Freight Transportation, with headquarters at New York.

All appointments were effective September 1.

Until his resignation Mr. Williamson had been president since January 1, 1932. He took office when the country was in the early stages of the most devastating depression in its history, with the railroads among the chief sufferers. He safely guided the Central through these difficult years.

During the period of national defense and later of war, its record as one of the country's major military arteries of supply has been notable.

Mr. Williamson, after his graduation from Yale, entered the service of

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Central Headlight

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Volume 5

SEPTEMBER, 1944

No. 9

115 Stars of Gold

AS THE global war presses on to its climax, particularly in the European theatres, each week sees more Gold Stars lending added poignancy to the numerous Honor Rolls bearing the names of New York Central men now serving their country in active military and naval service.

Although present reports are necessarily incomplete, it is known that at least 115 New York Central railroaders already have given their lives that we may continue to enjoy the freedom won so painfully for us by our forefathers. Hundreds of others of the approximately 25,000 Central men in the Armed Services have suffered wounds, many of them grievous.

Today, in the tangled jungles of India and Burma, the coral depths of numerous Pacific Islands, each heretofore only a geographic name to most of us, on foreign continents and in all the Seven Seas there lie forever many who are near and dear to us. Gallantly they kept their date with Destiny. Eternal peace is theirs.

Boundless and humble is our gratitude for the devotion and sacrifice which these valiant railroaders exemplified so gloriously in giving their lives to help defeat the enemy who threatened our lives and homes. They died to make a better world for us and for their families. In their total consecration we find inspiration to intensify in every way possible the efforts we are making to support their comrades who carry forward the torch they dropped.

As the war's climax nears, whatever reserves of strength and spirit we may possess will never be more needed than they will be in the next few months.

Any extra efforts we can put forth to increase the volume and speed of our transportation production will mean just so much more toward bringing the conflict to an early end.

Then in due time our boys — most of them — will come home to their jobs and their families.

May that day be soon!

War Story in One Sentence

ONE of the great stories of this war may be summed up in a single sentence:

With one-fourth fewer employes, one-third fewer locomotives, one-fourth fewer freight cars and one-third fewer passenger cars than they had in the First World War, the railroads of the United States are moving three times as many troops, more than five times as much Army freight and express, and nearly double as much freight of all kinds, as they moved in the last war — and they are performing this unprecedented task with an efficiency which has won the unstinted praise of the Army, the Navy and the civilian population.

THE ROUNDHOUSE

By
Sim Perkins

NEWS that the New York Central is again experimenting with radio recalls to T. A. Ward, Freight Claim Agent, Buffalo, a trip he made eighteen years ago, on July 8, 1926, when radio operation between the head and rear of a 116-car freight train was tested successfully.

The train was operated between Chicago and Elkhart.

Mr. Ward and others, including F. F. Riefel, A. E. Lloyd and F. J. Jerome talked from the caboose to the radio operator on the locomotive. The engineman was R. J. Nelson and the conductor, A. M. Jeleson.

The recent survey by the Passenger Traffic Department of 5,000 patrons' wishes as to accommodations, comforts and facilities to be embodied in the Company's post-war coaches was a ten strike in more ways than one.

All over the country the Company's action inviting the public to partici-

pate in post-war planning was highly commended as forward looking and in the spirit of the times. So far as is practicable, the recommendations indicated will be embodied in new cars when materials are available for their construction. The designers now have a firm foundation on which to build satisfaction, as well as safety.

Almost everybody is the possessor of a portable pulpit, which he is tempted to mount frequently. I have one too, but it long has been stored in a cloistered corner of my mental attic, where it has been gathering dust. I propose to leave it there.

At the same time, occasionally I permit myself to make, out loud, some remark which may be regarded as the fruits of personal observation.

One is, that in business — let's say the railroad business, because that is our business — sourpusses don't make friends. So smile, darn ya, smile! The customers like it.

If you know any returned veterans whose capabilities fit them for railroad work it would be helpful if you called to their attention the opportunities open today in railroad service. The New York Central System, alone, could use about 14,000 more employes if they were attainable. The jobs open cover many classifications. **Pass the word along!**

Bond Buyers Urged to Give New Addresses to Treasurer Promptly

EMPLOYES purchasing War Bonds through Pay Roll Deductions are again urged to give early notice when they change their home addresses. Yellow card Form NYCS A. D. 150-A can be obtained from employing officers or supervisors and should be used for this purpose promptly.

Many Bonds are being returned to the Treasurer's office by the Post Office because they cannot be delivered at the addresses shown on the Bonds. These cases result in delays in the deliveries of these Bonds and require considerable work in checking inquiries as to their non-receipt.

Where practicable the new address should include the numbers now being used by the Post Office to designate postal zones.

The volume of work necessitated by the increased number of new War Bond subscriptions is taxing facilities to the utmost and the cooperation of all concerned in respect to the above is essential.

Comparisons:

Polonium is the costliest metal in the world, being valued at \$2,000,000 an ounce.

Radium, which was \$135,000 per gram in World War I, is now only \$30,000 per gram.

Both are hard to get.

The most inexpensive thing in the world, which anyone may use, is courtesy.

War conditions in Mexico:

Gasoline is not rationed but Mexicans must leave their cars in the garage one day each week — windshield stickers make public the day each car is to be garaged. Food is unrationed, but limitations on sales have been placed because of shortages. Pleasure-car owners cannot purchase tires. Electric power consumption has been limited to 80% of prewar days. Workers in war manufacturing plants have given up their noonday siesta periods of two to three hours. Restrictions have been placed on railroad, plane and bus travel, and trips by the general public are discouraged.

Boston Freight Men

A/C Fred Greenleaf has completed his studies at Chapel Hill, N. C. He is stationed at the Glenview Naval Air Station, Ill., for further study.

Private Norman Buck, formerly with the ASTP at Camp Sherman, Ill., has been transferred to the Infantry and is stationed at Camp Carson, Colo. Both while on furlough paid visits to the office.

Peter Cornwall has completed his course at O.C.S. at New Orleans, after a year's service overseas. He has now received his commission as a Lieutenant and has been assigned to the Port of Embarkation, Charleston, S. C.

50 Years Married

J. A. Shaffer, retired Agent at Sandusky, O., on August 5 celebrated with Mrs. Shaffer, the golden anniversary of their wedding. They were guests at a dinner at the Plum Brook Country Club. A reception was held in the evening at their home, 115 Boalt Street.

Mr. Shaffer retired on April 1, after 51 years' and seven months' service.

Every Man Is Needed — Watch Your Safety

For Boiler Makers

Simmons-Boardman Publishing Corporation, New York City, has just

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 beside those who made the inquiries:

- 1 — In 1863, one could travel from New York to Chicago in 40 hours, after changing cars at Albany and Buffalo. It was not until 1867, when gauges were standardized, that a continuous trip without change was possible.
- 2 — In 1856, the original New York Central Railroad Company had 562 miles of roadway. In that year, it transported 2,556,874 passengers for a revenue of \$3,151,513. Its freight business totaled 549,805 tons for a revenue of \$2,479,820. Its operating ratio was 52.17.
- 3 — Employes of Class I railroads who had entered military service up to May 1, totaled approximately 260,000.
- 4 — More than 100,000 women are now employed by the railroads in various capacities, compared with 30,000 in pre-war years.

In China



Corp. Robert L. Erdmann

Corporal Robert L. Erdmann, a former Harlem Division Brakeman and later employed under C. A. Olson in the Telephone and Telegraph Department, recently wrote from China to President Williamson. The letter, dated July 9, said in part:

"In last May's CENTRAL HEADLIGHT, which I received a week ago, I saw an article by a New York Central man who is helping to operate the Indian railroads. I know this operation has picked up 1000 percent but it was certainly poor when I rode over these lines more than a year ago. The Chinese railroads are about in the same state as the Indian lines used to be. Their equipment is obsolete and they have small gauge, single tracks. I guess if their men could see American railroads they would rock in their boots. China is a land of primitive, funny ways but has great possibilities.

"Here we Americans are at the end of the longest, toughest supply routes in the world but are helping to keep up our end. We are working for some good generals and are trying our darndest to do a good job in communications work under trying circumstances. All us fellows want is to have you help keep the supplies coming.

"I have now been through two monsoon seasons and I have never seen it rain so much and for such long periods in my life. We do not have much amusement here and chow is not the best but we can bear it until it's all over.

"At one time I worked out of 138th Street, Bronx Station with my father, who has been a Central employe for more than 35 years. Thanks a million for all the interesting information in the Headlight."

issued the fifth edition of "Laying Out For Boiler Makers," illustrated by photographs and more than 700 drawings showing modern methods. The book is intended both for beginners and for experienced workers. The price is \$7.

Syracuse Soldier



Shown above is Fireman Charles Rein, from the Mohawk Division, who, for the past year, has been operating a locomotive under Lieut. Col. Howard W. Bates, at a Transportation Depot in England. His home is in Syracuse.

**Two New York Central Men
Work on Invasion Locomotive**



These New York Central men, working on an Army locomotive at a U. S. Army Transportation Corps railway invasion depot, are, left, T/5 William C. Abraham, 6003 S. Wolcott Avenue, Chicago and right, T/5 Nicholas O'Connor, New York City. The steam locomotive is a product of the American Locomotive Company, Schenectady.

**P. & L. E. Pilot Is
Wounded in Invasion**

Jimmy Dunn, P. & L. E. Storehouse foreman, received word that his son, Lieut. James Dunn, Jr., a pilot of the 85th Squadron, based in England, was wounded in the opening phase of the thrilling Allied invasion of Normandy.

He gave no details in a letter to his wife, but assured her that no lasting ill effects would result.

He has been in service for over nine years and is skilled in piloting both the power and glider type of aircraft.

Mr. Dunn has another son serving Uncle Sam, Private Charles.

One of the casualties on D Day was T/Sergt. Henry Robert Jr., son of Henry Robert Sr., Storehouse Attendant, P. & L. E.

In a letter to his father, Henry said that in landing in France he was hit in the wrist by a fragment of a German 88 mm shell. He received medical attention immediately and resumed fighting.

Mr. Robert has a second son in the Service, Private George. Another son, Private Nestor, was killed in Italy in November, 1943.

John Reidy, son of Pat Reidy, Storehouse checker, P. & L. E., was commissioned an Ensign and received his pilot's wings at Pensacola, recently.

Duff a Corporal

AN EIGHTH AAF BOMBER STATION, England—The promotion of James S. Duff, 21, of Newell, Pennsylvania, from the grade of private first class to corporal has been announced by his squadron commander Major Pete C. Sianis. Cpl. Duff is a clerk at this Eighth AAF B-24 Liberator base in England.

The recently appointed corporal is the son of Mr. and Mrs. J. Frank Duff of the Newell address. Prior to entering the AAF in December, 1942, Cpl. Duff, a graduate of the Brownsville High School, Brownsville, Penna., was employed as a clerk by the Pittsburgh & Lake Erie.

**Two P. & L. E. Men
Return from Front**

Two McKees Rocks Storehouse employees, Mark Malinowski and John Fedak, joyously welcomed home their Yank soldier-sons who for the past two years have been fighting the Germans. One fought in several major battles without suffering injury, and the other was wounded twice.

Pvt. John Malinowski was wounded in a skirmish with the enemy shortly after he landed in Africa with the first invasion contingent. He recovered rapidly and soon suffered his second wound in another battle. This ended his hard luck, however, and he fought in Africa, Sicily and Italy without further mishap.

Before John's furlough was over, he married in his home town, Pittsburgh.

Corp. Raymond Fedak also fought in Africa, Sicily and Italy and escaped unharmed.

Another son of Mr. Fedak, Pfc. Walter, has been fighting in France since D Day.

T/Sergt. James Curley, Jr., son of Storehouse A's Electrical Storekeeper J. M. Curley, was home on furlough after completing 30 missions from bases in England.

Possessing the Purple Heart medal, he was also wearing the Air Medal with four clusters and the Distinguished Flying Cross with one cluster.

On his fifteenth mission, enemy machine guns hammered his chest and laid him up in an English hospital. After recovering, Jimmy made seven more missions with his crew. This gave him only 22 missions as compared to the rest of the crew's 25, which entitled them to a furlough in the States. Sergt. Curley was then assigned to the Flying Fortress "Screwball Express," the flight commander's ship. He made eight more missions and extended his total to 30.

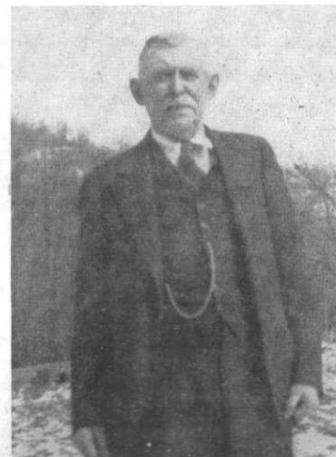
Curley, who is stationed at Atlantic City, is a former P. & L. E. Electrical Department employe. When he visited the shops, a friend asked him if he said his prayers when the going was tough. "Sure," he replied, "I said my prayers — and a helluva lot else besides."

**12 N. Y. Central System Men Now Training in
722d Railway Operating Battalion, Ft. Benning, Ga.**



Above is shown the largest group in the battalion of men from any one railroad. All are in Company C. They received their technical training on the Central of Georgia and were activated at Fort Sam Houston, Texas, in January. All say they are anxious to get overseas "before it is too late."

**B & A Foreman Ends
51 Years' Service**



Bernard Fallon

Bernard Fallon, widely known retiring Foreman of Section No. 15, Middlefield, Mass., was recently tendered a testimonial dinner by a large group of fellow employes. He received a purse.

Mr. Fallon enjoys the distinction of having been awarded the 'Gold Pass' together with a letter of appreciation from President Williamson, congratulating him on his record of 51 years and 10 months of continuous service.

Born in Becket, Mass., April 9, 1871, he entered railroad service April 14, 1892 at Becket, and was appointed Foreman at Middlefield, Mass., on April 1, 1905.

A wit and joker himself, he seldom came off second in any verbal encounter. Many a trainman and conductor attributes their success in life to the 'running start' that 'Bernie' gave them.

As keen a judge of stock as he is of human nature, reference was made to the time his fine driving horse was awarded the blue ribbon at Middlefield Fair, while at the same time his pet cow received first prize as 'best milch cow,' and also won as best cow on exhibit. Her calf was then awarded first prize as 'best calf,' — and — to top it all off, both animals won as 'Best cow with calf! That string of 'firsts' about ended Mr. Fallon's entries, as neighbors complained they could not compete with a man who spent his wages on grain for pet stock that were treated as members of his family.

**Three Veterans
Dined at Coldwater**

Three veterans who are retiring from active service were honored at a dinner at Coldwater, Ohio, July 8.

The honor guests together with their period of service, were: J. Hoagland, Van Wert, Section Laborer with 35 years; W. D. Woodruff, Celina, Section Foreman, 30 years; Erwin Campbell, Burkettsville, Foreman, 43 years.

The party was sponsored by George W. Smith, Greenville, Roadmaster, assisted by Ted Luebking, F. C. Ensign and Murl Carmack.

Presents were given the honor guests and a number of talks were made.

Among those present were two retired section foremen, Tony Kothman of Burkettsville and Orrie Miller of Celina.

A program of Sunshine Pictures, produced by J. Albert Volz, was presented. Featured in the movies was the New York World's Fair, including the pageant, "Railroads on Parade."

Three Batesville Men Have Four Service Sons



Left to right, top: Lieut. Dale C. Reed, Lieut. Col. R. L. Martin and Lieut. Carl G. Fritsch. At bottom, Lieut. Marvin C. Reed.

The station force at Batesville, Indiana, furniture-factory town on the Indiana division, consists of three men. They have four sons and all of them are in the Armed Services.

The Agent, Clyde Reed, has two boys. Lieut. Dale C. Reed, the older, graduated from Annapolis, class of 1942, just two weeks after Pearl Harbor. Since January 3, 1942, he has been assigned to destroyer duty as a gunnery officer. His first duties took him on North Atlantic convoy. Since then he has been in action in the Middle East, Africa, Asiatic and Pacific waters. In April of this year he was returned to the states for new duties.

Lieut. Marvin C. Reed, the younger son, enlisted in August, 1941, for naval aviation. He received his wings and commission at Corpus Christi, Texas, in September, 1942. After qualifying as a Fighter and Dive Bomber Pilot he was assigned as a torpedo pilot on a Grumman Avenger and was carrier based. He took part in the attacks at New Georgia, Munda, Bougainville, Rendova, the Marshalls, Gilberts, Palau, Hollandia and Truk. After more than a year in action and with 33 major bombing raids to his credit, he returned and is in Florida. At Rabaul Harbor, after he had suc-

ceeded in getting a hit on a Jap cruiser, his plane was hit and he was forced to make a water landing, but he and his crew took to their rubber boats and were picked up by a destroyer. It was in this section that Marvin received burns from which he has recovered and for which he was awarded the Purple Heart.

Samuel G. Martin, clerk, has one son, Lieut. Col. R. L. Martin, a graduate of West Point in the Class of 1934, who is considered an authority on chemical warfare. He is in France with the invasion forces.

O. A. Fritch, clerk with an unbroken record of 32 years with the company, has one son, Lieut. Carl J. Fritsch, who was inducted in April, 1941. He received his commission at Fort Washington, Maryland. He is stationed in the Q.M. personnel department, Pittsburgh.

Likes Headlight

Lieut. Robert W. Lang, formerly in the Office of the Manager, Freight Transportation, New York, writes from overseas that receiving the HEADLIGHT is like getting a letter from home. "Keep up the good work," he adds.

Commended



Second Lieut. John C. Hartson, formerly a yard brakeman at West 72nd Street, New York City, recently was commended by the commanding officer of his battalion in an armored regiment for courage and leadership during a landing operation on a Normandy coast. The letter said: "You remained on top of your tank, which was entirely submerged, until all of your crew had reached safety by swimming to a nearby barge. You displayed excellent leadership, calmness and courage in not leaving your vehicle until you had evacuated your crew and pulled your driver out of the tank, in which he had remained in an attempt to save the vehicle. Yours was a splendid example." Lieutenant Hartson is the son of Eugene M. Hartson, a World War I veteran, now a switchtender in the 65th Street Yard, New York. His brother, A. C. Hartson, formerly a brakeman at 33d Street, New York, entered the Navy September 3, 1942.

**Beech Grove Man
Back from Overseas**

First Lieutenant Howard M. Stout, formerly with a New York Central Railway Battalion, with which he served overseas was given an honorable disability discharge and has returned to his former position as a clerk in the Stores Department, Beech Grove.

The following appointments were made effective recently in the Stores Department, Beech Grove, Indiana:

W. A. Saffell, Former Supervisor of Material Procurement, has been appointed Storekeeper, Beech Grove, Indiana.

H. W. Britton succeeded Mr. Saffell.

Ferris Gets Medal

AN EIGHTH AAF COMPOSITE STATION, England — The Good Conduct Medal has been awarded to Sergeant Harold J. Ferris, of White Plains, New York, according to an announcement by Colonel Harold D. Smith, of New York City, commanding officer of this Combat Crew Replacement Center.

Assigned as a radio maintenance man in the Combat Crew school radio department, Sergt. Ferris has been in the Army 22 months, the last nine of which have been in the European Theater of Operations. Prior to entering the armed forces he was employed as a ticket agent by the New York Central System, New York City.

Wins Air Medal



Word has been received that Lieut. James A. Bickett, Navigator on a B-24 Liberator Bomber, has been awarded the Air Medal for achievements in operational missions against the enemy. Lieut. Bickett has completed fifty missions throughout the Mediterranean, participating in raids over Ploesti, Regensburg, Budapest, Bucharest, Berlin and other points in Germany. "Jimmy," who is the son of Agent M. A. Bickett at New Castle, at one time worked as a Clerk in Station service for the P. & L. E. Railroad. Agent Bickett's daughter, Dorothy, is also a Lieutenant in the Army Nurse Corps, in the South Pacific.

Ashtabula Terminal Employes Now Lieutenants in the Army Air Forces



Left to right: H. L. Van Slyke, formerly employed as a hostler at Ashtabula Engine House, is the son of H. E. Van Slyke, Trainmaster, and is now stationed in North Ireland; J. R. Horst, formerly a Fireman on the Erie Division at Ashtabula, is now in service in Iceland; P. R. Bernardo, formerly a Fireman,

Erie Division, was recently stationed in South Carolina; Charles R. Rodebaugh, formerly Machinist Helper at Ashtabula Engine House, is the son of the late J. F. Rodebaugh, formerly Roundhouse Foreman and was last reported at an air field in Florida.

Two Elkhart Men Work Nearly Century

When two veteran New York Central men of Elkhart, Ind., retired recently, their combined years of service equalled nearly a century of railroading.

Burton E. Baker, Towerman and Telegrapher, ended 47 years of service when he completed the second trick at B Tower Sunday, July 2, and Casper W. Hollar, brakeman, on his run into Elkhart on the first section of the Commodore Vanderbilt, June 30, concluded 44 years of service.

Mr. Baker, who plans to spend much time fishing, began railroading in 1897 as a relief agent on the Fayette branch, and was transferred to Elkhart in 1901.

Mr. Hollar started work in August, 1900, as a brakeman, and since has worked on the Western Division. He and Mrs. Hollar plan to reside in California.

N.Y.C. Man, Now in Ceylon, Tells of His Trip to Orient

Frank J. Maloney, Jr., Y 2/c U.S.N.R., formerly in the Freight Office, Manager Freight Transportation, New York, recently flew from New York to Ceylon, stopping en route in Egypt and India. In a letter, given in part below, and written from Colombo, he describes some of his experiences.

CEYLON is undoubtedly the garden spot of the Far East. It is the best place that I have seen since leaving, except for Bermuda, and from what others tell me of the places in India and China I gather that it must be the best spot out here.

From New York I had a very good trip. In parts it was pretty rugged, sleeping on the floor of the plane or on the baggage, but all in all it wasn't bad.

Except for a delay of almost three weeks in Egypt I didn't get much chance to do any sightseeing as I didn't hang around any one spot long enough. Bermuda was beautiful. I was in a hotel there, the Belmont Manor, which served a good meal and a good drink.

We flew across part of the jungles in Brazil, which had the last decent vegetation that I saw until I arrived here. The desert in West Africa runs right into the ocean with absolutely nothing growing, even right along the shore. Just sand and water. North Africa wasn't bad; the weather there is almost the same as in New York. Every inch of the ground was under cultivation.

I was held up in Egypt, and got into Cairo from time to time. I even learned a few words of Egyptian, most of which meant "beat it." Cairo is pretty dirty, with plenty of flies, and every one of the local boys and his kid brother has something to sell. And believe me, they don't take "NO" for an answer.

In spite of the fact that the place was dirty and I was afraid to eat at

any place except the American Red Cross Service Club, I began to feel at home there. I even met a very nice gal in the English Army. Speaking of the Am. Red Cross, I saw King Farouk in there one night.

After Egypt, I moved across the rest of the Middle East and India too fast to really see much, except to get a general impression of dirt and poverty. India was hot, and along the west side where I was, pretty dry. It was almost as bad as the desert. And by the time I got there, I was so sick of sand and sun and sand and sand that it wasn't even funny. In Egypt I was staying right on the edge of the desert and went thru a sand storm one day that lasted for about a half hour. When the wind died down there was sand in my baggage, all over my cot, in my hair, and my underwear was a nice shade of reddish tan.

Coming into Ceylon was like entering the Garden of Eden. This is really a beautiful spot. After all the dryness and scorching sun, it was certainly good to see those cocoon trees and rubber trees growing in neat rows.

This place is clean. The natives are much better off than they are in India and much cleaner personally. The streets are also kept clean and they are not crowded. The city sprawls.

The housing situation here is very tight. When I tried to get into the hotel here, they told me that they had men on the waiting list since last December.

I am staying at a home that the Red Cross has taken over. It is a beautiful spot, with a large landscaped lawn in front, tennis court on one side, cro-

In England



Staff Sergeant Joseph L. Incorvia, lower portion of photo, of 727 W. 38th Street, Ashtabula, Ohio, former mechanic in the Ashtabula Shops of the New York Central R. R. is shown at work with a U. S. Army Transportation Corps railway detachment somewhere in England.

quet lawn on the other, a lawn dotted with cocoon and breadfruit trees running about 250 feet to the rear. The home itself is a showplace.

The weather here isn't bad. The monsoon season has set in and every once in a while it will rain like I've never seen it rain before. When a good shower starts it looks like high tide. The showers don't last long, but while they do!!!!

There are also a few papaya trees. I'm not going to be around when those things start dropping.

One thing I don't want to forget is a word about the American Red Cross. They have a service club in every Army camp I've been in and provide the boys with reading material, writing desks, music, and most of them have a snack bar where you can get sandwiches and coffee or soft drinks.

They have a few American girls in each one. You really have to hand it to these girls, getting themselves in the damndest places strictly for the satisfaction of providing a little recreation for the guys who are stuck in some of these out-of-the-way places. It seems that the closer one gets to the war the less he knows about it. I knew more of what was going on from reading the newspapers in New York and Washington than I'll ever know here.

Everything here is expensive too. Food is pretty high and the price of clothing is just about double what it is in the U. S. And it is not a case of foreigners getting stuck because the natives also have to pay the same prices.

There is a great danger in first handling local currency. In Egypt I was at first spending piastres like cigar coupons until I realized that I had cashed in quite a few good old American dollars and had neither dollars or piastres left.

I ate at Army camps all over Africa and the Middle and Far East. The Army really serves some good food. I didn't have one poor meal all the way.

I am running pretty dry so I'll rack my cue.

Keep 'em rolling,
JERRY.

From the Chicago Police Blotter

The boys in the Armed Forces send us word from various points in the U.S.A. and from foreign lands, that they receive the HEADLIGHT and read every word. Corpl. William Siebert wrote: "Again I wish to thank you for the HEADLIGHT. It is a real pleasure to read of the whereabouts of our fellow workers and what they are doing. Quite a few of the boys over here look through the paper and find names of friends from their home town."

Pensioned Chief R. J. Edgeworth visits our office occasionally. He has purchased a home at Long Beach, Michigan City, Indiana.

Patrolman John Metropoulos, while on vacation, was able to render valuable assistance to the Central, when aboard one of our passenger trains. He must have taken one of the proverbial "Post Man's Holidays."

Dave Congdon sent a card from Italy, and Warren Jackson a letter from the British Isles. Warren played with the ships orchestra on the trip over. A musical "cop!!" What next?

Hammond Girl Weds

Miss Betty J. Hatchman, former clerk in the C. R. & I.-I. H. B. Auditor's office, was married, June 10, to Ensign Raymond E. Lucht in the United Presbyterian Church, Hammond, Ind. They will reside in Staten Island, N. Y. Ensign Lucht is Assistant to the Naval inspector.

Kilroy a Father

Gilbert J. Kilroy, Head Piece-work Clerk, Collinwood Shops, is the father of a girl, Kathleen, born July 12.

Courtesy: Considerate Behavior Toward All

Detroit Group Starts Study of Public Relations



Top row, left to right: M. R. Benson, Supt. Equipment; W. J. Doble, Gen. Chrmn., B. of R. R. S. of A.; L. J. Robbins, Asst. Superintendent; C. D. White, State Dept. of Vocational Education and E. W. Hobbs, Trainmaster. Seated, left to right: F. A. Collin, Gen. Chrmn., B. of R. T.; A. J. Dalsky, Vice Chrmn., B. of R. C.; J. G. McLean, Gen. Chrmn., B. of L. F. & E.; J. E. Moyer, Gen. Chrmn., B. of R. C.; J. A. Conklin, Gen. Chrmn., B. of L. E., and F. McElroy, Asst. General Manager.

Has Four Sons and a Son-in-Law in Service



At top, left to right: Private Bruce Nickerson, recently in England; Sergeant Frank Nickerson, at Camp Butner, N. C.; T/5 J. J. Nickerson, in California; Private First Class Willard Nickerson, now in Hawaii and Staff Sergeant Willard Rou, Air Corps, Kingman, Arizona. They are the sons of W. A. Nickerson, employed on the Detroit Division.

Army Radio Man



Sergt. Edward H. Nadolny was promoted recently to Staff Sergeant and is stationed at Fort Fisher, N. C., with a Radio Controlled Aircraft Target Crew, as a Radio Technician. Previous to his induction in March 1943, he was a Car Builder Apprentice at Buffalo, N. Y. He is the son of Edward A. Nadolny, Assistant Car Foreman at Central Terminal, Buffalo.

Guards England



AN VIII AIR FORCE SERVICE COMMAND STATION, England.—A former employe of the New York Central, Sergeant A. A. Badia, Ossining, is a member of the anti-aircraft unit at this strategic air depot. He helps guard against enemy air attack the facilities of this base, where battle-damaged Eighth Air Force bombers are repaired and supplied. Stationed in England six months, he is the son of Mrs. Modestine Badia, 58 Yale Avenue, Ossining.

Service Brothers



Agent J. C. Schreiner, Anderson, Indiana, has two sons in the service, both of whom were employed by the Company before entering the Armed Forces. Lieut. Joseph B. Schreiner enlisted in the Royal Canadian Air Force in October, 1941, returned to the states in January, 1943 and is now in the U. S. Army Air Forces, stationed at Hendricks Field, Fla. Pfc. John E. is a senior in the Indiana University School of Medicine, ASTP, at Indianapolis.

Now in Italy



Corporal Joseph Peterson, a Clerk in the Vice-President and Comptroller's Office, New York City, is now "Somewhere in Italy" with the Army Air Forces. Son of Mr. and Mrs. Joseph Peterson of Yonkers, N. Y., he hopes to meet up with two other brothers also in service over there.

Plane Radioman



A dispatch from the Ninth Air Force Troop Carrier Command Station in England, late last May revealed that Sergt. Wallace Timm, son of W. A. Timm, Machinist, Englewood Round House, Chicago, was a radio operator with that unit, and as such was expected to play a part in the invasion of Europe. Sergt. Timm's job on a Douglas C-47 is important in that the safety of the crew depends largely upon his ability to receive and transmit messages under all conditions.

Shook After Being Bombed Near Algiers

WILMINGTON, Calif. — "I found out how I would react under fire when our convoy was under aerial attack enroute from England to Africa," Corporal Alvin H. Eickhoff, Jr., a former New York Central employe at Indianapolis and a member of the Army Air Forces, said recently, when temporarily stationed at the Los Angeles Port of Embarkation.

"A false air alarm sounded while everyone was sleeping the morning before we were to land in Algiers," the former Purdue tackle said.

"We tried to go back to sleep but the alarm sounded again. This time it was the real thing," he continued. "After waiting patiently below deck, curiosity got the better of me and I stepped up to the deck.

"There wasn't a ripple on the water and the moon was big and bright... it was beautiful. Four planes swooped over the convoy and made a perfect silhouette against the moon.

"After it was all over, I went below, where I started shaking like a leaf. It was amazing how one can become scared and excited after the danger is past."

"The only things that reminded us of home while we were in Africa were the watermelons and canteloupes, which we got by the jeep-load," Cpl. Eickhoff commented.

"The '40 and 8' (40 men and 8 horses) trains were so slow that native children often outran them while they

shouted for sugar and candy," he added.

Before his enlistment in November, 1941, Corp. Eickhoff worked for the Central. He played tackle on the Purdue university football team in 1938 and 1939. His wife, Mrs. Helen M. Eickhoff, lives at 250 N. Oakland Street, Indianapolis.

New Columbus Boy

Mr. & Mrs. J. P. Culbreth, 536 Loveman Avenue, Columbus, Ohio, are the parents of a 7½ pound boy, which arrived July 19. Mr. Culbreth is in the Personal Injury Claim Department, Columbus.

Capitalizing On Victory Garden

prepare to take our last dividends out of the garden.

Suitable storage places for cabbage, beets, carrots and other root crops must be arranged. Every effort should be made to harvest and preserve everything that the garden has produced.

A bulletin giving complete details on various types of storage will be sent upon request.

As soon as the crops are removed all weeds and other rubbish should be removed or thoroughly spaded into the ground. This is excellent practice for preventing pests and weeds next year.

One of the best ways to build up the soil and, at the same time, leave the garden in an attractive condition during the winter is to sow rye early

and fall to plow under next Spring.

The National Victory Garden Institute is sponsoring a contest which is open to all members of the New York Central Victory Garden Club and other New York Central employes. A first prize of a \$1000 War Bond is being offered for the best garden.

The rules for the Contest and the Record Book, which is to be filled in, can be obtained from the Agricultural Relations Department. After the Record Book has been completed, it should be sent into the Agricultural Relations Department.

Even if no prize is won, the checking up on the gardening activity which this Contest requires is well worth while. Anyone interested should send for the Record Book.

Staff Sergt. O'Brien Receives Air Medal

15th Army Air Force, in Italy — Staff Sergeant Albert J. O'Brien, 21, son of Mrs. Mary O'Brien, 12 Manor Place, Watervliet, N. Y., has been awarded the Air Medal for "meritorious achievement in aerial flight while participating in sustained operations against the enemy."

Sergeant O'Brien, top turret gunner in a Liberator bomber, is a veteran of 23 missions against German installations and has been over such heavily defended targets as Munich, Vienna and the Ploesti Oil Fields.

Sergeant O'Brien, former employe of the New York Central, New York City, graduated from Troy High School, where he starred in football and basketball. He entered the Air Forces in January 1943, and won his wings a few months later.

Has Three in Service

Ralph Wilcox, Tally Clerk, Middletown, Ohio, now has two sons and a daughter in military service.

Hilma Louis, yeoman third class, U.S.N.R., is at the Bureau of Ordnance, Navy, Washington. Pfc. William Wilcox is in India with the Army and the younger son, Carl Wesley, recently enlisted. Wilcox himself is a veteran of World War I, having served with the AEF at Brest, France.

New Belt Conveyors Speed Record Handling of Mail by N. Y. C. at Chicago



Shown in operation is one of the three new portable belt conveyors recently put into use at the New York Central mail house at Clark and Taylor Streets, Chicago. Not only do these conveyors expedite the handling of the unprecedented volume of mail, much of which is destined for men and women serving overseas but they actually increase the amount of railroad equipment available for use by making it possible to unload and release the incoming mail cars faster than would otherwise be possible.

Capitol District Public Relations Group Dines



Some of the 106 members of the conference groups who attended recent dinner in Rensselaer.

The first annual dinner of the Public Relations Group of the New York Central System, Capitol District, (Albany, Troy and Schenectady) was held at Kapp's-In-The-Hollow, Rensselaer, N. Y., recently.

The party started with the National Anthem, conducted by W. F. Gilligan, with Miss Esther Pierce at the piano. The chief speaker was K. A. Borntrager, Superintendent of the Mohawk and Hudson Divisions.

The Entertainment Committee arranged a well balanced evening of fun and good cheer. The first number was a tenor solo by Fred Stewart, Yardmaster at Selkirk. William Scheidler, Assistant General Freight Agent's office, gave a piano solo and Ben Dayton, Assistant Superintendent, presented a talk (he said it was not a speech) right from the soles of his feet and was cheered lustily. Miss Ellen Fay, daughter of George Fay, Hudson Division Dispatcher, gave some readings.

The Public Relations Glee Club was the hit of the evening, singing several old songs. They advised that they had only one practice session, but no one believed them.

The toastmaster was Charles Cassidy, of the Troy Ticket Office.

S. J. Van Patten, of the Schenectady Freight Office, photographed the group, table by table, and also in a group.

At the completion of the program, Miss Esther Pierce played for community singing.

The diners consisted of "graduates" of the various conference groups with practically all departments represented. There were 18 from Schenectady, 16 from the Troy area and 72 from Albany, a total of 106. Among the Albany members were various road men—conductors, enginemen, firemen and trainmen, as well as representatives from Selkirk Yard and shops and various office and Yard employes of Albany and Rensselaer.

The Committee of Arrangements consisted of A. H. Hudson, A.G.F.A. Office, Chairman; Mrs. Marion Schwindeman; Miss Esther Pierce; Mrs. Dorothy Feeney, and Mrs. Gertrude Ray, of the Albany Freight Office; A. M. Ingersoll, Trainman, Mohawk Division; W. F. Gilligan, A.G.F.A. Office; W. Paeglow, Trainman, Mohawk Division; Chas. Cassidy, Ticket Office, Troy; A. E. Burkhardt, Piece Work Inspector, Selkirk; G. C. Sheffer and W. R. Carroll, Freight Office, Schenectady, and N. P. Bowman, Conductor, Mohawk Division.

The staff of Superintendent Borntrager, Assistant Superintendent B. H. Dayton, J. V. Hughes, T. E. Fleming, E. J. Jones and E. W. Moore, Trainmasters, assisted in putting the Public Relations conferences across.

Diesel Streamliner Captured in Normandy

The scene was one of feverish action, as the soldier-railroaders of the Army Transportation Corps' Military Railway Service struggled to rehabilitate the bombed-out rail yard at a Normandy rail center.

Suddenly the men laid down their tools in amazement. Rolling into the yard was a giant cream and red colored diesel-electric engine. As it snaked its way through the maze of track, train crews rushed out from yard shanties and shop men streamed from the roundhouse. GI's who had seen the apparition passing stared in wonder.

First to reach the "street car" couldn't believe their eyes. Lounging in a chair in the cab was Brig. Gen. C. L. Burpee, Director of the Second Military Railway Service. At the throttle was Lieut. Col. Fay L. King, Wisconsin, superintendent of equipment.

General Burpee was formerly with the Atlantic Coast Line while Colonel Fay was with the Milwaukee.

The general and his assistant, notified of the location of the abandoned French rail giant by a reconnaissance party, had gone out personally to bring in the prize. The streamliner now is hauling tons of food, ammunition and other supplies in Normandy.

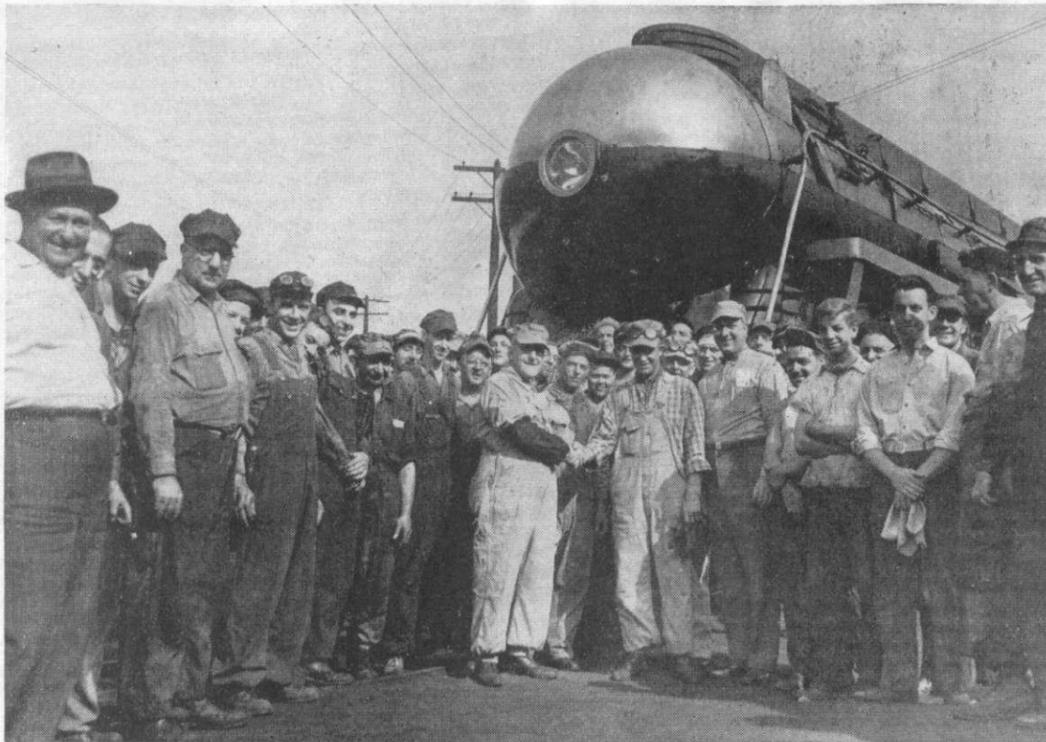
The gaudy colored diesel-electric was not the only locomotive recovered from the Nazis in France by the Army Transportation Corps. Large quantities of serviceable equipment were found, including locomotives from several different countries, box cars and tons of coal. Rail veterans of World War I were stirred by the sight of the famous American "Pershings." Shipped to France in 1917-18, these sturdy relics of the rails now serve another AEF after more than a quarter century in "foreign service."

The first passenger train operated by the American Army railroaders was to be a "secret run." It was secret — until a member of the French underground chanced upon the news. All along the track, cheering French men, women and children tossed flowers to the "GI" crew. One of the men chiefly responsible for the immediate success of the Military Railway Service operation in France, a tall, lean Texan named Major General Frank S. Ross, was a passenger on this trip. General Ross is Chief of Transportation in the European Theater.

The problem of feeding the widely scattered members of the railway operating battalions was met with typical Yankee ingenuity. Technical Sgt. Carl H. Wegrich of 313 North 9th Street, Terre Haute, Indiana, figured that if his men couldn't come in to eat he'd take their food to them. In one of the most unusual catering services in the Army, Sgt. Wegrich rides the rails to deliver K rations to six different units. On one trip he found an outfit with enough fish for a week of meals, but he couldn't borrow any for his own meal back at the terminal.

As the Allies cut across the Brest

Hudson Division Engineman McKenna Ends 51 Years' Work



Francis Xavier McKenna, Engineman on the Empire State Express, westbound, and the Wolverine, eastbound, made his last runs August 11, after 51 years of railroading for the New York Central. He ended work on his 70th birthday.

At Harmon when he brought the Wolverine into the station, a battery of torpedoes exploded as the train rolled up the platform and whistles from every locomotive in the Yard blew lustily. When, returning, Engineman McKenna arrived in Albany

with the Empire State Express, shortly before noon, his long railroad career ended.

He makes his home at 74 Edgecomb Court, Albany. He plans to take a trip to Kingston, Jamaica, in November, if passports are available.

Peninsula and swing out on the road to Paris, they'll find the Army Transportation Corps' railroaders right behind them, carrying supplies to the front and evacuating wounded to the rear by hospital trains. Just as soon as territory is captured from the Nazis, Army engineers, assisted sometimes by men of the Military Railway Service, rehabilitate the rails and neutralize mine fields along the right of way. Shoo-flys are quickly built around bomb craters and demolished bridges. To enable him to reach any bottleneck in the rapidly-moving front, General Burpee has a rolling office — a converted caboose.

Big Four Brothers Two Years in the Army

Charles and Carl Richards, former switchmen on the Big Four at Springfield and Middletown, Ohio, respectively, have now been in the Army for more than two years. Both are overseas. Carl is in a military railway unit in Iran and Charles is in the MRS in the Mediterranean area. Their father is Thomas Richards, a conductor on the Ohio Division for the last 30 years and their sister is Mrs. Maurice Bowman, whose husband is a freight brakeman on the same Division.

N. Y. Central II Member of Oldest B-26 Bomber Group in the Army Air Forces



At a 12th AAF B-26 Marauder Bomber Base — Staff Sgt. Frederick A. Olds, of 529 East Main Street, Warsaw, Ind., touches up his paint job on the "New York Central II," gift of the employes of the New York Central System to the oldest B-26 medium bomber group in the Army Air Forces. The plane has participated in scores of missions in Africa and the Mediterranean area.

Pfc. Kent L. Myers, Tarawa Veteran, Killed at Saipan



Pfc. Kent L. Myers, 20, of the Second Division, U. S. Marine Corps Reserve, was killed in action on Saipan, June 20. He enlisted in December, 1942, received his basic training at San Diego and left in October, 1943, for overseas service. Myers was in a Signal Battalion, having graduated from Radio School May 14, 1943. He took part in the invasion of Tarawa, where he was cited for bravery in saving the life of his buddy, Richard Lund of Minneapolis, also a radioman, who was wounded in the landing. After Tarawa, Myers was sent to rest camps in New Zealand and Hawaii. Pvt. Lund was sent to a hospital in Oakland, California. Pfc. Myers was the son of Roy C. Myers, employed in the office of Superintendent of Equipment, Cleveland. His mother, father, a sister, Helen June, and a brother, Pfc. Richard C. Myers, now a Marine Corps Bandsman in the Southwest Pacific and formerly employed at Collinwood Enginehouse as a Machinist Apprentice, survive. Kent L. Myers was employed by the Central as a locomotive fireman in the Cleveland area for 16 months prior to his enlistment and never returned home on furlough.

Pfc. Beckert, of Cleveland, Wounded

Pfc. John E. Beckert, formerly a ticket seller at the office of R. W. Wolke, Terminal Passenger and Ticket Agent, Cleveland Union Terminal, was wounded June 17 in France, when serving with a glider infantry unit.

Pfc. Beckert entered the Army December, 1942, and went overseas in April, 1943. He also served in Sicily, Italy, Iceland and England.

D. M. Crockette is Accidentally Killed in India

Technical Sergt. David M. Crockette, Company C, 748th Railway Operating Battalion, was accidentally killed, June 25, in India, according to word received by his parents, Mr. and Mrs. W. R. Crockette, Sharonville, Ohio.

He was formerly a fireman on the Ohio Division, serving with his father, who is an engineman, prior to his induction.

He entered military service on March 12, 1943, the day after his graduation from the Sharonville High School. He was nineteen years old. His parents, his wife, and a brother, Robert W., who is a Technical Sergeant in the 854th Bomb Squadron (H) of the Eighth Air Corps, survive.

Trio of Western Enginemen Retire After Long Service

Three veteran New York Central locomotive engineers completed their railroad careers July 31.

Francis H. Bowser, who ended 42 years' service when he made his last run as Engineman of the Twentieth Century between Chicago and Elkhart, July 30, started railroading as a locomotive fireman October 8, 1902 and was promoted to engineman November 11, 1906. Mr. Bowser is a resident of Elkhart.

Leston L. Wright, Engineman running between Elkhart and South Bend, on the South Bend turn, retired with 41 years of service. He began his railroad career March 3, 1903, as a Fireman and was advanced to Engineman December 11, 1906. Mr. Wright lives in Middlebury, Ind.

Engineman James F. Vaniman, working on through freight trains, ended railroading with 36 years of service. Mr. Vaniman, who makes his home in Bristol, Ind., entered railroad service as a locomotive fireman September 21, 1908, and became an engineman September 27, 1912.

Holcomb, of E. St. Louis, in the So. Pacific

Louis L. Holcomb, Motor Machinist's Mate, 2/c, former employe East St. Louis freight office, who enlisted in the Navy in October, 1942, is now stationed in the South Pacific, where he has had continuous service since preliminary training. He is the son of Mr. and Mrs. Henry H. Holcomb, freight station employe.

Cast Killed in Bomber Crash; Pilot Trainee

John T. Cast, Crew Caller at Springfield, Ohio, prior to his entry into military service in January, 1944, was killed near Manchester, New Hampshire, on July 11, 1944. The B-17 bomber which he was piloting in combat training, crashed.

His first service was in the Quartermaster's Corps but he was later transferred to the Army Air Corps. He received his training as an air cadet at McDill Field, Fla. His wife and a five months old son survive.

Bachman Now Heads Lake Shore Pioneers

At a meeting of the Executive Committee of the Lake Shore Pioneer Chapter, New York Central Veterans, held in Hotel Cleveland, Cleveland, July 29, the following were elected:

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

Members of Executive Committee: P. R. Boehringer, Collinwood, L. A. Faulkner, Ashtabula, and A. L. Bruening, Collinwood, one year; Bert Johnson, Erie, A. H. Lloyd, Elkhart, and W. E. Anderson, Toledo, two years; F. A. Ryan, Cleveland, E. D. Jepson, Collinwood, and A. C. Glade, Toledo, three years.

McFarland Heads Chicago Legion Post

Packey (William A.) McFarland, Passenger Rate Clerk at the Central Passenger Association, Chicago, representative of the Rate Department under E. E. Pierce, G.P.A., New York, has been elected Commander of the Edison Park Post No. 541, The American Legion (Chicago) for 1944-45.

Packey, a Chicagoan who rose from office boy to Chief Rate Clerk for the Michigan Central in A. W. Foelger's office, is the son of a prominent rate man, for the Wabash Railroad, of a few years ago. His own son, Packey, Jr., is at Great Lakes, Illinois, upholding the family's fighting tradition.

John Zeh Retires

John Zeh, Electrician on the La Salle Street Station Maintenance force, retired August 31, after 36 years of service.

Now an Ensign



Michael H. Broker, former chief stationary engineer, Rensselaer Engine House, recently completed a four months' course of intensive training in marine engineering, at the U. S. Maritime Officers' Training School, Fort Trumbull, New London, Conn., and was commissioned an Ensign in U. S. Maritime Service. He also obtained licenses as assistant engineer of steam and diesel propelled vessels. Ensign Broker was employed for 15 years at Utica and Rensselaer Engine Houses. He was a member of the N. Y. C. Rifle Team and served on the board of the N. Y. C. Athletic Ass'n of the Capitol district.

Cleveland Freight Traffic Department Officials Shifted

Effective July 15, F. E. Lewis was appointed Assistant to the Freight Traffic Manager at Cleveland.

Mr. Lewis began with the New York Central in 1899 at Deerfield, Mich., as Student Operator and Stationman. He entered service with the Freight Traffic Department in 1910 and since that date has served at Toledo, Hillsdale, Detroit and Cleveland. On September 1, 1939, he was made Industrial Agent at Cleveland, which position he held until July 15.

Effective on the same date A. J. Crookshank was appointed Industrial Agent at Cleveland. Mr. Crookshank began service on the P&LE in 1920 and went to the Big Four at Cleveland in 1923. He served in various clerical and soliciting positions until June, 1935, when he was transferred to New York as City Freight Agent. In 1939 Mr. Crookshank was assigned to the office of Vice President, Freight Traffic, New York. On May 1, 1942 he was made Division Freight Agent, Columbus.

C. C. Sampson was appointed Division Freight Agent at Columbus. Mr. Sampson began service at Cleveland in 1924, as Traveling Freight Agent. He served in soliciting positions at Kankakee, Charleston and Cleveland until November 16, 1942, when he was appointed General Agent at Tulsa, which position he held until transferred to Columbus.

E. G. Howard was appointed Assistant General Freight Agent at Toledo. Mr. Howard has been with the New York Central since 1917, serving in both the Operating and Traffic Departments. He has been located in Detroit, Hillsdale, Fort Wayne and Toledo. On November 1, 1940, Mr. Howard was made Division Freight Agent at Toledo, which position he held until promoted.

On August 1, J. L. Robinson was appointed General Agent at Columbus. Mr. Robinson began service in 1916 and has served in various capacities in Toledo, Columbus, Cleveland, and Chicago. On September 1, 1941 he was made Chief Clerk to the DFE&PA at Charleston, W. Va.

H. B. Fisher has been appointed Chief Clerk at Charleston, W. Va. Mr. Fisher has been with the System since 1927, in Columbus and Charleston.

J. E. Sheehy, General Agent, Columbus, retired, at his own request, on July 31. Mr. Sheehy was with the Central since 1922, in Toledo and Columbus. He was appointed General Agent at Columbus September 16, 1930. He will make his home in Toledo. A farewell party was given Mr. Sheehy in Columbus July 27, attended by a large number of friends and business associates.

Chicago Legion Post Members Cruise

The steamship *City of Grand Rapids* was the locale of the August meeting of Commodore Vanderbilt Post No. 789, American Legion, Chicago.

Members, their families and friends gathered the evening of August 8 to enjoy a moonlight cruise on Lake Michigan.

Cleveland Legion Post Honor Roll Has Two Gold Stars



The Honor Roll of New York Central Lines Post No. 999 stands in front of the Post's club rooms, 537 East 152nd Street. It bears the names of two members of the Post (retreads) and of 49 sons of members, including those of two Gold Star sons. The Honor Roll was painted by C. L. Wegruff, a member.

Transportation Bureau, Chicago, Is Improved



Shown above are quarters of the Transportation Bureau, office of Superintendent of Freight Transportation, in the LaSalle Street Station, Chicago, after completion of an improvement program which included such additions as soundproofing, improved lights and venetian blinds.

The bureau, organized several years ago for the purpose of tracing and ex-

pediting carload and l.c.l. freight, and handling diversions and reconsignments, now finds its activities contributing greatly to the nation's war effort. It provides service 24 hours a day, seven days a week, to shippers and receivers of freight.

In the picture are, standing, left to right around the room, R. W. Drommerhauser, Supervisor Transportation Bureau, H. P. Hannan, Superintendent

Freight Transportation, H. C. Shaw, M. A. Monaco, H. O. Gallman, C. J. Burkhardt, Suzanne Proctor, Lucille Cherney, Mary Whitman and Anna Maye Connors. Sitting, left to right: Lillian Stewart, Vivian Thomas, Catherine Filan, Elizabeth Howard, S. W. Jacobson, P. J. Kornibe, F. R. Lan-kin, F. A. Streeter, S. A. Sisulak, J. E. MacCombie, F. W. Miller and F. E. Weist.

Vast Concourse Ceiling, G. C. T., to be Repainted

The starry, vaulted ceiling of the Main Concourse of Grand Central Terminal, with its myriad of twinkling stars outlining the figures of the Zodiac, will soon be hidden from public view for a year by an immense scaffold, which will cover the entire ceiling. Erection of the scaffold is being done nightly between 11 p.m. and 7 a.m.

It is suspended more than 100 feet above the floor with no obstruction of the floor area, except for short periods, when portions will be roped off. On completion of the scaffold some structural changes to strengthen the ceiling will be made by Grand Central Terminal forces.

When these are finished decorative painters, working under the direction of Charles Gulbrandsen, will prepare and paint the ceiling, restoring the original design of cerulean blue, with the principal constellations outlined in gold. Mr. Gulbrandsen was associated with J. Monroe Hewlett, the artist who prepared the design and executed the original decoration.

The original design, first displayed when the Terminal was opened, in

1913, will be restored over the 6,400 square yards of surface. Various sized holes in the ceiling make visible electric lights which simulate the major stars.

When the ceiling is finished the frames of the great windows, 75 feet high, in the east and west ends of the Concourse will be painted and the walls of the immense room, one of the largest in the world, will be cleaned.

The Concourse is approximately 275 feet long, 125 feet wide and 125 feet high.

Catching Hitler's Trains

(From editorial in Troy Times Record) "Booty seized by American troops in St. Lo's vicinity includes an American-made locomotive, the faded gilt lettering N. Y. Central still visible on its tender.

"The locomotive is one of those sent to France during the last war to handle A.E.F. traffic between Bordeaux and the front.

"But the American command does not cherish it for only its sentimental value. Every locomotive captured or wrecked now makes that rail system so much less reliable."

Prevents Suicide and Rail Accident

Seldom do two opportunities for commendable service come to the same man in so brief a space of time as did those which came to Cut Watchman A. Lanzarone, who patrols the track west of Highland, N. Y.

Recently, he pulled out of the Hudson River a man who admitted he was trying to commit suicide. The man he turned over to the State Police at Highland.

Six days afterward, when making his evening rounds, he noticed a piece of angle iron, 2" x 2 1/2" which had come off a freight train and embedded itself into a tie and stood up about a foot above rail.

Lanzarone flagged a passenger train and with the help of the engine crew bent the angle down to clear, thereby preventing what might have been a serious accident.

Missing in France



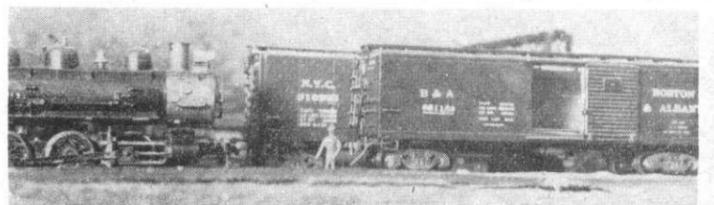
Private First Class William F. Bergin, son of Michael M. Bergin, Foreman at Kent Street Station, Rochester, N. Y., on August 8 was reported missing in action in France since July 19. He was an infantryman and trained at Fort Meade before going overseas in June. Previously he had been a student at Maryland University in the A.S.T.C.

Zellers Now Agent

Effective July 15, D. B. Zellers was appointed Division Freight Agent at Grand Rapids, Michigan, succeeding G. H. Johnston, transferred.

Courtesy Creates Repeat Business

Model Scene Looks Like B. & A. Yard



At first glance, the picture shown above might represent a switcher at work in the Beacon Park Yard, Allston (Boston), Mass., but in reality it is a photograph of an action scene on a model railroad built, owned and operated by Fred W. Lane, a railroad "Enthusiast," of 20 Sommer Street, West Goffstown, N. H. Mr. Lane is an Aircraft Electrical expert at Grenier Field (Army Air Force), Manchester, N. H. His model railroad is electrically operated and panel controlled. He operates 500 feet of track, 15 locomotives and 150 cars.

Army Transport Corps Numbers Over 350,000

The Army Transportation Corps has a total military and civilian personnel strength of more than 350,000, many of them transportation specialists, such as traffic managers, shipping men, engineers, railroaders and freight and packing specialists.

Military personnel is 277,665, exceeding that of any other Corps in the Army Service Forces, and more than the entire pre-war regular American Army. Well over one-half — 157,000 — are overseas in nearly 600 different units.

The number of WACS in the Corps has doubled in the last 10 months. Today, more than 4,000 WACS, including 200 officers, occupy 239 different jobs at ports and in transportation zones in the United States. More than 650 others have gone overseas.

The Corps employs 84,000 civilians, and more than 17,000 of these are overseas or are crew members of Army transports, hospital ships or small boat companies.

Captured ports are operated by transportation officers who are responsible for keeping supplies flowing through and up to the fronts. In the first six months of Allied operations, the tonnage discharged through Naples, which the Nazis boasted was "knocked-out," was only a fraction under the total for the best pre-war year.

At Naples, Anzio, Persian Gulf Ports, in the Pacific and every other war theater — at more than 90 different ports altogether — Transportation Corps port battalions have the back-breaking job of unloading the mountains of supplies for the battlefronts.

The Transportation Corps operates the Army's 17 hospital ships. One of these, the "Comfort," is owned and manned by the Navy, but operated for the Army.

By the end of 1944, twenty-four hospital ships will be at sea, Major Gen. Gross, Transportation Corps Chief, reported. Two others of this number will be operated for the Army by the Navy. The fleet will have a total patient capacity of more than 14,000, of which about 3,300 will be "walking-wounded."

Lieut. Austgen is Wounded in Normandy

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

Word has just been received of the awarding of the Purple Heart to Lieut. E. H. Austgen, furloughed clerk, and son of H. G. Austgen, Chief Clerk, for wounds sustained in action in Normandy. Lieut. Austgen has returned to duty.

Congratulations to Sergt. Lloyd C. Schultz, in England, who has been awarded the Good Conduct medal at an 8th Fighter Command station.

Best wishes are extended to Deloris Haager, Biller, and Gunner's Mate, Second Class, Richard R. Larimer, who were married July 14, in New Orleans.

Sympathy is extended to George DeRolf, Clerk, on the death of his brother at Terre Haute, July 30.

Williamson Resigns; Metzman is Elected

(Concluded from Page One)

the New York Central in 1898, in a subordinate capacity in the Operating Department. The service he gave resulted in successive promotions until he became a Superintendent in 1911 and later General Superintendent at New York. For three years, beginning in 1925, he was Vice President in charge of operation and maintenance for the Northern Pacific, later becoming Executive Vice President of the Burlington. On January 1, 1929, he became Chairman of the Executive Committee and President of the Burlington. He returned to the Central from his post as president of the Burlington.

During World War I, he was with the United States Railroad Administration at New York. When the Army took over the railroads for a short period in this war he was appointed a colonel.

Mr. Metzman was born in Baltimore, June 23, 1886. After attendance at Polytechnic Institute there he began his railroad career in 1903 as a clerk with the Baltimore & Ohio, remaining with that road until 1916, when he went to the Eastern Presidents Conference and later with the United States Railroad Administration.

He entered the employ of the New York Central March 16, 1920 as Transportation Assistant to the Vice President. From March 1, 1922 to the end of 1928, he was Transportation Assistant to the President. On January 1, 1929, he was promoted to Manager, Freight Transportation, holding this post until February 1, 1940, when he was advanced to Assistant Vice President, with headquarters at Chicago.

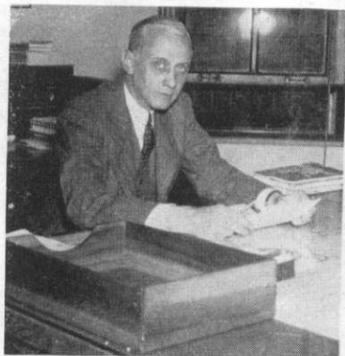
From March 19, 1942 to August of that year he was on leave of absence, serving as Chief of Railway Division, Transportation Corps, U. S. Army, at Washington.

He returned to the New York Central in August, 1942, as Assistant Vice President and General Manager in charge of the Big Four Railway, of which he was later made Vice President and General Manager. On January 1, 1944, he was appointed Vice President with headquarters at Chicago, with jurisdiction over the New York Central, line west of Buffalo, the Big Four Railway, Michigan Central Railroad, Indiana Harbor Belt Railroad and the Chicago River & Indiana Railroad.

Mr. McKee, who was born in Constantine, Michigan, entered railway service in 1900 with the Santa Fe, as an express messenger at Silver City, New Mexico.

The following year he went to the Lake Shore & Michigan Southern, now part of the New York Central, as a yard bill clerk at Elkhart. Later he served as freight brakeman, switch-tender and switchman. Then in 1907 Mr. McKee went to the Michigan Central as assistant yardmaster at Windsor, Ont. Later he was general yardmaster, trainmaster and superintendent at St. Thomas, Ont., and on April 18, 1918, was made Assistant General Superintendent at Detroit.

These Officers Appointed to New Railroad Posts



C. L. Jellinghaus, Vice President, Detroit

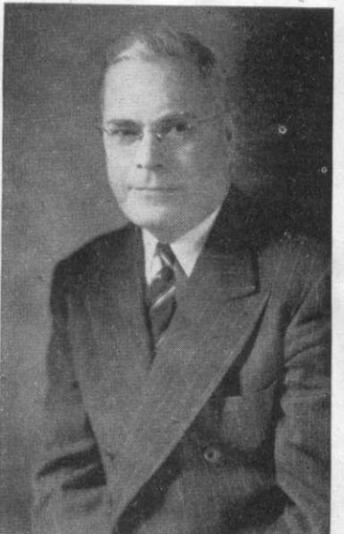
Two years later he was appointed General Superintendent and in 1930 was made Assistant General Manager at Detroit. In 1932, he was promoted to Assistant Vice President at Chicago. Five years later, he returned to Detroit as Assistant Vice President and General Manager and on November 24, 1943 was appointed Vice President and General Manager at Detroit.

Mr. Jellinghaus was born in New York and studied at the College of the City of New York. He entered the Central's service April 3, 1914, as a clerk in the General Manager's office, New York, and later was inspector, freight protection, assistant to superintendent, property protection and on December 16, 1926, was appointed Superintendent Property Protection, New York. On March 1, 1936, he was made Executive Secretary to the President and on August 1, 1939, Assistant to the President. On February 1, 1940, he was appointed Manager Freight Transportation, New York.

Mr. Dawson was born at Lima, Ohio, and entered the Central's employ as a clerk in the freight transportation office, Indianapolis, January 1, 1910. Six years later he was promoted to traveling car agent and the following year was made chief clerk to Superintendent Car Service, Indianapolis. After a period as inspector, transportation and supervisor freight loading he was named chief clerk to Superintendent Freight Transportation, Indianapolis and on June 1, 1929, was made Superintendent Car Service, Indianapolis.

In November, 1929, he was appointed Assistant Superintendent, Freight Transportation, Indianapolis, holding this post until September 1, 1937, when he was promoted to Superintendent Freight Transportation, Indianapolis. On December 1, 1942, he was appointed Superintendent, Terminal Division, Cincinnati, and the following month was furloughed to take a post as United States Associate Deputy Solid Fuels Administrator for War, Washington.

On January 1, 1944, he returned to the New York Central as Superintendent, Ohio Division, Springfield. While Superintendent of Freight Transportation he was a member of the A.A.R. Committee on Car Service.



Fred A. Dawson, Manager Freight Transportation, New York



J. L. McKee, Vice President, Chicago

Cited for Tarawa



Sfc. Joseph F. Donahue, son of M. J. Donahue, Machinist at Englewood, has been cited by Admiral Chester W. Nimitz for heroism during the capture of Tarawa.

According to the citation, read by Seaman Donahue's commanding officer, Capt. P. E. Duggan, when he was awarded the Bronze Star Medal, the 18-year old sailor was a member of a beach party of an assault transport from November 20 to 24. This party, the citation explains, was the first to be established on the dock in the assault.

"After making five attempts to reach the dock," the citation reads, "and being driven off by enemy fire, he (Donahue) aided in finally establishing this beach party on the end of the dock, still under fire. There he worked continuously for three days, under great difficulties and harassing sniper fire, to unload badly needed ammunition and supplies."

Serving on a destroyer, Donahue has participated in operations at Attu and Kiska in the Aleutians, and Kwajalein and Eniwetok in the Marshall islands, as well as in the Gilberts.

Seaman Donahue's father served in France during World War I in a railroad unit. Two brothers are in service; Michael, a furloughed Machinists' Apprentice from the Englewood Engine House, is serving on an aircraft carrier in the South Pacific, and William is stationed at Tampa, Florida.

New Yorkers Plan Hudson Sail, 10th

The Sixth Annual Outing of the NYCAA, Manhattan, to be held Sunday, September 10, will be a gala event. The reduced rates for members and their families are, adults 75 cents, children 25 cents. Members can also obtain reduced rate tickets at \$1.30 for adults and 65 cents for children of their guests.

For this low cost all will enjoy a sail on the Day Line steamer *Hendrick Hudson*, leaving West 42nd Street at 9:30 a.m. and arriving at Bear Mountain at 12:50 p.m. The return trip will leave Bear Mountain at 5:30 p.m. and arrive at 42nd Street at 8:30 p.m. Dunderberg Field at Bear Mountain Park has been reserved and John Holbert, Director of Sports, has planned many novel games for adults and children.

You may bring your lunch or you can eat in the dining room of the boat or at Bear Mountain Inn at reasonable prices. Bear Mountain Park also has facilities for swimming, row boating, tennis, horseback riding, archery, horse-shoe pitching, badminton, croquet, volleyball and roller skating as well as mechanical amusements, such as skooter, skee ball and bear hug.

Reservations will be made only until September 6, so hurry and obtain your tickets from Mr. Parry, Room 740, Extension 2966, Mr. Evans, Room 1154, Extension 2706 or Miss Nickerson, Room 644, Extension 2322.

The final standing of the Men's Softball League was: Harmon Enginehouse 875 PC; Traffic Engineers 700; Harmon Electric 555; Railway Express 428; General Freight 222, and Ticket Office GCT 143.

The playoff for the cash prizes will be held during the first week of September. If Harmon Enginehouse wins the first game, it will receive a cash prize, otherwise the best two out of three games will decide the winner.

Erie Division Man Wounded in Burma

Sergt. C. E. Schmidt, a furloughed Erie Division fireman, was wounded in action June 18th, in Burma. He is a son of Erie Division Engineman C. W. Schmidt, veteran of World War I. Extent of Sergt. Schmidt's injuries not known. His address is: Co. A, 209th Engrs. Batl. (C), 15078951, A.P.O. 689, c/o Postmaster, New York, N. Y.

Detroit, Retiring, Given Bond and Pipes

Albert Musial, Car Inspector, Junction Yards, Detroit, retired June 30 after 30 years of service with the Michigan Central.

On his last trick, one of Mr. Musial's buddies got into a little scuffle with him and deliberately broke his pipe, but at the close of the shift, he was given a surprise send-off by the whole gang and presented with many gifts, including a \$100 War Bond and two fine pipes to replace the one broken intentionally.

Safety First a War Asset

New York Man Has Five Sons at Front

Carmine Carpentieri, Laborer in the Power Department, Grand Central Terminal Division, has five sons in the Armed Services and all are abroad in combat theatres.

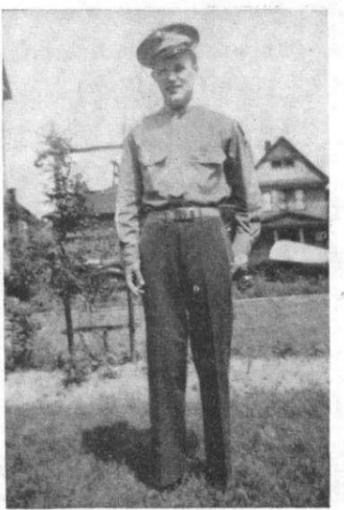
Seaman 1st Cl. Joseph G. has been two years in the South Pacific; Corp. John is with an ordnance unit in North Africa; Private Louis is with the Fifth Army in Italy; Sergt. Pasquale is in Normandy; and Seaman 1st Cl. Luke is in the Mediterranean.

Two Get New Posts

W. C. Bower, Vice President Purchases and Stores, announced the appointments, effective September 1, of C. C. Dibble as Assistant to Vice President, Purchases and Stores, with office in Indianapolis and of A. L. Prentiss, as General Supervisor of Reclamation, with office at Ashtabula. The position of Manager, Scrap and Reclamation, was abolished.

Safety Is Foremost

Overseas



Pfc. Gilbert J. Ehrhardt was a fireman on the New York Central at Buffalo before joining the Infantry. He is now overseas.

Cedilote Now Reported to be War Prisoner

Private Frank Cedilote, formerly of the Auditor of Passenger Accounts Office, Detroit, who was reported missing in action in Italy, is a prisoner of war of the Germans, later dispatches indicate. He was first reported missing in action in Italy since June 19. Cedilote is an Infantryman.

Orchids to the loyal, patriotic members of the Detroit N. Y. C. Red Cross Surgical Dressing Unit, who turned out in force, in 98 degree temperature, to prepare and wrap the vitally needed medical supplies. These faithful women have been doing their noble work almost unnoticed each Thursday evening, after regular office hours, in the Red Cross Room on the Main Floor of the Detroit Terminal. Leaders and instructors of the group are Mrs. R. O. Smith, Miss Ruth Jacobson, Mrs. J. C. Rehill, Mrs. F. S. Waits.

Pfc. Bernard "Bud" Nolish, Auditor Passenger Accounts Marine, is in a rest camp in the Russell Islands. He took part in the Cape Gloucester, New Britain Islands, campaign.

The stork has been strafing the homes of two Auditor Passenger Accounts boys, and as a result Mr. and Mrs. Ray Miller are the proud possessors of a brand new girl, Barbara Jean, who weighed 5 pounds 15 ounces at birth, July 17. Private Otis Otjens no doubt passed out a few of those hard to get cigars when he learned his wife had given birth to another daughter, August 5. The girl was named Marilyn Irene.

Promotions are coming through a little better. It's now Sergt. Edward Berger in England; Sergt. Richard Nihil in Hawaii; Walter Nalley Mineman, 2/c of the Navy; John Calder, AMM 1/c, now back in the States, and Corp. Wendell Peterson.

Auditor Passenger Accounts friends were happy to welcome back Miss Agnes Adamo, the comptometer whiz, after a three months' illness.

John Calder, AMM 1/c, became the first Auditor Passenger Accounts boy to return from the South Pacific. He lost many pounds after contracting malaria, but appeared to be his jocular self on his visit to the office. He wears two bronze battle stars on his Pacific service ribbon. After his brief leave he was sent to Astoria, Oregon, as instructor. He served as rear gunner on a land-based navy bomber at New Guinea, New Caledonia, Saipan and The Marianas.

Serving Abroad



Above is pictured First Lieut. Frank Brookman Davis, who, before being commissioned in the Army, was an Engineman on the Hudson River Division, with over eighteen years' service. Lieut. Davis was called to active duty in July, 1943 and was given basic officer training at Fort Slocum, N. Y. Later, with the 712th Railway Operating Battalion, he was stationed at Camp Hanrahan and Claiborne in Louisiana. This picture was taken while serving "overseas." Lieut. Davis is one of four members of his family in the Armed Forces.

Photographer



Corp. Robert A. Jacob, former Machinist Apprentice at Beech Grove Locomotive Shops, Beech Grove, Ind., who has been connected with the Eighth Air Force, has recently been transferred to the First Photo Intelligence Det. Son of August Jacob, Apprentice Instructor, Beech Grove Locomotive Dept., he entered the Armed Forces in January, 1943.