

CENTRAL HEADLIGHT

Vol. VI, No. 9

SEPTEMBER, 1945

Bronze Star for Heroic New Yorker Killed in Italy

Private Homer R. Stoughton, Jr., 21, of Sparkill, N. Y., son of Homer R. Stoughton of the Comptroller's Office, New York City, has been awarded, posthumously, the Bronze Star Medal. Private Stoughton, as related in the July Headlight, was killed April 15, near Monte Pigna, Italy.

The citation says:

"Pvt. Stoughton volunteered to accompany an artillery forward observer party with Company F, 87th Mountain Infantry Regiment, Tenth Mountain Division. On 14 April 1945 he and the party carried their radios and followed along with the infantry through two mortar barrages, a schmine field, and under constant small arms fire, and enabled the observer to keep in contact with the artillery headquarters and direct fire to points where needed. While under direct machine gun and sniper fire they set up the radio on Hill 903 to direct fire.

"On the morning of 15 April 1945, Pvt. Stoughton and the party, while under constant enemy observation and small arms fire, moved to Hill 868, where they set up their equipment to direct artillery fire in preparation of the assault on Monte Pigna. It was during the morning that a heavy concentration of enemy shellfire was directed at this point, killing Pvt. Stoughton and wounding another member of the party. Through his unflinching courage and willingness to subject himself to untold dangers, he has exemplified the highest type of American soldiery."

Western Trainmaster

F. H. Garner, Superintendent, Chicago, has announced the appointment, effective August 1, of E. J. Ryan as Trainmaster, Western Division.

Germans' Captive Back in Detroit



Lieut. James D. Buescher, of the Auditor Passenger Accounts office, Detroit, who had been held as a German prisoner of war since Jan. 14, returned home safely to his parents on June 2, after many a harrowing experience. Bombardier and navigator of a B-17 Flying Fortress, he was on his fifth mission when a direct flak burst tore a wing off of his plane over Cologne. Thrown out of the plastic nose of the ship by the explosion, he had the presence of mind to ditch his flak suit, attach the other parachute strap to his belt, and pull the rip-cord. He had to be assisted into a truck by his captors, and, so far as is known at the present time, is the only survivor of the crew of nine. He was shaken, but otherwise unscathed. His escape from death is a miracle he cannot explain.

Mirrophone Used in Chicago Telephone Courtesy Class



Front row, left to right: Mrs. Kathryn Bargelt, Special Representative, Instructor in telephone courtesy classes; Aileen Green; Mrs. Elizabeth Tobell; Helen Stanton; Bernice Clair, and Ray Barber of the office of Vice President J. L. McKee. Rear row, left to right: Mrs. Kathleen Archer; Emma Lou Mueller; Helene W. Jewett; Shirley Davis; Louise Uribarri; Eva Devorak; Evelyn Rodstrom; and Mary Ryan.

RECOGNIZING that the telephone is one of the most important means of communication between New York Central employes and the public, approximately 700 men and women in Chicago have participated in the Telephone Courtesy Program under the instruction of Mrs. Kathryn Bargelt, Special Representative in charge of this activity on the Line West.

As a part of the program, members of the groups were given an opportunity last month to hear how they sound to the party at the other end of the telephone. For this purpose, the Illinois Bell Telephone Company installed a Mirrophone, a device which records and automatically repeats back the words of the speaker.

The Telephone Courtesy Program was inaugurated April 1 and has for its purpose specialized instruction in courteous and efficient use of the telephone, stressing the fact that the voice of each of us is the voice of the New York Central, and that each telephone conversation will affect in some way, either to raise or to lower, the esteem in which the New York Central is held by the public with which it deals.

Son Wins Bronze Star

Leigh Wayne Fitzgerald, Gunner's Mate 3/c with the First Carrier Task Force in the Pacific, and son of George C. Fitzgerald, Carman at Kalamazoo, was presented the Bronze Star by Vice Admiral Mitscher with the following citation:

"For distinguishing himself by heroic achievement aboard a United States carrier on the night of 11 March, 1945. During a serious fire, he courageously assisted in the removal and jettisoning of ready service ammunition when it had been heated to a dangerous temperature. In spite of smoke, burning debris, and flames, he devoted himself to this task until further danger to the ship and his shipmates had been materially lessened."



C. F. Wiegale, Assistant to Vice President, Chicago, is shown trying out the Mirrophone, a device which records and repeats the speaker's words, used as a part of the telephone courtesy program instruction in Chicago. Left to right are: C. E. Castle, Manager Telegraph Department, Chicago; Mr. Wiegale; Mrs. Kathryn Bargelt, Group Instructor, and F. Y. Mellen, Representative of the Illinois Bell Telephone Company, which furnished the Mirrophone.

N. Y. C. Battalions to Go into Army Reserve, Postwar

THE six Military Railway Battalions sponsored by the New York Central, together with other Army technical units sponsored by civilian institutions, will not be disbanded after the war but will be continued in an inactive reserve status, as part of the postwar military establishment, the War Department announced last month.

These Central battalions are the 718th, 721st, 736th and the 737th Operating Battalions, the 753rd Shop Battalion, made up mostly of Big Four men, and the 701st Railway Grand Division Hq. and Hq. Company.

Chicagoan, Captive for 17 Months, Returns

Edgar Nickol, furloughed Trucker, Baggage Department, La Salle Street Station, Chicago, recently was home on a 60-day furlough from the Army, awaiting reassignment.

Nickol was taken prisoner by the Germans in Italy and spent 17 months in a German prison camp.

On First Train Across Rhine

Private R. A. Guilfoil, Jackson, Mich., a furloughed Central brakeman, was a member of the crew of the 718th Railway Operating Battalion which took the first supply train over the Army-built bridge across the Rhine, at Mainz. This bridge supplied General Patton's Third Army.

Cachets Mark 70th Birthday of Fast Mail

The 70th anniversary of the first trip of the Fast Mail, which made railroad mail service history, will occur on September 16.

To mark the event, the Glen Ellyn Philatelic Group, of Glen Ellyn, Ill., a suburb of Chicago, will mail cacheted covers which will bear railroad commemorative stamps.

These covers may be ordered from the group at 20 cents each, or 50 cents for the set of three. Orders should not be sent to the post office.

The first Fast Mail, westbound, carried four all white mail cars and the private car Duchess in which were railroad officers, newspaper men and postal supervisors. Seven clerks worked the mail from New York to Albany, where the New England mail was taken on and two sorters were added. These mail clerks were relieved at Syracuse by nine others. At Cleveland another clerk was added and these ten rode through to Chicago. The train's progress was bulletined hourly to the newspapers of the nation.

Despite 25 minutes lost account of a hot box, the train reached La Salle Street Station seven minutes ahead of time but the engineman is said to have fainted upon arrival. He had previously struck his head when the train sped around a curve.

L. V. Quinlan, B. & A., Killed on Guam, May 24

Lawrence V. Quinlan, brakeman at Beacon Park, Allston, Mass., who entered military service June 18, 1942, died from wounds received in action, May 24, on Guam, where he had been stationed since going overseas about a year ago.

He was buried in a military cemetery on that island. He was an Electrician's Mate, Second Class, and a member of the Seabees.

Quinlan was born July 22, 1914, at Newton and had been employed in various capacities between July, 1935, and 1942, when he entered military service. His service prior to February 27, 1941, was in the signal and maintenance of way department and his service from that date until he entered military service was as switchman and road brakeman.

Gets Bronze Star



Sergt. Joseph D. Kempel, a furloughed employe of the Sub-Station Department, New York, recently won the Bronze Star for repairing wire lines under fire on Okinawa. When shells had wounded his officers, he assumed command and made the vital repairs.

Central Headlight

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Volume 6

SEPTEMBER, 1945

No. 9

"Well Done and Welcome Home!"

APPROXIMATELY two modern Army divisions — almost 30,000 men — entered the military services from the ranks of the New York Central System.

To the thousands of New York Central families which thus sent one or more of their number to face repeated chances of injury or death in the defense of their country, the sudden cessation of the thunder of guns and bombs spelled primarily just one thing — the impending safe return of those near and dear to them. At that moment, the strain, anxiety and fears of five years or more were erased in an emotional climax that was quickly translated into quiet joy and peaceful nights.

However, the families of 450 others, with perhaps still more to be added, had only the proud satisfaction that they had given their most precious possession, their sons, to help save their Country. To them the hours of victory brought only sacred memories but held a poignancy which could be realized fully only by those who experienced it. To all of these goes our deep sympathy. God's eternal compassion is already theirs.

The New York Central men, and women too, who served in all ranks from private to Colonel during these devastating years have made, by their conduct in and out of battle, a record that is outstanding, as is attested by the hundreds of decorations awarded them for heroic feats beyond the call of duty.

Those of us who maintained the transportation front in this country are as one in our admiration of the service they gave for us all. Some already have returned to familiar tasks; the others, we hope, will be with us again in due course.

To one and all, we extend our simple tribute of a hearty "well done" and a joyous welcome home.

No Time to Let Down

THE climactic explosions of those atomic bombs that finally made peace — once more our dearest possession — were not a signal for a letdown in our magnificent record of wartime transportation performance.

Though guns are stilled, a tremendous job of rebuilding the world lies just ahead. In this country quick reconversion to a peacetime economy which we hope will equal or exceed that of any pre-war period will depend in considerable part on a major transportation job by the railroads. Handling the immediate aftermath of the war will be in itself a huge job, which will fall mainly to the railroads.

In all this New York Central must do its share.

To achieve this will require the continuous individual effort that has marked our endeavors heretofore. Needless absence from work, even for a day or two, on the part of any Central employe will inevitably hamper the full creation of the railroad transportation service that is our only product.

Recent reports show a decline, especially among freight house, station and shop forces, in the record of attendance at work — and this at a time when the traffic to be handled requires the use of all available motive power and equipment, both freight and passenger.

Under present conditions when a man is not on the job, for the time of his absence his job is one in name only. When he is not present, his job is not functioning as part of the teamwork and cooperative effort that produce our final results — the ones from which flow our daily earnings.

Isn't it worth while to ponder our individual responsibility?

The creation and maintenance of conditions that can make our individual jobs stable, enduring and worthwhile are up to each one of us.

Think it over.

Each Rail Employe's "Tools" Cost \$20,000

By J. J. Pelley, President, Association of American Railroads

Investors put their money into enterprises in the hope, at least, of getting it back with a profit. While trying to make a profit for themselves, however, they immeasurably benefit others. Between the time of the first World War and the present war, the average investment in railroads per employe — that is, the average worth of the "tools" which the railroad man has to do his job — has gone up from about \$10,000 to about \$20,000. It is largely as a result of this doubled investment per employe that the employes themselves are receiving nearly double the average wage in cents per hour, the public is receiving more economical, adequate and dependable transportation, and the Federal government, instead of paying out nearly two million dollars per day on ac-

count of deficits in its operation of the railroads, as it did during the other World War, has received from them during the three years of this war an average of \$3,170,000 a day, and is now collecting taxes from them, excluding those on payrolls, of more than three and three-quarter million dollars a day.

That's the sort of thing that intelligently directed investment in improved railroads has done for the country, and the sort of thing it can continue to do in the future, under a public policy of treating all forms of transportation alike — such a policy as will permit the railroads and every other form of transport to carry that part of the total traffic of the future which each is inherently capable of carrying most satisfactorily and at the lowest real cost.

THE ROUNDHOUSE

By
Sim Perkins

ALL our soldier railroaders in the European theater are full of stories disclosing the resourcefulness and initiative of their comrades during the recent operations that preceded V-E Day. Time after time, battle emergencies have created situations which were solved in ways strange to the peacetime habits of the railroad men involved. For example:

In the final weeks of the German campaign the progress of the Allied armies across Germany was so swift that the scouting parties normally sent out ahead to select the rail lines best adapted to operate up to the front were unable to keep up with the combat men. Headquarters of the Second Military Railway Service finally solved the problem by acquiring two "Cub" planes, with fliers, who took railroad officers over the terrain ahead of the railheads. These tiny planes, flying at low levels, brought back reports in a matter of hours, enabling the supply trains to follow the fighting men closely.

The big job done by the M.R.S. is indicated by the fact that one Railway Grand Division, which controls 1950 miles of railroads, supervises supply routes in four countries, France, Belgium, Luxembourg and Germany. On the average, 300 trains hauling 160 tons net move over these lines.

THE incessant record demands of war have placed a heavy draft upon all public facilities at Grand Central Terminal and conspicuously upon the numerous telephone installations that stud its vast area.

Despite the multiplicity of the booths provided, the load upon them recently has grown so heavy that the Terminal authorities have had to use the northeast end of the North Balcony for an additional installation of 12 booths, 10 of which are handled by an attendant. All are primarily for the use of men in the Armed Services.

This brings the total of booths provided in the Terminal for public use to 237. Of these 53 have attendants' service. There are also three coin booths in the U.S.O. Lounge, the world's largest, on the East Balcony.

The news of the use of the world's first atomic bomb sent a wave of terror throughout all mankind, because of the world-shaking potentialities unlocked by the scientists who devised it. Personally, I had a record case of horripilation — the medical term for old-fashioned goose flesh.

MRS Has its Own Communications Plant

WITH THE U.S. ARMY TRANSPORTATION CORPS IN EUROPE — Approximately 25,000 circuit miles of telephone, telegraph and teletype wires, and ten mobile radio units are used by the Second Military Railway Service for railway communications alone, it was recently announced by the Office of the Chief of Transportation.

The lines link each small station through channels with the headquarters of the Second Military Railway Service, while mobile radio units handle long distance control messages between ports, headquarters and front line railheads.

Veterans' Button



Honor this emblem, of old gold, given to every honorably discharged veteran of World War II.

In the Good Old Days

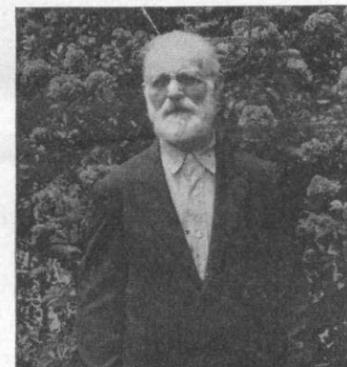
By Carl Graves, Detroit

RECENTLY while looking over some old railroad trade journals in Professor Worley's famous Transportation Library at the University of Michigan, I noted two articles which concerned the still-standing and once-famous greenhouse at the Ypsilanti, Michigan, depot.

In the early days of railroading it was customary to maintain beautiful depot grounds. The Michigan Central was no exception, and its greenhouses at Ypsilanti and at Niles were especially well-known. Since many, especially the old-timers, vividly recall these establishments, the following items may be of some interest.

The first appeared in the September 10, 1898, issue of the *Railway & Engineering Review*, shortly after the blowing up of the battleship Maine, and bore the caption "Michigan Central Remembers the Maine," and read as follows:

"Something novel in the way of decorating station grounds has been accomplished by the Michigan Central Company at Ypsilanti. Flower beds and plants have been arranged to display a correct representation of the battleship 'Maine,' built in proportionate dimensions, one-sixth actual size. It is 53 feet in length, 10 feet wide, and 5 feet from the water mark to the lower deck, the top of the masts being 24 feet from the ground. There are four formidable-looking guns, and the usual flags and pennants flying from the mastsheads. More than 117,000 plants were used in its construction."



Patrons of the Michigan Central of earlier years will remember that when they stopped at Ypsilanti and Niles, Mich., boys in uniform boarded the trains and gave to each woman passenger a bouquet. John Gipner, shown above and now 84, was the railroad employe who was in charge of the station grounds and greenhouses at those cities. He has been retired on pension for the last 14 years and resides in the gardener's house at Niles, where he is still active and interested in the cultivation of flowers and decorative shrubbery.

The second item appeared in the April 17, 1903, issue of the *Railroad Gazette*, in the form of a letter addressed to the Editor. Written at Detroit on April 8, 1903, and appearing under the heading "Arboriculture on the Michigan Central," it was as follows:

"I have your letter asking for information as to methods employed on this road for the embellishment of station grounds.

"When the May flower season passed, some Ladies' Aid societies of churches of Ypsilanti and other cities contracted to furnish the Engineering Department with small bouquets, at a modest price, the proceeds to be de-

voted to the spread of gospel, that is, the maintenance of the churches. This continuance of activity caused a second inquiry, and Hawk's reply that, as an engineer, he was only 'adapting the forces of Nature to the uses of Man' was not considered fully responsive. It was developed that he had paid all costs from his own pocket, and also that he had begun the greenhouse at Ypsilanti.

"The value of the idea had been so well shown that the Engineering Department was formally authorized to go ahead, but the Passenger Department took charge of the 'floral offerings'."

Rail Soldiers in India Lauded by Mountbatten

American soldier-railroaders in India, who include many furloughed New York Central men, have been officially commended by Admiral Lord Louis Mountbatten, Supreme Allied Commander, Southeast Asia Command, and Gen. Sir Claude Auchinleck, Commander-in-Chief in India, for playing a "notable part in the defeats inflicted upon the Japanese" in that theater.

Crediting the Transportation Corps' railroaders for a 100 per cent increase in traffic along the Assam Line of Communications, Admiral Mountbatten, in a letter to Lieut. Gen. Daniel I. Sultan, commanding the U. S. forces in India-Burma, declared that the "Assam Line of Communications is a first-class example of completely integrated Allied effort."

In his statement, General Auchinleck expressed "high appreciation of the unstinted cooperation and aid which has been given us throughout by the United States officers and units engaged in this task."

Out of Army



T/Sergt. Fred W. Neumeister, Jr., whose father had been employed at the Orange Avenue Freight Terminal, Cleveland, for 25 years, was recently discharged from the Army, which he entered August 1, 1940. He was the first man to enter service from the Orange Avenue Terminal and saw action in Africa and Italy, participating in some of the major battles in those areas. His theatre ribbon is adorned with six stars.

Letter of the Month

Mr. Lambert M. Riely,
Tax Assistant to the Vice President,
New York, N. Y.

Dear Mr. Riely:

Having just returned from another trip to the West during which, as usual, I traveled over several different railroad lines, I found again that the service rendered by the New York Central was better and pleasanter than that of other lines.

During these days one travels only upon necessary business, and when war shortages restrict many normal services or result in the absence of others, it is a pleasure to inform you that everything possible under these conditions was done or furnished by the New York Central Railroad.

Yours very truly,
Columbus Moise
Douglaston, L. I.

Promoted in Field



Lieut. John J. Cassin, formerly a clerk in the office of J. M. Breen, General Freight Agent, New York City, had the honor of being promoted in the field from a corporal to his present rank. The 20-year-old Mt. Kisco soldier is the son of Mr. and Mrs. John J. Cassin, of 28 Sands Street.

A graduate of St. Mary's High School at the age of 16, John became an employe of the Central for eight months until he was old enough to enter the Armed Services. His army life started on August 8, 1943. After infantry training at Camp Croft, S. C., for six months, he was sent overseas and landed in New Guinea. While at Camp Croft, he was promoted from Private to Corporal, skipping the rank of Private First Class. He saw action at Hollandia, Biak, Luzon and Netherland East Indies. While in the Southwest Pacific, John was attached to a tank destroyer battalion, which knocked out a tank outfit of the Japanese 18th Army thereby making it possible for Gen. MacArthur's men to land in Hollandia.

"Long John" as he is known to his friends in the G.F.O. is six feet, two inches tall and has been in the Pacific area for the past seventeen months, serving also with the 98th Chemical Battalion.

The details of his promotion have not been received, but it is understood the honor came to him for achievement in special action for 60 days which started last February. When John observed his 20th birthday, July 20, he was receiving treatment for a minor ailment at a base hospital.

O'Sullivan Promoted

Thomas M. O'Sullivan, 18, Coeymans, N. Y., has been advanced to seaman, first class. A graduate of Ravena High School, O'Sullivan was working with the New York Central Railroad at Selkirk, N. Y., when he enlisted in the Navy in May, 1944. At the Atlantic Fleet's Naval Training Station, Newport, R. I., he is attached to the recreation and athletic department.

Selkirk Tar Advances

Oscar Harold Stalker, 19, aboard an LST in the Pacific, has been advanced to boatswain's mate, second class. He wears the American Theater and Asiatic-Pacific Theater campaign ribbons with four combat stars. His home is in Selkirk, N. Y., where he worked for the New York Central.

Now Lieut. Col.



Lieut. Col. James R. Truden of the 748th Railway Operating Battalion; news of whose promotion was recently received from India. Col. Truden before entering the Military Railway Service, was Train Master at Albany. He is the son of James L. Truden, retired General Manager of the Boston & Albany,

Bronze Stars to West Albany Men

Pfc. James Keegan, 21, former laborer at West Albany Car Shops, has been awarded the Bronze Star for meritorious achievement with the Corps of Engineers. This is Pfc. Keegan's second award, he having previously received the Purple Heart. His citation reads as follows:

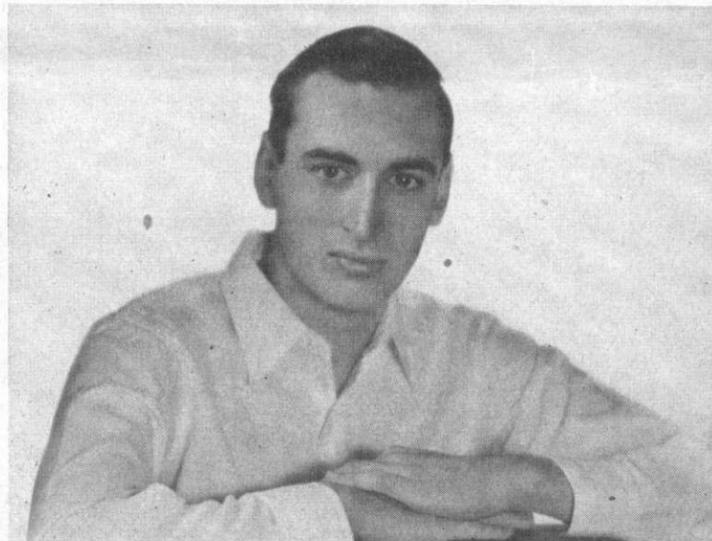
"For meritorious achievement in direct support of combat operations in Southern France from 24 August 1944 to 18 November 1944." Pfc. Keegan is the son of George J. Keegan, Chief of the New York

Central Fire Department at West Albany.

Corp. John F. Marohn, furloughed Car Builder Apprentice at West Albany Car Shops, has been awarded the Bronze Star for achievement in the European Theater. His citation reads as follows:

"The award of the Bronze Star is hereby made to Corp. J. Marohn, Parachute Infantry, for outstanding devotion to duty between December 18, 1944 and December 26, 1944, at Bastogne, Luxemburg Province, Belgium, in laying and maintaining two and a half miles of vital outpost communication lines in an area which was constantly under light and heavy enemy fire."

Staff Sergt. Walworth Wins Bronze Star



Staff Sergt. Fayette C. Walworth of the 86th Mountain Infantry, son of R. E. Walworth, Special Engineer, Land and Tax Department, New York, recently was awarded the Bronze Star for risking his life amid enemy fire to rush ammunition and food to his unit while it was engaged in battle in the Apennines Mountains and the Po Valley, Italy. The period for which he was cited covered the latter part of February. Citation says: "Much of his unit's success as a fighting team was due to Staff Sergt. Walworth's fearlessness and long hours of hard work to replenish the needs of his company in its offense against the enemy."

Sergt. Walworth entered the army May 30, 1943 and participated in some of the fiercest fighting in Italy, as is indicated by the fact that out of 163 men in his company, 149 were killed or wounded. He is 25.

Young Army Wife First Girl to Work in Assistant M. Mechanic's Office, Harmon



Frances Taddeo, 20, is the first girl ever to be employed in the hitherto strictly masculine precincts of the Assistant Master Mechanic's Office at Harmon, N. Y. As a Clerk-Stenographer she entered service in February of this year. Her husband, Constantine, has been with the Army in the Pacific for a year and a half as Private 1st Class. A brother Leroy Camp is a Sheet Metal Worker Apprentice Helper at Harmon.

Col. Crane Awarded Bronze Star Medal

Col. Robert J. Crane, formerly of Vice President R. E. Dougherty's Office, New York, and now Director of Engineering, Military Railway Service, ETOUSA, recently was awarded the Bronze Star Medal.

Colonel Crane is stationed at the general headquarters of the Military Railway Service in Europe. His home is in Carmel, N. Y.

Malone Marine Back from Pacific

Marine Corps Air Depot, Miramar, Calif. — Marine Private Earl R. Boyea, 26, of Malone, N. Y., has returned here from the South and Central Pacific where he served in a motor transport unit with a Second Marine Air Wing Squadron. He was stationed at Hawaii, Palau and New Hebrides.

Private Boyea was employed by the New York Central before enlisting in May, 1942.

Major G. A. Nuffer Awarded Bronze Star



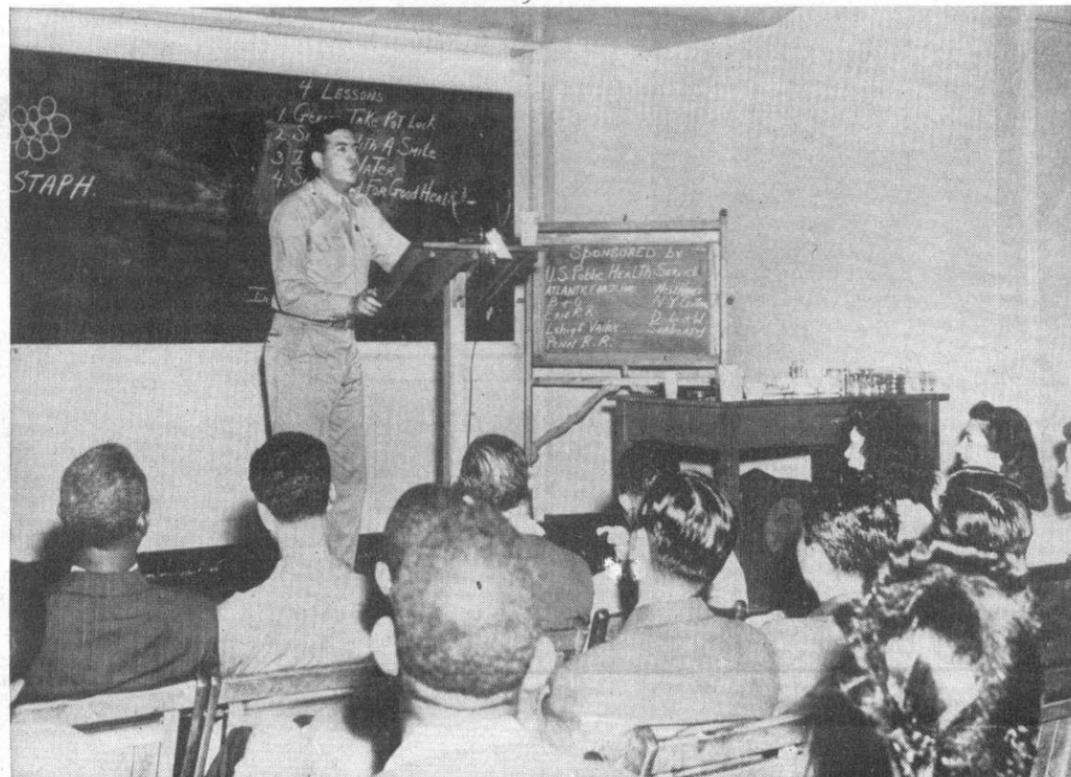
In time of peace, Major George A. Nuffer, Transportation Corps, U.S.A., was a traveling agent for the Freight Transportation Department, attached to the staff of the Manager of Freight Transportation, New York. He had been an honor student at Syracuse University prior to embarking upon his railroad career. Today he is an honored member of the Transportation Corps.

Major Nuffer volunteered and was enrolled into the Transportation Corps.

He spent many months in the Army in United States and England and advanced to the rank of Captain from that of enlisted man. Nuffer was an active participant in the transportation planning and operations for "D" Day and thereafter. Then he moved to France with the Invasion Army. He is a member of the organization of General Ross and was awarded the Bronze Star for service as chief of the passenger branch, movements division, Office of the Chief of Transportation in the European theatre. "V.E." Day saw his promotion to a majority.

The son of Baggage Agent T. A. Nuffer of Syracuse, Major Nuffer looks forward to a resumption of his railroad career after "V.J." Day.

Eastern Railroads Sponsor Food Handlers' School



Capt. N. G. Kitson, one of the two "professors" supplied by the U. S. Public Health Service, lectures on the hidden dangers of unclean or improperly washed crockery.

MORE than 6,000 dining car food-handlers, representing nine eastern railroads, are expected to attend classes at one of the first Foodhandlers Schools for dining car employes in the United States held in the Central Harlem Health Center, New York.

The school is a co-operative project of the N. Y. Central, Pennsylvania, the New Haven, B & O, Lehigh Valley, Erie, Lackawanna Atlantic Coast-line, and the Seaboard Railroads, but its nominal sponsor is the United States Public Health Service, with the City of New York aiding through its donation of the Health Center.

Though the management of the school, which is expected to hold about 50 classes, is centered in a committee representing the railroads and headed

by Carl Schiller, of the Pennsylvania Railroad, the two "professors" are supplied by the U. S. Public Health Service. They are Capt. Nicholas G. Kitson, of Haverhill, Mass., and Lieut. Sidney Rebhun, of New Haven, Conn., both of the U. S. Public Health Service. The City of New York is represented by Sol Pincus, Deputy Health Commissioner.

According to Mr. Schiller, the Foodhandlers School was essential because "of the tremendous problems resulting from a war-time traveling population never before witnessed or envisioned, and the consequent need for emphasis on public health and sanitation."

The courses, pointed out Schiller, are all-inclusive, taking in lectures on

germs, sanitary practices on dining cars, personal hygiene and health, and motion pictures which illustrate the highlights of the lectures and stress the correct methods of handling and serving food.

"We have found," said Mr. Schiller, "that when employes understand the reasons for the high standard of sanitation set by the Dining Car Service, they are naturally more willing to cooperate, their duties take on an importance and significance which previously they did not fully appreciate."

"The importance of personal hygiene is also paramount in times like these, which accounts for the railroad policy of giving all foodhandlers a physical examination periodically."

Returns from Pacific

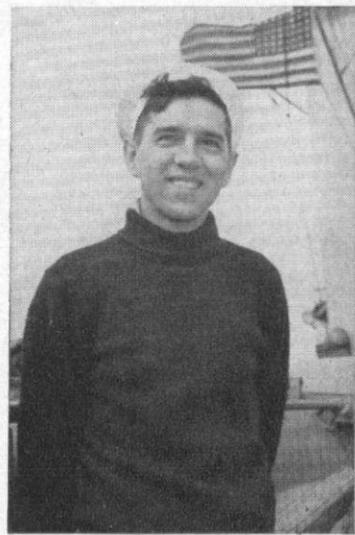
Marine Master Technical Sergt. Walter T. Ploski, 27, son of Mr. and Mrs. Saturnin Ploski, of 352 Orange St., Albany, N. Y., has returned to the Miramar, Calif., Air Depot from the Pacific for furlough and reassignment.

A line chief with a Marine Air Wing squadron, he was based in the New Hebrides, Marshall, and Palau Islands. He underwent bombings and strafings, but was not injured. Prior to enlisting in January, 1942, he was employed by New York Central.

Chicago Boy Weds

Chief Warrant Officer Allen R. Hutchkiss of the Marines married Yeoman First Class Leona Crandall, USNR, at Corpus Christi, Texas, recently. He is a Chicagoan.

Croton Boy with Atlantic Fleet



Official U. S. Navy Photo

Alfred King, 20, Croton-on-Hudson, N. Y., has been advanced to Torpedoman's Mate, First Class, USNR, aboard a Destroyer Escort of the Atlantic Fleet.

His duties include the overhauling, testing and installation of the various torpedo mechanisms and the supervision of maintenance. He is also charged with depth charge maintenance and proper stowage and handling of explosives.

He enlisted in November, 1942, and was previously stationed at the Naval torpedo station, Newport, R. I. He wears the European-African-Middle Eastern Theater ribbon with two stars for participation in antisubmarine action and the American Theater ribbon with one star.

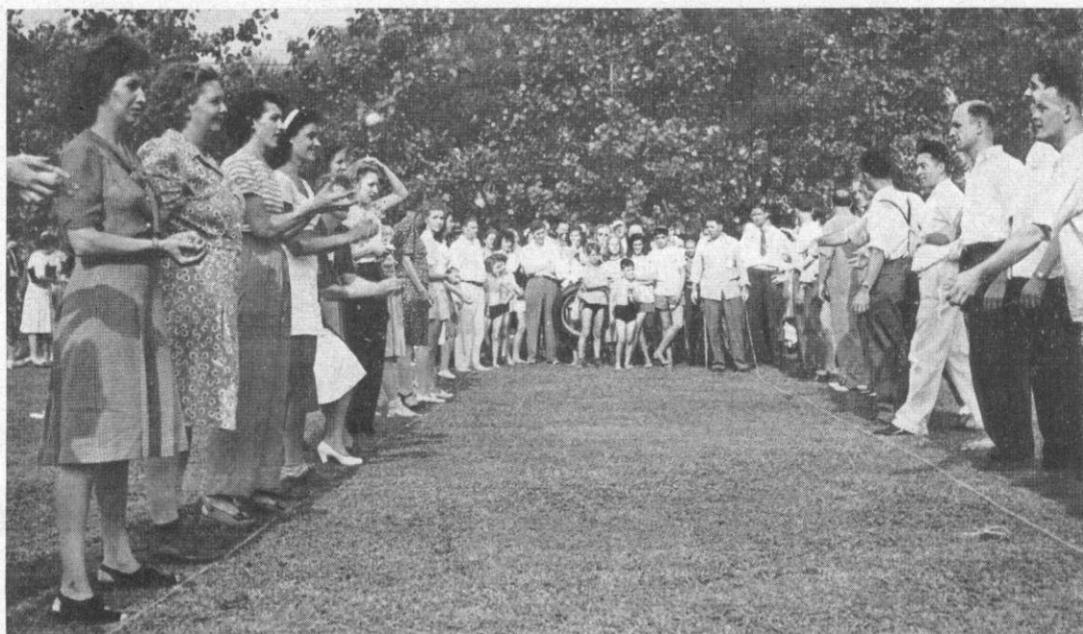
King is the son of Mr. and Mrs. John King, 91 Brunk St., Croton-on-Hudson and has two brothers, Allan and Arthur, in the Navy. He was employed by the New York Central Railroad. He attended Croton High School, where he was on the track team for four years.

B. & A. Men Meet in Rotenburg, Germany



Rotenburg, Germany, was the scene of a surprise meeting between two old Springfield, Mass. B. & A. furloughed employes when Warrant Officer Robert N. Barry, formerly of the O. P. A. Office, Springfield and Worcester, met Howard (Skip) Dowling, formerly with the Springfield Ticket Office. Dowling, a high point man from the 29th (Blue & Gray) Division, transferred to the 69th (of Russian fame) for shipment home, was standing guard when noticed by W/O Barry. Dowling, a D-Day veteran, is an old campaigner, while Barry, who entered the service with the 26th Division, early in 1941, has been overseas with the 69th since December, 1944. He was awarded a Bronze Star recently. This was the first time Dowling had met a home town acquaintance, while Barry has been fortunate to meet his brothers during the fighting on the Siegfried Line last February. Both plan on returning to the railroad on discharge.

500 at Annual Outing of the Manhattan A. A.



Five hundred members and their families attended the Annual Outing of the N.Y.C.A.A. of Manhattan, August 18, at Croton Point Park, Croton, N.Y. An ideal day helped everyone to enjoy a grand picnic.

The fun began on the 12:35 to Harmon, when genial "Griff" Parry distributed free tickets for refreshments. On arrival at Harmon, Lisle Wagner had the busses all lined up and with the sound truck taking up the rear, the cavalcade proceeded to the Park. It was not long before everyone had enough to eat and drink and were ready to enjoy the games Bob Thompson and his committee had arranged.

Two soft ball games were played during the afternoon, the first between a pick-up team, with Bob Thompson pitching for one side and Al Jaekle for the opposing team. Al Jaekle's team won, 3 to 1. The feature was the fielding of the Hummel sisters, who played opposite each other. The second game, between a pick-up team of Harmon Shop men and General Office men, ended in an 8 to 8 tie.

President Yaeger manned the mike and after the playing of the National Anthem, the athletics events began. Joe Heller was the starter and got his athletes competing in grand style. All ages, men, women and children, from three to "over 21" participated in the 22 events for cash prizes. For the finale, an egg throwing contest (\$65 a dozen) was won by the team of Miss I. Hummell, Office Auditor of Station Accounts and Jimmie Pierson, of the Engineering Department.

"Smiling" Bill Noll was the champ with the horseshoes, mowing down all contenders. What a man with the shoes!



At top the egg throwing contest and below, another of the 22 events for cash prizes.

Drawings for cash prizes were made between the games and "Lucky" Tommy Hughes of the Passenger Department won the grand prize of \$10. The second prize of \$5.00 was won by Mrs. Ferris.

Harlem Brakeman Wins Soldier's Medal



Mrs. Gerald C. Brearton, of Brewster, N. Y., recently received a letter signed by Major Sidney P. Hagner, saying that her husband, Sergt. Gerald C. Brearton, had been awarded the Soldier's Medal for heroism in France during the month of December, 1944.

Sergt. Brearton, a furloughed brakeman of the Harlem Division, has been in the armed forces thirty-two months, and has been overseas in the E.T.O. for more than a year as a member of the 724th Swg. Operating Battalion. He is the son of Joseph F. Brearton, a conductor of the Harlem Division.

General Eastern Freight Agent Notes

Miss Vivian Molloy, clerk in the Dairy Office, has announced her engagement to Robert Lander, Hospital Apprentice 2nd Class. A Marine, he is stationed on Okinawa.

Master Sergt. Harold Brown, son of H. I. Brown, General Perishable Agent, received an honorable discharge from the Army, June 19.

He is now working for Robert Gair Co. at Tonawanda, N. Y.

Herbert S. Carter, former City Freight Agent, died at his home in Yonkers, New York, August 6.

He was employed by the Railroad for 42 years, starting as a clerk at Barclay Street Station on July 7, 1903, and entering the Traffic Department November 1, 1903.

Staff Sergeant Clyde Taylor, arrived home from Hawaii on a 45-day furlough. He had been overseas for two and one half years, and upon completion of his furlough, will return for duty in the office of Engineer, Hawaii.

M. C. Men Inducted

The Michigan Central Signal-Electrical Department reports E. Shiroda, Electrical Helper, Detroit, and H. G. Marander, Signal Helper, Jackson, have entered military service.

Now a Captain



R. M. Freeman, son of E. A. Freeman, Equipment Engineering Department, New York, recently was promoted to a captaincy in the Canal Zone, where he is connected with the Signal Corps Photographic Laboratories. He has been commended for work he did in connection with the Palo Saco leper colony.

Navy Medal for Heroism Won by Furloughed Clerk — Helped Rescue Pilot Downed in Pacific



The Navy and Marine Corps Medal for heroism was awarded recently at El Toro Marine Corps Air Station, Santa Ana, Calif., to Marine Staff Sergt. Alfred J. Hatzmann, 22, son of Mr. and Mrs. Alfred G. Hatzmann, 14 Linden Avenue, Ossining, New York.

Sergeant Hatzmann and two comrades rescued a pilot in danger of drowning off Green Island near New Ireland.

The trio procured a five-man life raft and clambered down a precipitous cliff. "They launched their raft in heavy surf and rescued the downed pilot," read a citation from Vice Admiral T. C. Kinkaid, USN. "Hatzmann's gallant and courageous action in the face of imminent danger of being dashed on the jagged rocks and having his raft capsize contributed materially to the saving of a life."

The Marine is an aerial gunner now undergoing a new course of training preparatory to further overseas duty. Prior to entering the service in September 1942, he was a clerk with the New York Central.

5164 Miles in Italy Turned Back to State Railroads

ALLIED FORCE HEADQUARTERS, Italy—The combined total of 5,164 miles of railroad trackage operated jointly by the American and British divisions of the Military Railway Service and the Allied Commission has been turned back to the Italian State Railroads for operation and maintenance, Brigadier R. D. Waghorn, Director of the M.R.S., announced recently.

Brigadier Waghorn said American Railway troops had gradually turned back 1614 miles of trackage, and the British Railway troops 1299 miles for operation and maintenance.

American troops operated the rail lines supporting the Fifth Army and British troops those supporting the Eighth Army. The remainder—2251 miles—included rail lines in Sicily and Sardinia and is operated by the Italians and supervised by the Allied Commission.

The railway service officer said that Italian state railroads would operate the trains, lay the track and do the bridge building but that the Military Railway Service would continue to maintain responsibility for the railroads.

The 5,164 miles of trackage affected in the move was turned back progressively during the past year, the Italians taking over as the battlefronts moved forward during the war.

Hundreds of officers and enlisted men of both the American and British Divisions of the Military Railway Service were employed by the biggest railroads in the world—among them the New York Central—before they joined the Army. One of the battalions in this area is the 753d.

I.H.B. Yardman Now in Philippines

E. F. Willey, Yard Foreman, I. H. B., Chicago, learned recently that his son, S/Sergt. Charles Willey, himself a former I. H. B. Yardman, has been assigned to duty at Lingayen, Philippine Islands, after almost two years of overseas duty in New Guinea and the Dutch East Indies. S/Sergt. Willey wrote his father that Lingayen would be his first taste of civilization for many months.

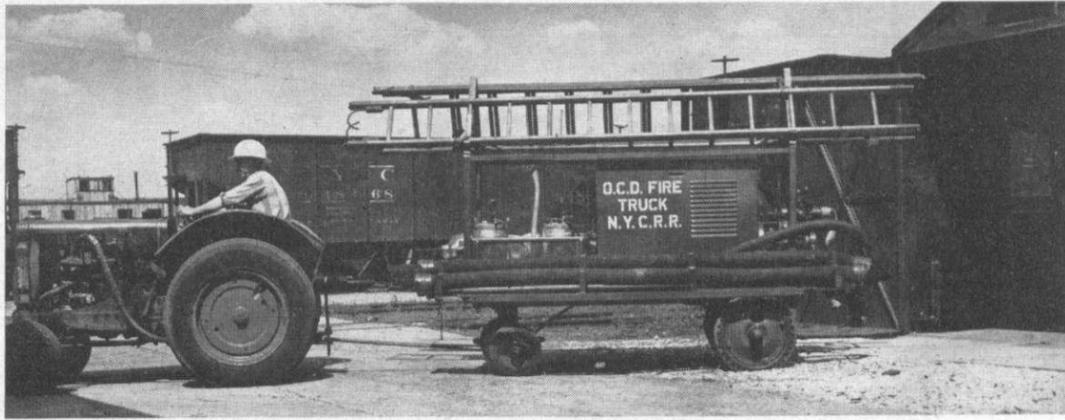
He entered the Army in September of 1942 and has been awarded three Campaign Stars for his Asiatic-Pacific Theater ribbon, and one Star for his Philippine Liberation ribbon.

Indiana Foreman Feted

Michael F. Chadwell, Section Foreman, North Liberty, Indiana, retired recently after 39 years on the Kan-kaee Line.

Mr. Chadwell was presented with a lounge chair and ottoman and a purse by fellow employes under Supervisor of Track R. C. Hager. Presentation was made by Extra Gang Foreman George Davison at North Liberty. Mr. Chadwell will live on a small farm, just east of North Liberty.

Fire Pumper Built by Beech Grove Shop



Above is shown one unit of the Beech Grove Shop Fire Department, a pumper, leaving one of the fire houses. The truck was built by the Beech Grove Mill Wright Department under the direction of Samuel Jacobs. It carries a 500 gallon a minute pump, 200 feet of 2½ inch fire hose and equipment for 6 men such as raincoats, boots, gas masks, picks, shovels, ladders, etc. Fire fighting equipment carried is four 2½ gallon soda ash fire extinguishers and four two-quart fire extinguishers. The pumper is pulled by an International Tractor with a speed of 25 M.P.H. It is equipped for connection from the Hard Water Suction to the 1,000,000 gallon reservoir on the Shop grounds.

Railroading on the Burma and Assam; The Tale of a Train that Ran Away

TO the Indians, the Bengal and the Assam Railway, a narrow gauge pike wandering through the jungles of northeast India, seemed like a fine, up-to-date railroad. But several thousand men of the TC Military Railway Service, called it the "teagarden railroad." They figured they were working on a Toonerville Trolley line.

The first day the Transportation Corps men took over the operation of the B & A a long line of freight cars died on Kamakhya Hill. The train broke in two and nine cars started back down the grade. The Kamakhya station master reported to the yardmaster at Pandu. First Sergt. William J. Clearfoss of Lowellville, Ohio, commanded a yard engine and with Pfc. James Piazzy, of Trenton, N. J., started down the line to look for the lost train. Near the bottom of the hill Clearfoss and Piazzy were startled to see the nine runaway cars heading toward them at breakneck speed.

"Stop her. Reverse her," the Sergt. yelled.

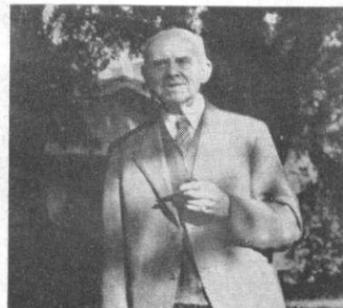
Piazzy jammed the brakes and horsed her over. In no time they were highballing down the grade at 50 miles an hour. Piazzy steadied her with the brake and slowly the runaway cars eased up to the tender. He finally brought the string to a stop and he and the Sergeant shook hands. They were beaming all over when there was a terrific crash—they were hit by 18 more cars that had broken away from the original train up on the hill. No casualties, but the wrecker was busy for a day rerailing cars.

The TC railroaders gradually brought the B & A speed up from 25 to 45 miles an hour, notwithstanding jungle animals, the sacred cows of India, and monsoon floods. They doubled and doubled again the amount of freight the line had previously carried. And by the time they had gotten the railroad clicking the Japs came in.

Then the MRS men knew they were freighting down goods to Assam to save their own railroad. Railroaders became combat troops, throwing up defense positions, erecting strong points, installing machine gun nests, sending out parties to patrol the line. Thrice small Jap patrols were reported to have crossed the line.

But the soldier railroaders bore down all the harder. The climax came when a strong Jap force penetrated within four miles of Mariani yards. There they were stopped. But there was, and there still is a job to do along the old "teagarden railroad" and the Transportation Corps MRS men are doing it.

Signal Inventor, 86, Dies in Boston



John P. "Jack" Buchanan, retired Signal Inspector, Signal Department, Cleveland, the inventor of the polar relay and polarized track circuit as used in the railway signal systems, died in a Boston, Massachusetts, hospital July 7, from complications following an operation.

He was born on October 15, 1858 in Danvers, Mass., and graduated from Phillips-Exeter Academy. An annual attendant at the graduation exercises at Phillips-Exeter, he was taken ill while visiting old classmates in the East.

His first entered railroad or "signal work" with the Old Colony (later the New Haven) in June, 1884. In 1890 he entered the services of the Union Switch & Signal Co. and remained there until 1893, during which time he developed the polarized track circuit and relay. He then worked for the Hall Signal Company and the Boston & Albany, coming to the old Lake Shore & Michigan Southern Railway as a Signal Inspector, February 1, 1906, which position he held until the time of his retirement on pension, October 31, 1928.

Mr. Buchanan did much to develop and improve the signal system, particularly the signal relay, developing it from its more or less crude state to a precision instrument.

Some Recent Deaths

Recent deaths in the New York Central family included:

Joseph Forsys, 52, who retired recently after 25 years at the Freight Station, Utica.

James E. Brown, 74, retired Tower Operator, Utica.

Sebastian Russo, 74, retired Section Foreman, Dolgeville, N. Y.

Wendell Potter, 77, retired Engineer, Foxboro, Pa.

Some Reports on Men in Service

Recent reports on New York Central men in Military Service are as follows:

T. Harritt, Beech Grove Passenger Department apprentice, is a Machinist Mate 2/c. He is with the 29th Seabee Battalion in the Philippines. This Battalion helped build every U. S. Naval Base in the United Kingdom and participated in the invasion of Normandy.

Charles L. Poland, Motor Machinist Mate 1/c, of Cincinnati, is on a patrol craft at Hawaii.

Walter M. Green, former Locomotive Fireman, Tilton, Ill., is now a Boilermaker 3/c in Guam.

Charles Reynolds of Beech Grove, son of I. E. Reynolds, Airbrake Foreman, is at Sampson, N. Y.

Ralph J. Hittig, former Locomotive Fireman, Pittsburgh, is training in Virginia for duty on a mine sweeper.

Glen P. Banta, former Machinist, Bellefontaine, is now a parachute rigger 1/c, after torpedo experience in an air squadron.

Pfc. Edward E. Donner, Rochester, N. Y., is at the Air Transport Base in Casablanca, Africa.

Gerald Libonati, Weehawken, Sonarman 2/c, recently completed a year as an instructor in underwater sound detection at an east coast naval training center.

Donald J. Weisbarth, Cleveland, is now on a submarine. He saw service at two Pacific bases previously.

Donald A. Rodman, Knoxville, Pa., now in the Marine Corps serving on the Battleship New Jersey, has been promoted to Corporal. He has been in the Pacific for twenty months with the Third Fleet.

Louis Ahlers

Louis Ahlers, Clerk in the Accounting Department of the C. R. & I. H. B. Auditor's Office, Chicago, died July 31, after 31 years' service. Mr. Ahlers, a veteran of World War I, began work as a Storekeeper in the Chicago Junction Car Department in 1914. He came from a railroad family, his father having served many years as Carpenter Foreman on the Chicago Junction. A brother, Henry Ahlers, holds that job at the present time, while two daughters work in the Accounting Department.

Fred B. Green

Fred B. Green, Agent at Carthage, New York, and former Chief Train Dispatcher at Oswego, died July 12, in Watertown, N. Y. Mr. Green, who had 47 years' service, died after an operation for a ruptured appendix.

He was born in Skaneateles, October 25, 1887. His wife and two sons, one of whom is in the South Pacific with the army, survive.

T. J. McQuade

Timothy J. McQuade, former clerk in charge of rates, died of a heart attack in his home at Irvington, N. Y., June 25.

He started work for the Railroad at Hastings, N. Y., and entered the traffic Department, New York, December 9, 1919.

Soldier Railroaders Total 78,362 Years

In a study recently made of the background of the soldier-railroaders of the Military Railway Service in Europe, it was found that they had a total of 78,362 years of civilian railroad experience.

The overall average, including officers and enlisted men, is 3.06 years. The average service per officer totals 11.98 and for enlisted men 2.64 years. Topping all Railroad Transportation Corps units for average years of railroading is the 706th Railway Grand Division with 9.25 years. In total number of years for the unit, the 713th Railway Operating Battalion leads with 4085.

The tabulation showed that 342 officers and 169 enlisted men possess records of more than 20 years of civilian railroading. A partial check covering 14 units, showed 55 officers and enlisted men having individual records from 25 to 41 years in civilian railroading.

Chicago Girl Bride

The Auditor's Office, I.H.B.-C.R. & I., Chicago, reports:

Anne Graw, Stenographer, was married June 30, changing her name to Anne Benjamin. The lucky groom is in the Navy.

Helen Brandenburg, daughter of Porter Brandenburg, Head Payroll Clerk, is a newcomer in the Accounting Department.

Letters were received from these furloughed clerks serving our country: T/Sergt. John J. Stanton, Naunhof, Germany; Nick May, Y2/c, USS J. R. Y. Blakely; Corp. A. Zirwes, Jr., Fort Myer, Va.

Sympathy is extended to Mrs. Stella Willard, Clerk in the Agent's office at Gibson, in the death of her brother, Stanley Lee, at Chesterton, Ind.

Sympathy is extended to Mrs. Margaret Stowman in the loss of her brother.

Chicagoan Trains

Richard Arnold Etscheid, 19, a former New York Central worker at Chicago, has been in training recently at the Atlantic Fleet's Amphibious Training Base, Camp Bradford, Va.

Chinese Visitor to Chicago Offices

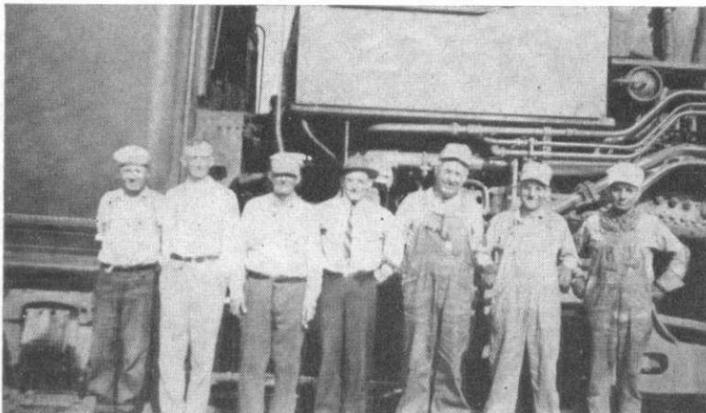


A recent visitor to the Chicago offices was Professor Chung-Woo Wang from Chungking, China. Professor Wang is making a tour of the New York Central System, as well as certain other American railroads, studying operations for the purpose of recommending rail improvements in his native country. His mission was undertaken in behalf of the Chinese Ministry of Communications, Chungking.

Professor Wang is professor of economics and statistics of the National Central University at Chungking, and director of the Bureau of Statistics of the Ministry of Communications. In addition, he has been a teacher and practitioner of transportation for approximately 20 years, and for a number of years has been chairman of the Chinese Statistical Society.

Other cities along the New York Central visited by Professor Wang included New York, Buffalo, and Boston.

C. N. Man Traveled 500,000 Miles in Safety



C. D. May, engineer on the Cincinnati Northern, now a part of the Ohio Division, retired recently, after forty-one years of service. He was employed as a fireman in 1904 and was promoted to engineman in 1911. He traveled more than half a million miles on duty without being involved in a serious accident. He is a resident of Van Wert, Ohio. Fellow workers were present to bid him Godspeed on his last trip.

Left to right, L. O. Nachbar, crew caller; H. H. Zinsmaster, crew caller; C. L. Martz, conductor; O. J. Lining, flagman; C. D. May, retiring engineman; C. A. Francis, head brakeman and C. C. Bell, fireman.

Cleveland Division Serves Many Big and Varied Industries

New York Central Biggest Rail Taxpayer in Lakefront City

City and County Imposts in Year Totalled \$2,039,213 — Railroad Has Served Cleveland Industrial Area Since 1852

THE Cleveland Division of the New York Central has several outstanding features. The huge Collinwood Shops and repair facilities, extending over several hundred acres, are one. The Cleveland Union Terminals Company and the electrified zone, the landmark of which is the monumental 52-story Terminal Tower, which rises above the great Cleveland Union Terminal, is another. Still another is the dominant position enjoyed by the New York Central System with respect to both freight and passenger transportation in the Cleveland area.

Since practically all of the main portion of the Cleveland Division lies within the Cleveland city limits, a few words about the city itself are appropriate. Founded in 1796 by General Moses Cleaveland, it remained for some 30 years a frontier village at the mouth of the Cuyahoga River.

The 1830's saw the beginning of a transition to a thriving manufacturing and business center for northern Ohio, but it was not until Civil War times that the development into the great metropolis it is today began. The town was named after General Cleaveland, but some years after it was founded the "a" was dropped.

Today Cleveland's population approximates 900,000, exclusive of suburbs, and it is noted for a heavy concentration of widely diversified industries in and around the city. One-sixth of its manufacturing (by value) is the production of iron and steel; one-eighth is semi-finished iron and steel, such as castings, forgings and stampings, and structural steel. Machine tools and appliances make up another one-eighth. One-tenth is motor trucks and motor vehicle frames, bodies, and parts. Then follow the clothing and textile, the electrical non-ferrous metal, and paint and chemical industries. In peacetime, more than 150,000 people work in Cleveland factories and the value of manufacturing products for one year exceeds one billion dollars.

The city is served by six trunk line railroads, the outstanding leader of which is the New York Central System, which serves directly more than half of the city's industrial establishments and carries about 80% of all railroad passenger traffic. The other five trunk lines are the Nickel Plate, Baltimore & Ohio, Wheeling & Lake Erie, Erie, and the Pennsylvania. In addition, there are three switching lines, the Cuyahoga Valley Railway, the Newburgh & South Shore Railway, and the River Terminal Railway.

The Cleveland Division, undoubtedly one of the shortest on the Central so far as miles of main line tracks are concerned, has three principal routes for traffic through the city. The main line lies mostly along the southern shore of Lake Erie and extends from Berea, about four miles outside the city's limits on the west, to Collinwood on the eastern outskirts, a distance of 22½ miles.

Some five miles to the south, the Cleveland Short Line, a belt line, lies along the southern and eastern limits of the city, connecting the Rockport yard near the western end of the Division's main line with Collinwood on the east. The Short Line is 20 miles in length.

Lying between these two is the third main approach to the city from the west. This is the Cleveland Union Terminal Line, which enters the city over the original Big Four route to pass through the Cleveland Union Terminal, and runs eastward to Collinwood, a total distance of slightly over 25 miles, some two-thirds of which is electrified.

A fourth and supplemental route is that of the Big Four, which extends from Berea to within a mile of the Union Terminal, where it swings northward along the valley of the Cuyahoga River to join the New York Central's main line for continued movement eastward.

The compactness of the New York Central railroad plant and the density of traffic within the small territory occupied in and around the Cleveland

area are indicated by the fact that there are eleven interlocking plants, including that of the Cleveland Union Terminal, which, with 576 control levers, probably is the largest in the world.

Each of these four routes through the city has its specific uses. The lake front main line handles certain passenger trains, such as the Twentieth Century Limited, the Commodore Vanderbilt, the New England States and others, which do not stop at Cleveland, as well as, mail, express, and through freight traffic. The C. U. T. line is used for passenger, mail, and express; and the Cleveland Short Line is for freight exclusively. The Big Four route through the city is for passenger, mail, express, and freight traffic.

The four routes, running through and around the city, are strategically located for serving Cleveland industry. This is evidenced by the fact that approximately 700 of the 1300 industrial establishments in the city are served directly by the New York Central, with the remaining 600 being reached through connections. By actual count there are 329 industrial concerns located along the New York Central main line, 137 along the Big Four, and 130 along the Cleveland Short Line.

This latter line, originally constructed in 1911 and 1912 to relieve an overloaded condition on the lake shore main line, not only provided a through route around the city for freight traffic, but also resulted in the development of the large industrial area which has contributed materially to the Central's volume of freight business in the Cleveland area.

A few of the heavy traffic producers are the steel and iron, paint and varnish, truck and tractor, chemical, machinery and machine tool, electrical, petroleum, automotive, battery, lumber, fertilizer, airplane parts, and rayon industries. The Cleveland Union stockyards also are located on the New York Central's lines.

As the New York Central is the dominant factor in railroad transportation, so is it the largest taxpayer among the six trunk line railroads. This is true for both city and county taxes. For 1943 the New York Central System, including the Cleveland Union Terminal, paid city taxes of \$964,406, or 55.6% of the total for



Looking down the Main Erecting Bay at Collinwood Locomotive Shops.

the six lines, and county taxes of \$1,074,807, or 53% of all. Figures for the three switching lines are excluded in this comparison.

The lake front main line was put in operation in 1852, about the same time as the lines of the predecessors of the Big Four and the Pennsylvania were constructed and the several railroads occupied separate stations. In 1863 the Union Passenger Depot Association was formed and soon thereafter a union station was constructed on the lake front. This station was used by the New York Central, Big Four, and the Pennsylvania until 1930, when the New York Central System lines withdrew and entered the new Cleveland Union Terminal, which was opened in that year.

The new Terminal, built by the Cleveland Union Terminals Company, ownership of which is 93% by the New York Central System, and 7% by the Nickel Plate, is a "through station" for the New York Central and Nickel Plate, and a terminal for the Big Four. The B. & O. uses the terminal as a tenant, as does the Cleveland Rapid Transit Lines.

As seen from the street, there is little about the Terminal to remind one of a railroad station. Actually what meets the eye is a group of modern downtown buildings, the center of which is the imposing Terminal Tower, a landmark which can be seen from the very outskirts of the city. All facilities for the accommodation of passengers have been confined to a level below the street. The concourse, waiting room, ticket offices, etc., are about 15 feet below the street level

and the tracks directly under the concourse are about 35 feet below the street.

The Terminal is conveniently located on the public square in the center of the business district with its companion buildings linked together by passages and stairways. It is, in effect, a "city within a city."

Located in the terminal is what is undoubtedly one of the best U. S. O. Clubs in the country. A large room equipped with pool and ping pong tables, a check room, a lunch counter, and other facilities for the convenience and entertainment of servicemen and women, is supplemented by a dormitory for men with sleeping quarters for 44 persons, and a nursery for the convenience of wives and children of servicemen traveling through the city. The dormitory, open nightly, provides out-of-town servicemen with sleeping accommodations for one or two nights.

A daily average of 84 trains, 74 of which are New York Central System trains, are handled through the station. There are 12 station tracks and 10 repair tracks.

When constructed, the entire terminal project, including attendant improvements, represented a total expenditure of \$179,000,000. Of this, \$88,000,000 represented the outlay for the passenger terminal, electrification and approach lines provided by the terminal company; \$40,000,000, the cost of improvements on properties of the railroads for additional track, improved passenger and freight facilities, and engine terminals; \$20,000,000 for rapid transit lines; and \$31,000,000 for air right buildings erected by a

separate company, the Cleveland Terminals Building Company, over the station site.

The area of the Cleveland Union Terminals extends from West 25th Street to East 37th Street. These two approaches, together with the station proper, have an aggregate length of three and one-half miles. The development of approach routes outside the limits of the terminal property resulted in the electrification of the C. U. T. line from Linndale on the west to Collinwood on the east, a total distance of some 17 miles, motive power for which is provided by 22 204-ton electric locomotives.

The Cleveland electrification was the first project of its kind in the United States where tunnel operations were not involved that provided for the hauling of main line passenger trains through a large city with transfer to steam power at each end of the electrified section.

Nine freight yards serve the Cleveland territory. Largest of these is the Collinwood Yard, where are located extensive locomotive and other shops. The Collinwood yard is a break-up point for all traffic through Cleveland. It has a capacity of 9,000 cars and handles a daily average in a normal month of about 3,825 cars.

On the west side of the city the major yards are the Rockport and Linndale Yards. The former is a break-up point for west side industries and a receiving yard for traffic from the Youngstown and Pittsburgh areas, arriving in the city over the Lake Erie and Pittsburgh. It has a capacity of 2,400 cars, with average daily handling of about 1,300. The Linndale Yard is a terminal for traffic to and from the Alliance Division over the L. E. & P. Practically all receipts are coal from southern Ohio. The Linndale Yard also is an assembly point for iron ore, arriving in Cleveland by lake boat and in route for Youngstown.

The Marcy Yard, at the junction of the Cleveland Short Line and the L. E. & P., is for the service of local industries and is an interchange point with the Newburgh & South Shore Railroad, which serves the steel and other heavy industries.

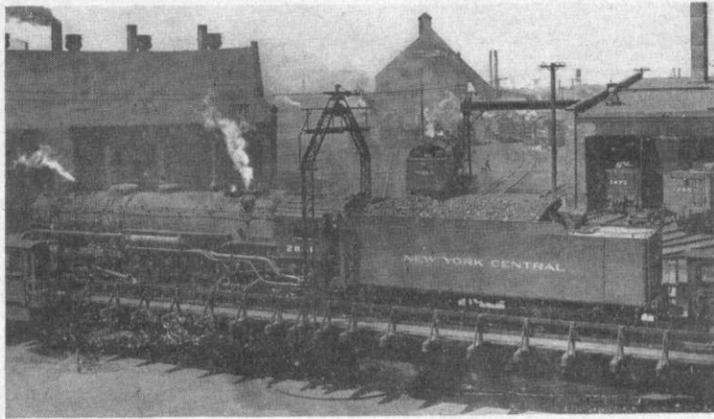
Another of the more important yards is the Kingsbury Yard, which is the supporting yard for the Orange Avenue Terminal. The Yard and terminal are located on a switching line three miles long, connecting the terminal to the Short Line. The terminal has facilities for spotting 280 cars and an average day's business is about 180 cars unloaded and 150 cars loaded. It is a large transfer point, with about 70% of receipts marked for other destinations. Average daily receipts from local industry total approximately 300 tons.

Other freight yards in the Cleveland

Supt. Hart and other Cleveland Division Officials



Seated, left to right: A. Hart, Superintendent; J. H. Turner, Chief Clerk; O. C. Nicholas, General Yardmaster (Collinwood); G. A. Weisbarth, Night General Yardmaster (Collinwood). Standing: A. C. Nelson, Assistant Superintendent; A. L. Sayles, Assistant Superintendent (Alliance Division); G. F. Jessup, Trainmaster; W. A. Dalby, Trainmaster; A. B. Crotser, Chief Train Dispatcher; R. P. McLaughlin, Trainmaster (L. E. & P.); W. T. Gillen, Trainmaster; R. W. Barnett, Trainmaster (Alliance Division); J. A. Zinck, Trainmaster; G. S. Chambers, Chief Stationmaster (Cleveland Union Terminal); J. E. Bridell, General Yardmaster (Cleveland Union Terminal); J. L. Hagan, Night General Yardmaster (Cleveland Union Terminal); F. W. Stoll, Road Foreman Engines.



Double-end turn table recently installed at Collinwood Engine Terminal.

area are the East 55th Street Yard, an industrial yard for local industry; the East 26th Street Yard, where is located the express shed for local receipts and deliveries; the West Park Yard for West Side industries and the supporting yard for the Detroit Street Freight House on the West side; and the Kinsman Yard on the Cleveland Short Line.

The great Collinwood properties, situated at the eastern end of the Division, approximately eight miles east of the Cleveland Union Terminal, are centrally located for service to all sections of the New York Central System. Facilities there include the Collinwood Freight Yard, Locomotive Shops, Car Shops, Engine Terminal, Electric Locomotive Shop, General Stores Department, Physical and Chemical Testing Laboratories, a number of Building and Bridge Department buildings, and the Collinwood Y.M.C.A.

The Locomotive Shops, which comprise the necessary buildings and machinery and other facilities for the general overhauling of steam locomotives, have a capacity of two locomotives a day. These are known as classified repairs. In addition, the shop turns out approximately 15 other lesser repair jobs a month. The main buildings contain 33 pits for locomotives.

At the Locomotive Shops is located also an electric power plant containing eight 300-horsepower boilers, which heat the Collinwood territory and produce steam for approximately 50% of its electric current requirements. The shops also handle repairs on steam cranes for approximately all of the lines west and Toledo and Ohio Central. Here also is fabricated much material for the building of bridges, maintenance of way, and other departments. Likewise, all material which is shop-manufactured is furnished to all lines west engine terminals, as well as three engine terminals on the line east at Buffalo.

Other distinctive and outstanding facilities of the Collinwood Locomotive Shops are a machine tool repair shop to which machinery is sent for general overhauling from all parts of the System, a recently equipped experimental shop in which machine tool jigs and fixtures and other equipment are developed for System requirements, and a car wheel grinding shop, one of the few in the country, which takes care of the grinding of cast iron and one-wear rolled steel wheels for the entire System.

The Car Shop is used primarily for producing air brake material, steam heat connectors, air brake hose, etc. It also furnishes car wheels and wood-mill material for practically all points on the Line West. Here also gas electric motor cars are repaired for the New York Central, west of Buffalo, the Michigan Central, and the Toledo & Ohio Central. Likewise, all car lighting and other battery work is handled here for the Line West and the Michigan Central. This Shop also can be used for making emergency light repairs to mail cars, coaches, and baggage cars, and during the severe cold weather last winter handled about 200 such repairs diverted from the Cleveland Union Terminal.

The engine terminal is a facility of 47 stalls and can dispatch 155 locomotives in a 24-hour period. This facility recently was improved greatly by the installation of a double-end operation 120-foot turntable and a coal dock of 1700-ton capacity with three inbound and four outbound tracks. Additional improvements and modernization expected to be completed by the end of 1945 include the addition of new machinery in the machine shop and the construction of five outside inspection, maintenance and lubricating pits. Currently, 135 locomotives receive federal inspections

repairs are made.

On the West Side, Cleveland, there are repair facilities both at Linndale and at the Rockport Yard, handling a combined total of nearly 3,800 inspections a day and some 145 repairs of all types. At Linndale also is a Car Shop for heavy repairs and conversion work.

Cleveland Union Terminals repair forces of some 390 persons keep passenger equipment in order. Average daily car inspections on the Terminal repair tracks total 1775; more than 200 are cleaned; and about 195 running and light repair jobs handled.

Two branch lines supplement Cleveland Division operations. One of them, the Lake Erie & Pittsburgh, connects the Cleveland Short Line with Brady Lake, Ohio, where a connection with the Pennsylvania is made, From Brady Lake, trackage rights are held over the Pennsylvania and the Baltimore & Ohio to connect with the Lake Erie & Eastern, belt line of the Pittsburgh & Lake Erie, at Youngstown, Ohio.

The L. E. & P. also is connected with the Alliance Branch of the Cleveland Division through trackage rights from Brady Lake to Minerva, thus giving access to the great coal producing country through which the southern half of the Alliance Branch runs. From this territory, an average of 225 carloads of coal moves daily to the Cleveland territory.

Cleveland Man in Philippines



Robert J. Hall, Cleveland, a furloughed employe, is now a Chief Motor Machinist's Mate in the Philippines. He is one of the Coastguardsmen who man an Army freight supply vessel and took part in the liberation of the Philippines. He joined the Coast Guard in 1942.

Hanson Promoted

Effective August 1, Herbert L. Hanson was appointed Assistant General Claims Attorney, O. G. Browne, General Claims Attorney, announced.

Gets Air Medal

Sergt. William J. Rehnert, 27, formerly a ticket clerk at Cleveland and now a tail gunner with a squadron of Flying Fortresses in England, recently received the Air Medal. His wife, the former Miss Mary C. McGlynn, is employed in the Central Reservation Bureau in Cleveland. Sergt. Rehnert has been in the A.A.F. since October, 1943 and received his aerial gunner wings at Kingman Field, Ariz., last September.

From Pa. to India



Shown above is W. J. "Bo" Voight, a furloughed fireman from the Erie Division, who has been in India with the 721st Railway Operating Battalion since December, 1943. He is now a freight engineman. His home, where he has a wife and son three years old, is in Wesleyville, Pa. His father is W. W. Voight, Erie Division engineman.

Toledo Credit Union Now Has 515 Members

Though the N. Y. C.-Toledo Federal Credit Union has been in existence only a little less than three years, it has developed into a substantial organization.

Organized in September, 1942, at close of that year, it had 210 members with share savings of \$4,769.99, and made 120 loans, aggregating \$9,948.24.

As of June 30, 1945, it had 515 members with share savings of \$26,416.32, and made 721 loans, aggregating \$85,583.57.

The Union is in a healthy condition and has now become a definite part of the New York Central family from the standpoint of not only providing beneficial financial assistance to the railroad employes, but also is instrumental to some degree in creating good relations.

The officers are: W. E. Anderson, President; R. G. Rowles, Vice-President; A. L. Walter, Secretary-Treasurer; D.

Big Four Air Man Now First Lieut.



Charles F. Schumann, furloughed Big Four Car Department employe, of Riverside, Cincinnati, recently was promoted to first lieutenant. He is a bombardier.

On his first mission, January 19, 1945, he was reported missing but a month later returned to his base in Italy. He had to bail out over Yugoslavia and landed in three feet of snow. Schumann now has had 25 missions and is assistant squadron bombardier with the 15th A.A.F. in Italy. He joined the Big Four in November, 1938, and was drafted in October 1942. In the gunnery school at Tyndall Field, Florida, he won highest honors for marksmanship. He received his wings and commission as a second lieutenant August 25, 1944.

T. Matthews, Members of Board: R. W. Lemon, Graham Henion, H. T. Connors, D. J. Donahue; Credit Committee, R. R. Smith, Chairman; J. R. Zeman and A. L. Walter; Supervisory Committee, C. L. Meyers, Chairman, R. L. Barrowman and L. Sendi.

P. & L. E. Girl Gives 14 Pints of Blood

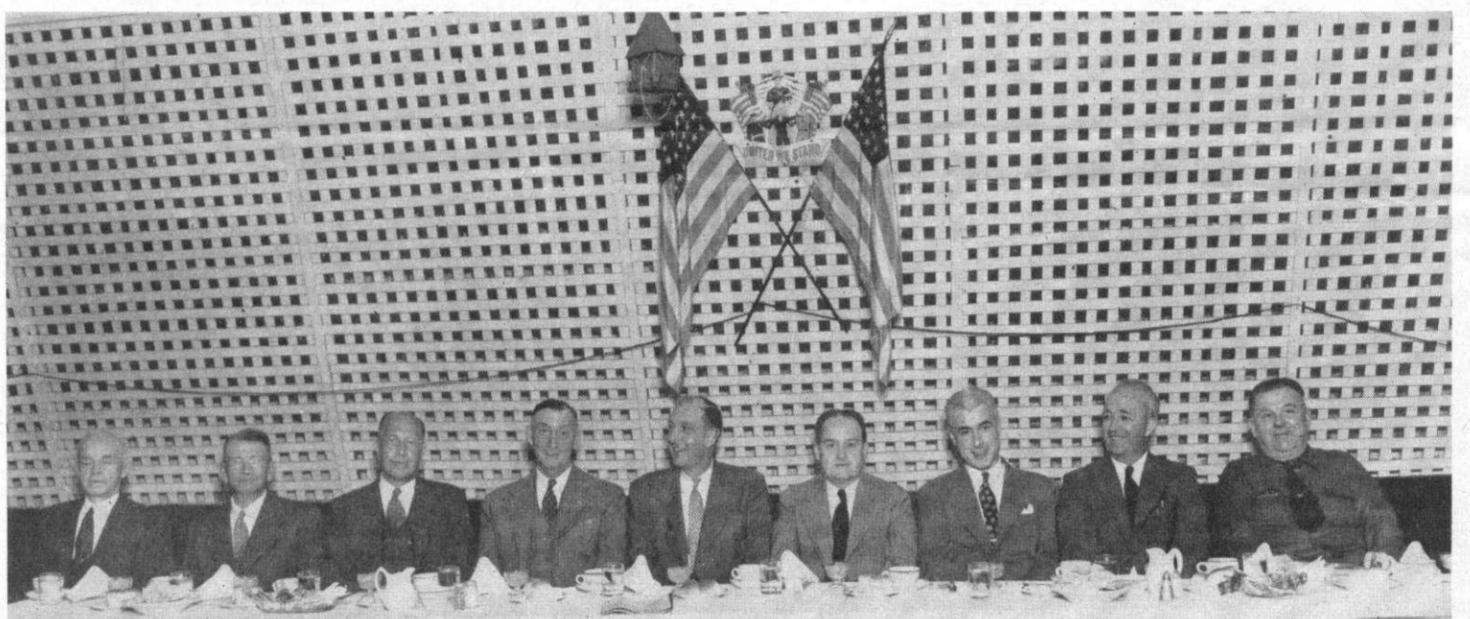
The Auditor of Disbursement's Office at Pittsburgh is justly proud of Miss Lois Prentice, a member of the stenographic force, who has given fourteen pints of blood to the Blood Bank, operated by the American Red Cross. She volunteered as soon as they sent out an appeal for donors, and after her tenth contribution was awarded a Blood Donor's pin, set with a ruby.

The General Auditors Office is likewise proud of Jack Martin, a veteran of World War I, who also wears this coveted pin.

Chicago Export Agent

W. C. Douglas, Assistant General Freight Traffic Manager, Chicago, has announced the appointment effective August 1, of W. A. Hillman as Export and Import Agent with headquarters in the LaSalle Street Station, Chicago.

200 at Dinner in Honor of M. J. Malone, Assistant Foreman, Gardenville Car Department



A testimonial dinner in honor of Michael J. Malone, retiring Assistant Foreman at Gardenville Car Dept. was held recently in Lackawanna, N. Y. Mr. Malone entered the service as a carpenter in the Eastbound Yard, East Buffalo, September 1, 1911; was promoted to Assistant Foreman June 16, 1917, and continued in that capacity in Buffalo. At the time of his retirement, June 15, he was in charge of the repair branch at Gardenville, N. Y. More than 200 guests were at the dinner for Mr. Malone, at which he was presented with a

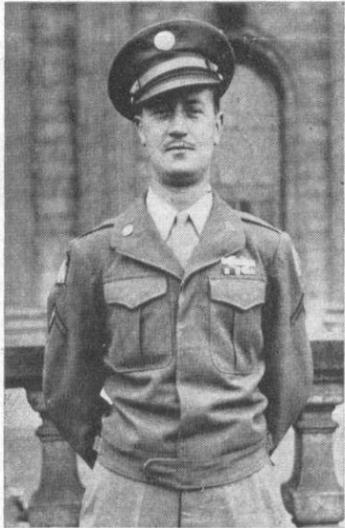
purse containing over \$200. Left to right: Harry Dunlop, retired Yard Foreman; R. L. Chandler, retired Division Gen. Car Foreman; Geo. S. King, General Foreman, Gardenville; Michael J. Malone, retiring Assistant Foreman; C. N. Kittle, Division General Car Foreman (Toastmaster); Thos. A. Mahoney, Assistant Chief Clerk to D.G.C.F.; Jno. F. Nash, Trainmaster, Gardenville Yard; H. D. Johnston, Trainmaster, East Buffalo Yard and Floyd Cramer, Gen. Yard Master, East Buffalo Yard.

M. C. Man Not Ill in 45 Years' Service

EDWARD QUADA, M. C. Signal Foreman, who has the distinction of never having lost a single day's work because of illness in 45 years of service, retired recently.

Mr. and Mrs. Quada were guests of honor at a dinner in the Masonic Temple at Marshall, Mich., where they reside, at which Mr. Quada was presented with a gift and Mrs. Quada with a corsage and candy.

Frank Cedilote Back in Detroit from Prison Camp



Return of Pfc. Frank Cedilote to Detroit, recently caused rejoicing among his co-workers in the Auditor Passenger Accounts Office. First reported "missing in action" in Italy on June 19, 1944, it was not until mid-August that his wife, Laura, also an A. P. A. employe, was notified that he was a prisoner. Since then letters from him were sporadic, none having come through since January.

While a prisoner, he says, he was treated well, but fed very poorly during the last three months. During this time he lost 35 pounds but has already put back 30 since his liberation by the Yanks, May 3. His closest call came when the column of prisoners he was in was strafed by an R. A. F. plane, which killed 35 of his buddies. He was held in Stalag II B.

Above picture shows Pfc. Cedilote as he looked upon his return home after 11 months as a prisoner in Germany.

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The average haul of freight in 1944 was about 478 miles, compared with 469 miles in 1943.

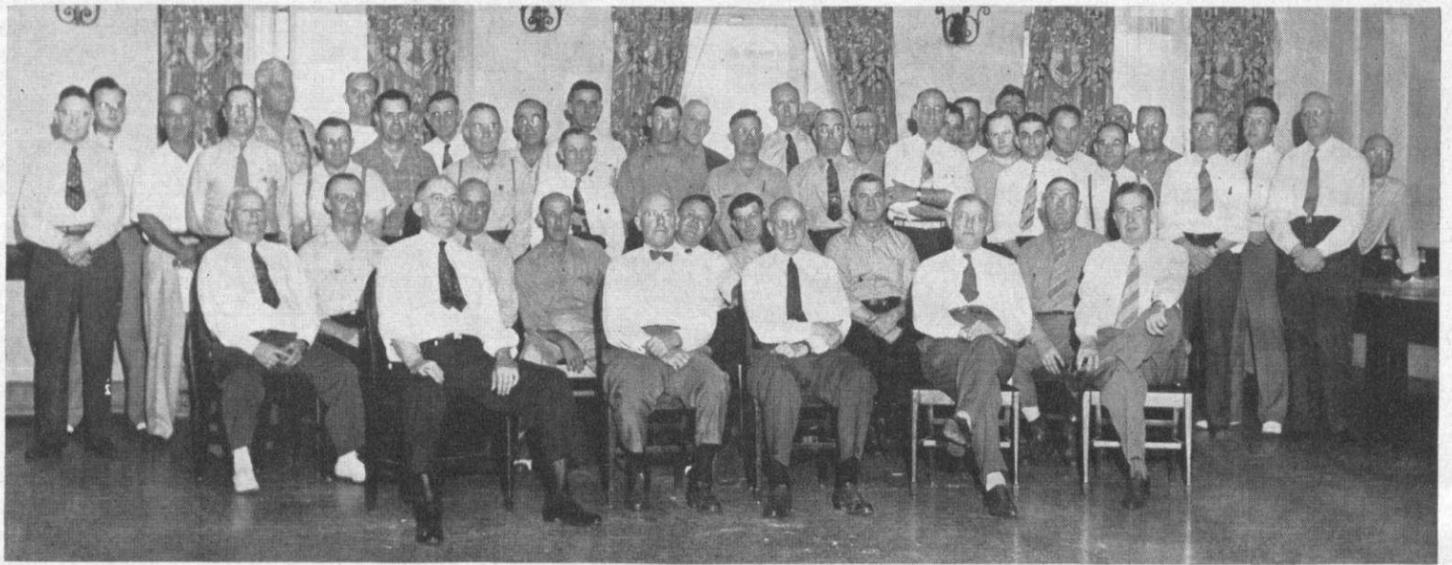
Signal Department Sons in Service



Pfc. Lynn R. Lytle, son of O. J. Lytle, Signal Maintainer, at Pine, Indiana, received a broken lower jaw while fighting in Germany, November 29, 1944. He is now home with his wife and small son, recovering from an operation at Wakeman Hospital, Camp Atterbury, Indiana. Lynn is 23 and went into service May 9, 1944. After 17 weeks in Texas he was sent overseas. Following the Battle of Metz, France, his Division, the 95th, was about to penetrate the Siegfried Line near Saarlautern, Germany, when he was wounded. After hospitalization in England, he was returned to the States by plane. He says the 28-hour trip by plane was much better than the 12-day trip by boat when he went over.

Signal Maintainer O. J. Lytle has a daughter whose husband, Pfc. Robert E. Price, 24, has been overseas for a year with the famous 29th Division. He is now stationed in Germany. His right hand was injured by mortar fire last October, but he was back at the front for the last three months of the war. At the Elbe River a large force of German SS troops surrendered to his company. Price is shown at the right.

Michigan Safety Record Celebrated at Four Regional Meetings



M. C. Workers Praised for Safety Record in '44; Four Meetings Held

SUPERVISORS and employes of the Michigan Central Railroad were commended by officials of that railroad at Safety First meetings in Niles and Jackson, July 24 and at St. Thomas and Detroit, July 25, for achievement of an outstanding Safety record during 1944.

C. L. Jellinghaus of Detroit, Vice President and General Manager of the Michigan Central, C. E. Hill, General Safety Agent, New York Central System, and other Michigan Central officials attended meetings representing all departments of the divisions.

Displayed at these meetings were the E. H. Harriman trophy and the National Safety Council's award, both of which were won by the Michigan Central for 1944. Commendation to all departments for their accomplishments in accident prevention was expressed by the various officials.

Mr. Hill and C. E. Bell, Assistant to the General Safety Agent, stressed the fact that Safety records were the result of all employes cooperating, not just officials and committees.

All present were furnished with a copy of the report received from the Committee of the E. H. Harriman Memorial Award, which stated in part:

"Michigan Central employes put in 40,598,000 man hours of work in 1944. There were 6 fatalities and 182 injuries to employes on duty during the year. An average of 6,766,000 man hours were worked for each fatality and an average of 223,000 man hours for each injury. This was at the

rate of about 2,700 years of work per fatality and nearly 100 years of work per injury."

Mr. Jellinghaus issued this bulletin: "The Michigan Central has for a long time been active in promoting safety to employes. Over a period of years consistent progress has been made and we have from time to time received national recognition of our efforts. The past few years have been ones of unusual stress because of the great volume of business, both freight and passenger, that we have been called upon to handle in furtherance of the war effort. We have also had a large number of our experienced employes called into the armed services.

"Notwithstanding these conditions during the past year, we not only received the National Safety Council Award for having the lowest casualty ratio of any railroad, but we received the coveted Harriman Gold Medal Award, which means that the Michigan Central Railroad had the best Safety record of any railroad in the United States, not only as applies to employe casualties but also to passengers and other types of accidents. This unusual recognition is a source of deep gratification to me, as I know it must be to all of you and I want to assure you of my personal appreciation of your efforts in bringing about the splendid results. Our Safety performance so far in 1945 has shown consistent improvement and with continued effort by all I am sure we will again have a record of which we can be proud."

Detroit Camera Club Shows Own and New York Prints in Michigan Central Terminal



Two display boards set up in the Michigan Central Terminal, Detroit, by New York Central Camera Club of Detroit. Some of the prints shown are those taken by members of the Detroit club, and others are those sent by the New York Central Camera Club of New York.

Welland Vets Feted

Four retiring employes of the New York Central at Welland, Ont., were honored at a social evening recently in the Plymouth Cordage Hall at Welland.

They were H. Western, former Yard Foreman at Welland who started his railroad career in 1898; P. Sider and William Moore, former Sectionmen at Perry, Ont., and J. E. McBurney, who had served as Timekeeper, Foreman, and Assistant Supervisor of Track.

Speakers were W. J. Shaw, Division Engineer, St. Thomas, Ont., and G. O. Gillett, General Chairman of the

Brotherhood of Maintenance of Way Employes, Detroit.

H. C. Walker, Supervisor of Track, Master of Ceremonies, presented a \$50 War Bond to Mr. Western and a gift to Mrs. Western. These presentations were donations from the railroad employes of all departments at Welland. W. J. Shaw presented certificates of service and buttons to the honor guests.

A further presentation was made by G. O. Gillett, who gave an address and made cash presentations from the Local Brotherhood No. 1858 to the four pensioned employes, and bouquets to their wives.



At top, Niles Safety group, with Vice President Jellinghaus third from right in front row. At bottom, St. Thomas group.

M. C. Man Crosses Equator 10 Times



Seaman I/c Roscoe Eugene Conklin, of Gladwin, Mich., a track worker until his induction in September, 1943, has crossed the equator ten times since he entered the Navy. For a time he was an armed guard at New Orleans. Later he served in the American, Asiatic and Philippine theaters. After a recent furlough, he returned to sea duty.

to anyone who could better Walter on the saxophone before competent judges. There were no takers, but Fisher, in appreciation of his ability, presented Cate with a fine saxophone with the inscription, "To the World's Greatest Saxophone Soloist" signed with his name and bearing Cate's name.

Detroit Camera Club

Judging of the "Landscapes" photo contest gave first place to Warren Oakes' shot titled "In the Clearing." Second place went to Jack Ferguson's "Desert Twilight" and third to Howard Hutcheson's "Cypress Gardens — Florida."

W. O. Wentworth

W. O. Wentworth, 51, Assistant Mechanical Engineer, Office of Mechanical & Electrical Engineer, New York City, died suddenly, August 22, of a heart attack in his home, 326 E. 201 Street, The Bronx, New York City. Born in Spokane, Washington, he attended Dartmouth College and received an engineering degree at Columbia University. He entered service June, 1924, as an engineering draftsman.

Retiring, Gets Purse



Mrs. Georgena M. Hunt, Clerk in the Third Street Freight House, Detroit, retired July 15, after more than 28 years of service. She started with the Michigan Central June 10, 1917, as a clerk at the "Old Transfer House," then located at West Detroit. In addition to her 28 years with the Michigan Central she worked six years for the Southern Pacific at Portland, Ore.

Mrs. Hunt, extensively traveled, has visited practically all of the 48 states, as well as Mexico, Alaska, and most of Europe. She plans to make her future home in Portland, her favorite city.

A farewell banquet, held at the Harmonie Society Building, was attended by more than 50 employes from the Third Street Office. Mrs. Hunt was presented with a certificate of service and honorary retirement button, together with a substantial purse from her former co-workers at Third Street. Mrs. Hunt was born in Toronto, in 1887.

M. C. Saxophonist "World's Greatest"

The "World's Greatest Saxophone Soloist," now a tool room attendant in the locomotive shops at Jackson, Michigan, was a featured performer at the first public concert of the Jackson Concert Orchestra recently.

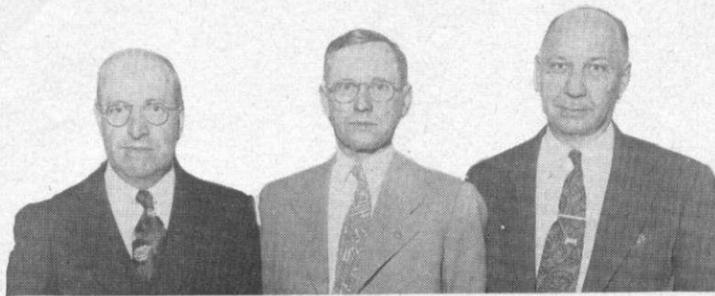
He is Walter Cate who, while now a railroad employe, has spent most of his life touring the country with musical organization. With his father and brothers, he traveled every state on vaudeville circuits with a saxophone quartet.

Cate also toured the country with some of the old time minstrel shows. He was with George Primrose for two years and also with the Gus Hill minstrels. He toured Europe with his father and brothers, and in Denmark King Christian not only had a command performance, but returned several times to the theater.

Cate's last musical assignment was with Ringling Brothers circus, and the last year he was with that organization, 1928, he was assistant musical director. Then he settled down in Jackson.

Walter Cate's musical title was bestowed by Carl Fisher, New York musical publisher. While traveling with his father and brothers his father advertised a standing offer of \$1,000

Harris Retiring at Chicago is Succeeded by N. D. Hyde as Assistant to Vice President McKee



Engineers promoted: In the center is Neil D. Hyde, newly appointed Assistant to Vice President, Chicago; left, Harold F. Whitehead, new Designing Engineer; and right, Arthur P. Button, new Assistant to Chief Engineer.

THE retirement, effective August 1, of George H. Harris, Assistant to Vice President, New York Central System, Chicago, and the appointment of Neil D. Hyde as his successor, were announced by J. L. McKee, Vice President. Previously, Mr. Hyde was Assistant to Chief Engineer.

At the same time, F. J. Jerome, Chief Engineer, announced the promotion of Arthur P. Button from Designing Engineer to Assistant to Chief Engineer, to succeed Mr. Hyde, and Harold F. Whitehead from Assistant Designing Engineer to Designing Engineer.

Mr. Harris, 67, had been with the Central more than 42 years. Born in Toledo, and a graduate of the University of Michigan in 1902, he began railroad service as Assistant Engineer at Jackson, Mich., on May 20, 1903, and advanced through various positions in Kalamazoo, Niles, and Detroit, Mich., Joliet, Ill., and St. Thomas, Ont., to become Chief Engineer for the Michigan Central in Detroit, November 1, 1931. On October 1, 1939, he went to Chicago as Chief Engineer for the Michigan Central and the New York Central, Line West of Buffalo, and on November 1, 1940, his jurisdiction was extended to include the Big Four and the Peoria & Eastern. His appointment as Assistant to Vice President was on April 1, 1943.

Mr. Hyde, a graduate of Union College, Schenectady, in 1911, started with the Central September 23, 1912, as chairman in Utica, N. Y. For the next 23 years he served in various engineering capacities in eastern cities, and on November 1, 1935, went to Chicago as Special Engineer in the office of the Vice President. On October 1, 1939, he was transferred to the Chief Engineer's Office in the same capacity, and on September 1, 1943, was advanced to Assistant to Chief Engineer.

Mr. Button and Mr. Whitehead also are veterans of the Central's Engineering Department, both having started in 1909. Mr. Button who was educated at Rensselaer Polytechnic Institute, began as a rodman at Albany, N. Y., March 18, 1909, and worked in Utica, Rome, New York City, Cleveland, and Chicago, where he was assigned on October 1, 1939, as Engineer of Grade Crossings. He was advanced to Designing Engineer January 1, 1944.

Mr. Whitehead studied at the Polytechnic Institute of Brooklyn, and

started work for the Central as a draftsman in New York March 11, 1909. He rose through various positions to become Assistant Engineer at Chicago, January 1, 1940, and Assistant Designing Engineer on June 1, 1944.

Yardmaster Retires; Given Purse and \$125

Yardmasters and other fellow workers of John H. Beckman attended a farewell dinner in his honor recently in Cumberland, Indiana. Forty-five persons attended. Mr. Beckman was presented with a billfold containing \$125. Mrs. Beckman received a bouquet.

Mr. Beckman was 70 years old on July 9 and had been an employe since August, 1913. He started as a yard brakeman. In 1921 he was appointed a yardmaster and at his retirement was Yardmaster at Brightwood Yard, Indianapolis.

John A. Davis

John A. Davis, 72, who retired as Assistant Auditor of the New York Central in 1937, died in Cleveland recently.

Yoder in India

Hauling supplies to our Chinese allies through India while "working on the railroad" is First Lieut. Joseph Ira Yoder, Elkhart, Ind., former New York Central locomotive engineman, who is a road foreman of engines with the Military Railway Service.

Lieut. Yoder has been overseas 20 months. He entered the Army Railroad Transportation Corps in June, 1943, with the rank of first lieutenant. He also served in World War I as an infantryman. He was an NYC employe for 23 years.

Overseas Veteran Married in Chicago

Miss Jessie Mae Taylor, Interchange Clerk, Gibson, Ind., and Seaman 2/c Attilio Dal Santo were married August 4, in the Thorndike Hilton Chapel, University of Chicago.

Seaman Dal Santo has just returned from Palermo, Sicily, where he was connected with naval intelligence. He has been overseas during the three years he has been in service, and this was his first leave since the invasions in Africa and Sicily, in which he participated.

Toledo Brothers; one a Former Prisoner



Private Ambrose P. Kempf of Toledo, son of Alphonse Kempf, a coach repairer in the Passenger Department, Beech Grove Shops, returned to this country after having been a prisoner of war in Germany from February 17, 1943, when he was captured at Tunisia, to May 3, 1945, when he was liberated



by an American armored division near Lubeck. While in captivity, he was in Sicily, Italy, Austria and France, as well as Germany. He entered the Army October 29, 1941.

His brother, T/4 Lawrence C. Kempf, also has returned home after service in England and France.

Jackson Captain Decorated for Saving Wounded Soldiers in the Philippines

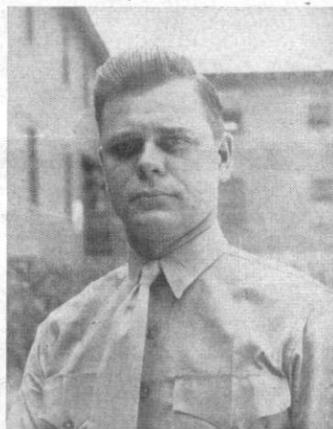
CAPTAIN F. I. Van Wagnen, Jr., son of F. I. Van Wagnen, Train Dispatcher at Jackson, Mich., recently was awarded the Silver Star for saving the lives of wounded men during a battle in Bataan, Luzon, last April. The citation says:

"In the early morning of 27 April 1945, Capt. Van Wagnen's battalion was subjected to a heavy enemy grenade attack in its perimeter. One grenade landed in a fox hole near Capt. Van Wagnen, wounding two men, one seriously. With complete disregard for his own safety, Capt. Van Wagnen left his own fox hole to give aid to the two men. In so doing, he saved the life of the man seriously wounded.

"In the early morning of the 30 April 1945, the battalion perimeter was again subjected to a heavy enemy grenade and machine gun attack. One grenade landed in a fox hole, wounding four men of a machine gun crew. Again, in complete disregard for his own safety, Capt. Van Wagnen left his fox hole and went to the aid of the wounded. While working over them, he, himself, was wounded in the head. Ignoring his own wound, which was bleeding profusely, he finished giving aid to the gun crew."

Capt. Van Wagnen, a Jackson physician, was commissioned June 17, 1942. His brother, E. H. Van Wagnen, is now a Lieutenant Colonel in the Overseas General Purchasing Agents Department, Paris.

Tarawa Veteran



Official Marine Corps Photo

Marine Platoon Sgt. Edwin J. Barrett, formerly New York Central employe in Chicago, who spent 28 months in the Pacific, has joined the Marine guard at the Naval Air Station in Miami, Fla. Top action for the Chicago Marine took place at Tarawa, where his defense outfit hit the beach three days after the first assault wave went ashore. He remained on the island for four months and was under Jap air attack 26 times. Barrett enlisted in March of 1942.

Gibson Pilot Back

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

Lieut. Bill Gallagher has returned home after 38 bombing missions over Germany as a pilot of a B-17 and received an honorable discharge August 4.

Lieut. Eddy Austgen, a combat infantry officer, was home recently for a 30-day furlough.

Sergt. Paul Stern of the Air Corps was home for a 30-day furlough from his base in Italy.

Sergt. Art Bonneau has returned home after more than three years in Iran with a railroad battalion.

M/Sergt. Vincent Howard was home on a short furlough from his duties at Camp Atterbury.

Miss Georgia Spitz, who was married Aug. 11, to John Hendrickson of the Navy, was feted at a dinner in East Chicago, Ind., by the girls from this office. A scramble game was played

Ohio Flyer Bombed Jap Shore and Ships



Official U. S. Navy Photo

In center is shown Lieut. (j.g.) Eugene B. Sawyer, son of Dewey Sawyer, Operator, Kile, Ohio, with two comrades who flew with him on his Grumman Avenger torpedo-bomber. After seven months fighting, the trio are back home on leave. They are shown on the deck of their carrier.

M. R. S. Operates 12 of the Chief Railroad Lines in Occupied Germany

As of August 1, Military Railway Service men, among them many New York Central furloughed employes, were operating twelve principal railway lines in Germany. These lines were connected with western Europe by four bridges across the Rhine.

The equipment being used includes much brought from America, as well as captured rolling stock. In its invasion plans, the M.R.S. did not count on capturing even one locomotive, because of the success of the German demolition and the accuracy of Allied bombers, so it took with it 24,563 units of motive power and rolling stock, including 1760 steam and diesel locomotives.

However, by April 20, as German resistance crumpled after the bridging of the Rhine, nearly 10,000 pieces of rolling stock were captured in Germany.

Much of the supplies for the American occupation army in Germany will be landed at Bremen and handled thence by railway.

and many songs were sung by the group, as well as solos by Miss Spitz and Miss Billie Yescitz. The bride-to-be was presented with luggage.

Gibson Freight Notes

The Gibson, Ind., Freight Office reports:

John Peglow, Chief Rate Clerk, Agent's Office, Gibson, is recuperating at his home in Hammond following a heart attack.

Louis Williams, Reclaim Clerk, is back to work after six weeks at Excelsior Spring, Mo.

Henry L. Ambre, former Chief Clerk, Gibson, spent his vacation in Hammond visiting old friends. Since his retirement five years ago, he has resided in Brownsville, Tex.

Jackson Man Cited After Luzon Battle

Pfc. J. W. Sienkowski, furloughed Michigan Central Machinist Helper, Jackson, Mich., together with other members of Company "C," 130th Infantry Regiment, was cited for performance in armed conflict with the enemy in Luzon, Philippine Islands, on April 12, and thereafter.

The citation stated that after continuous fighting for two days which resulted in the taking of Hill "X," and the holding off of a Jap counterattack, "the tired fighting men, exhibiting unwavering fighting spirit despite nearly 50 per cent casualties, tenaciously held Hill 'X' for five days until reinforcements were available to continue the attack and annihilate the enemy."

Pfc. Sienkowski enlisted October 16, 1942.

In South Pacific



Leroy E. Sickau, son of O. W. Sickau, Engineman on the Lines West, is a Quartermaster on an LCT in the South Pacific. Before enlisting in the Navy in April, 1943, he was a brakeman on the Lines West. He received his basic training at Sampson, N. Y.

Olsen Heads V.F.W. Chicago Heights Post

Albert G. Olsen, with the Police of the M. C. and New York Central System for 13 years, has been elected Commander of V.F.W. Post No. 2825, Chicago Heights, Illinois.

Mr. Olsen served as Quartermaster, Junior and Senior Vice-Commander. He was with "B" Battery of the 83rd F. A. in the First World War, as a Sergeant.

Mrs. Olsen, too, has been active in the Auxiliary of Post 2825, and is a Past President.

Their son, Albert Jr., has already served two years with the A.T.C. in Alaska, and after a short furlough was sent to New Guinea.

As Quartermaster Sergeant of Post 2825, Commander Olsen has appointed Erich Miessler, a new member of Agent L. A. Papkas New York Central force in Chicago Heights.

Bailey Is Advanced

Royal Edward Bailey, Jr., 18, a furloughed Danville, Ill., New York Central employe, has advanced to fireman, first class, USNR, aboard a destroyer escort of the Atlantic Fleet. He wears the American Theater ribbon and the European-African-Middle Eastern Theater ribbon.

Three Croton Men Meet on the Lido Road



Shown above are Raymond Gray, Brakeman, Samuel Paonessa, Assistant Foreman and F. M. Adams, Assistant Road Foreman. All are furloughed employes from the Hudson Division.

718th Receives Army "Merit Unit Plaque"

Word was received by Mrs. John C. Overbaugh of the Comptroller's Department, New York, from her husband, a furloughed employe of the Passenger Traffic Department who is with the 718th Railway Battalion, now operating in Germany, with headquarters in Mainz, that the Meritorious Service Plaque has been awarded the unit for superior service.

The citation reads:

The Meritorious Service Unit Plaque is awarded, for superior performance of duty in the performance of exceptionally difficult tasks, and for the maintenance of a high standard of discipline. This unit demonstrated noteworthy devotion to duty in the operation of military railways in a combat zone under dangerous conditions, and overcame numerous obstacles to assure the delivery of needed supplies.

This unit was activated in December 1943, at Fort Sam Houston, Texas and arrived in Scotland in July, 1944; then it moved into England, France, Belgium and Germany.

Powell Feted on Ending 40 Years' Work

James C. Powell, Assistant Engineer in charge of Valuation Work on the Line West at Cleveland, Ohio, retired June 30 after forty years and six months of continuous service, all of which was spent in the Engineering Department.

Mr. Powell was guest of honor at a luncheon which was tendered him at Hotel Cleveland by a large number of associates.

Vice President Riefel was master of ceremonies.

Mr. Powell was presented with war bonds.

Buffalo Man Back

Staff Sergt. William N. Campbell, furloughed Buffalo employe, who encountered Jap "ball-and-chain" aerial assaults during 40 missions with the 13th Air Force as a radio-operator gunner on a B-24 bomber, recently returned to the United States after completing eight months of combat

In Germany



Corp. William A. Newman, former clerk in the General Eastern Freight Agent's office, New York, is shown in Germany, where he is serving with the 94th Quartermaster Co.

He entered the Army October 30, 1942, and has been overseas for two years.

In Germany, as in the United States, he is helping to "Keep Them Rolling." In his spare time he writes feature articles on transportation for "The Attack" official newspaper of the 94th Infantry Division.

flying in the Pacific.

Flying as part of a bomber crew from Morotai, the Moluccas Islands, Sergt. Campbell's missions were over Luzon and Borneo. On the first Allied bombing of Corregidor, Campbell was among the group that met Jap desperation methods to ward off AAF attacks.

Indianapolis Man Ends 33 Years' Work

David LaRoche, Stockkeeper at Hill Yard, Indianapolis, Ind., retired on July 31, after 33 years of service with the company.

His associates in the various departments at Hill Yard presented him with a purse of \$75 and a box of his favorite cigars. He also received the Certificate of Service, lapel button and a letter from the President.

Long Service Veterans Retire

Long service employes recently retired include:

Brannan, John A., Engineman, Western Division, 45 years, 4 months.

Copeland, Owen H., Engineman, P. & L. E. Division, 46 years, 3 months.

Damron, Charles T., Section Foreman, Harrisburg, 49 years, 3 months.

Daviditis, William W., Hostler, MP Dept., Mattoon, 41 years, 3 months.

DiNapoli, Salvatore B., Stevedore, N. Y. Terminal Dist., 41 years, 9 months.

Entsminger, Downie L., Brakeman, O. C. Division, 49 years, 10 months.

Farrell, William E., Engine House Foreman, Sharonville, O., 47 years, 3 months.

Gaudette, George A., Towerman, Boston, 43 years, 5 months.

Hunt, George F., Elevator Operator, Cleveland, 43 years, 4 months.

Kazlauckas, Ignatius J., Machinist, McKees Rocks, Pa., 41 years, 7 months.

Kiefer, Phillip F., Agent, Petersburg, 48 years.

Lawrence, George D., Engineman, Kankakee, 45 years, 1 month.

Marra, Daniel P., Operator, Pennsylvania Division, 44 years, 9 months.

Newman, George W., Engineman, Erie Division, 46 years, 9 months.

Pfister, John, Gang Foreman, Jackson, Mich., 44 years, 5 months.

Quirk, John L., Towerman, Albany Division, 45 years.

Rolland, Peter, Engineman, Erie Division, 43 years, 9 months.

Shupe, Roy E., Engineman, Canada Division, 41 years, 7 months.

Taylor, Floyd D., Conductor, Toledo Division, 43 years, 2 months.

Thomas, Alva M., Inspector-Repairer, Avis, Pa., 42 years, 1 month.

Wolfkins, William L., Engineman, Toledo Division, 42 years, 7 months.

Young, Gustav, Tugboat Engineer, New York, 42 years, 4 months.

Serves in India



Sergt. Vincent J. Padula, son of Joseph A. Padula, of Albany, a New York Central employe, has been overseas in India since December, 1943, serving as a fireman and engineman in the 726th Railway Operating Battalion. He is stationed at Pandu, on the Burma-Assam Railroad. Before entering the army in June, 1943, he was a Mohawk Division fireman. Since he has been in India his mother died.

M. C. Airman Wins Fourth Oak Leaf Star

Technical Sergt. Joseph D. Crescia of Ypsilanti, Michigan, has been decorated with the fourth Oak Leaf Cluster to his Air Medal.

Sergeant Crescia, a radio operator-gunner of a B-17 Flying Fortress, is a veteran of many daylight precision bombing assaults with the 457th Bombardment Group of the Eighth Air Force. He participated in successful attacks on Berlin and Leipzig.

Prior to his entry into the Army Air Forces, January 19, 1943, he was employed by the New York Central.

Syracuse Boy with Chinese Combat Command



Pfc. Thomas B. Gehan, 21, formerly Yard Caller for the New York Central at Syracuse, N. Y., is now on duty with the Chinese Combat Command, the United States Army organization working in the field with the Chinese Army to increase their effectiveness against the Japanese invaders.

He arrived in China with the American 475th Infantry Regiment when most of that organization was flown from Burma by the Air Transport Command.

The 475th was organized in North Burma from the famed Merrill's Marauders and replacements from the United States after the successful battle for Myitkyina in the spring of 1944. It became part of the American Mars Task Force, which saw gallant action as long range penetration troops in the Central Burma Campaign into early 1945, fighting with American-trained and equipped Chinese troops along the old Burma Road to clear and secure what is now known as the Stilwell Road.

The 475th's action in Burma was highlighted by a history-making march of more than 400 miles with pack mules from Myitkyina across perilous jungle and mountain terrain to make surprise attacks on Japanese routes of retreat to southern Burma. During marches and combat all supplies were received by air-drop and such evacuations of personnel as were necessary were made by tiny "L" planes using improvised landing strips.

Gehan graduated from Blogett Vocational High School in February, 1943, and immediately entered the army. While at school he was a yard caller. He went overseas in May, 1944, to serve in the medical detachment with the Marauders at Myitkyina and later to march and serve with the 475th in the Mars Task Force.

He is entitled to wear the badge of the Distinguished Service Citation awarded the units which saw action at Myitkyina, the Purple Heart for wounds received serving with the Marsmen, and two campaign stars on his Asiatic-Pacific theater ribbon.

Another boy with the Chinese Combat Command is Pfc. Frederick C. Ryan, 25, of Reading, Ohio, a former brakeman with the Central before entering the army in February, 1943. He was wounded when with the Marauders at Myitkyina.

Ends 46 Years



George J. Behringer, an engineman for 26 years and a railroad man for 46, retired August 1 at Terre Haute, where he spent practically all his life.

Albany Seaman Studies Demolition

Walton R. Hildebrandt, 22, seaman, first class, of Albany, N. Y., who has been aboard a cruiser of the Atlantic Fleet, has been transferred to Norfolk, Va., where he will take a course in underwater demolition before joining a combat demolition team. Before entering the Navy in September, 1942, he was a welder and machinist for the New York Central.

Gets Two Stars

Technical Sergt. Joseph A. Pavola, former Carman Helper, I. H. B., Blue Island, Ill., has been awarded two Campaign Stars for participation in the Leyte and Luzon campaigns. He is also entitled to wear the Philippine Liberation and American Theater Ribbons.

Sergt. Pavola hoped to be home soon, having 36 months overseas service and 90 points to his credit.

Cincie Flyer Promoted

Word has been received that Second Lieut. James P. Hutchins has been promoted to First Lieutenant.

Jim is a Commander on a B-29 and is presently located in New Mexico.

Prior to his enlistment, August 4, 1942, Lieut. Hutchins was an employe in General Freight Agent Bryson's office at Cincinnati.

Comptroller's Office Honors J. J. Fay, Jr.



Mr. Fay, recently promoted, had a birthday (which one is his secret) last month and was given a cake and other gifts by his associates.

The Story of Bituminous Coal; It Permeates Our Daily Lives

By E. C. Perkins, Manager of Sales, Appalachian Coals, Inc., Cincinnati.

COAL is one of Nature's miracles. Perhaps you have never thought much about how coal came into existence. During geological ages, some 200,000,000 years ago, when the intense heat of the sun made the climate of the whole earth tropical and caused the air to be humid and steamy, there were periods of tremendous growth of dense vegetation.

Especially were there large forests to be found in the bogs and swamps. These swamps gradually subsided and the woody growth was buried by water or loose earth. Then followed periods of decay and bacterial action, during which time peat was likely formed, as is now being done in the Great Dismal Swamp.

Subsequently, the low-lying ground rose gently and more luxuriant forests grew. Again, periods of subsidence submerged the mass of growth and further decay took place.

After many periods of rise and fall, and growth and decay, there followed intense earth convulsions or mountain building. This subjected the completely buried vegetation to high pressure and accompanying heat, causing coalification of the mass. These solidifications of solar energy are the coal fields of today.

The energy impounded in coal is the solidified sunshine of millions of years. Coal beds are veritable storage batteries of the sun's energy.

Because of differences in conditions during its formation, coal was created in various grades or "ranks," varying in degrees of hardness or lignite, which crumbles when exposed to the weather, through sub-bituminous, bituminous, semi-anthracite to anthracite. While both anthracite and lignite are important, we shall concern ourselves with bituminous coal only.

The reserves of bituminous coal are estimated at one trillion, six hundred billion tons. It is estimated that at the present rate of consumption, namely—some 615,000,000 tons this year, the supply of bituminous coal will last over 2,500 years.

These abundant, easily-marketable supplies of bituminous coal are concentrated primarily in three main producing regions: (1) Pennsylvania-Ohio area, producing about 31% of total output; (2) West Virginia, Virginia, Kentucky, including the low volatile fields, with 39% of total output; and (3) Illinois-Indiana and Western districts with 17.8%. Scattered areas throughout the country account for the balance.

The output of bituminous coal in most producing areas is far in excess of the ability of the area to consume, so that large amounts are shipped out. The principal consuming areas are the highly industrialized middle western states which use about 38% of total production; the middle Atlantic states with 26%; the Western states about 11%; the northern lake states with 5% and the New England states with 4%.

The flow of bituminous coal shipments is principally in two directions from mining areas northwestward to the midwest industrial states and the lake ports, and eastward to tidewater, where shipments are made by boat to Atlantic ports.

It may be surprising to many of you that food and water alone outrank coal as a necessity of life. Bituminous coal is the real foundation of the industrial and transportation structure which supplies the people of our land with all those things necessary to their health, comfort, and convenience. The domestic fuel of half of the American homes is supplied by bituminous coal.

It is by far the most important single commodity carried by the railroads, representing some 25% of total revenue freight. At an average freight rate of \$2.26, the 620,000,000 or more tons of coal likely to be produced in 1945 will yield the railroads gross revenues of \$1,400,000,000.

Rolling from the mines of America at the rate of 2,000,000 tons a day, coal creates over 50% of all energy used in American life to turn the wheels, create the current to provide light, and heat millions of homes. Railroads annually use some 25% of all bituminous coal produced to power over 90% of their equipment.

Coal is the second largest basic industry in the United States. It directly employs more than 500,000 men; indirectly creates employment for 500,000 more; and helps provide the livelihood for more than five million men, women, and children. Coal supplies an annual payroll of over a billion dollars. It represents a total investment of almost \$3,500,000,000. The industry received during 1944 more than \$1,500,000,000 gross income at an f.o.b. mine price of only \$2.60 per ton. 65% of this income goes to labor in the billion-dollar-payroll mentioned before.

The production of coal in good years is twenty times the tonnage of wheat and seven times the tonnage of corn. Its annual value is greater than the nation's combined production of gold, silver, copper, and iron ore.

Packed within every pound of coal is four to five times the energy in an equal weight of TNT. You can hold in the palm of your hand enough coal to haul a ton of freight one mile.

Its multiplicity of uses gives over 150,000 directives and compounds to science. Coal is truly a miracle of nature. It is, in fact, "black magic." It may truthfully be said that no other discovery, no invention of man, no other material gift of God had so profoundly affected the welfare and destiny of the human race as coal. It is one of the greatest sources of good as well as evil among men.

It is the greatest paradox in all of nature. It is the father of modern industrial civilization and the very fountain-head of economic security and prosperity. Yet, few of those engaged in its production and distribution have found either security or prosperity in it. Among its many by-products are elements which combined in one way produce, a deadly explosive, while combined in another way produce a drug to soothe and heal the shocks and wounds caused by the explosive.

It contains poisonous gases used in modern warfare as well as the protective agent against those same gases. It contains the foulest smelling substances and the most delicate perfumes. It contains fast dyes whose colors run the full scale of the solar spectrum. At the same time coal contains bleaches to remove these dyes.

Coal has taken the lives of thousands of human beings and saved the lives of millions more. It is the source of the new miracle sulfa drug, and the basic chemicals for our newest of industries—the plastics.

So personal has become our use of coal and its directives to the average American in his ordinary daily activities that it has become routine for "Joe America" sleeping in an attractive pair of coal-dyed pajamas to wake up in the morning to the doubtful melody of an electric alarm clock whose power is furnished by coal. Even the face of the clock is painted with pigments from coal and the glass front may be an unbreakable crystal of lucite, one of coal's miracle products.

Joe America yawns, stretches and then plops his feet into a pair of comfortable slippers whose soles (and maybe the uppers) are probably made of fabricoid or some other product of coal which is even more durable than leather. He finally washes his face with soap perfumed by one of the many flower-scents produced in the coal alchemist's laboratory. His water faucet may have been made from a coal plastic.

Joe America then squeezes his coal flavored toothpaste on his modern, scientifically designed tooth brush, the bristles of which are nylon and the handle lucite—both products of coal.

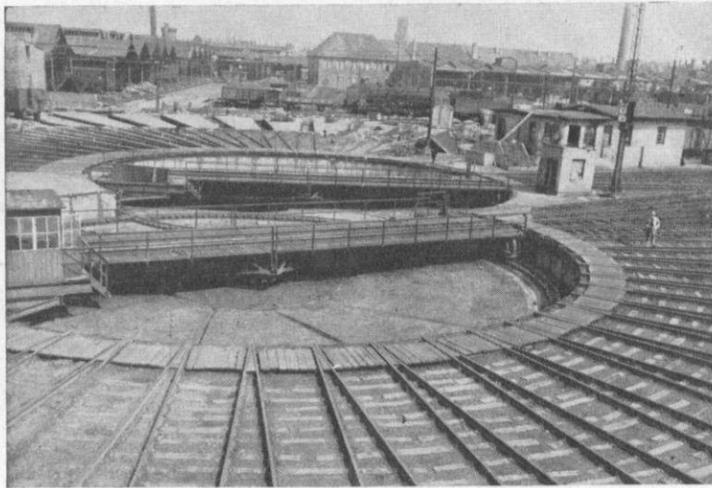
He is now ready for his shave. The handle of his latest type razor is of plastic made from coal; so is his brush handle and perhaps the bristles. The soap is coal-scented, as is likely his after-shave lotion and his face powder.

Thus, coal is woven into the fabric of our daily lives.

"Okinawan" Promoted

Robert W. Morning of Petersburg, Indiana, furloughed New York Central Fireman, recently was promoted to Seaman 1/c. Morning participated in the landings on Okinawa, his first engagement with the Japs.

Double Turntable at Cologne, Germany



N. Y. C. Waiter Promoted by Navy

SOMEWHERE IN THE MARIANAS—La Marr Williamson, 18, USNR, of 2717 A Sheridan street, St. Louis, Mo., has been advanced to Steward's Mate 1/c, with the Navy's medical research unit which is studying tropical diseases of military importance in the Pacific forward area.

The unit covers 25 acres of what was dense jungle until three months ago. Enlisted men and officers of the unit contributed most of the labor that went into the erection of its many buildings.

Williamson received his boot training at the Naval Training Center at Great Lakes, and took courses at the Bainbridge, Md., Station. He was a waiter for the New York Central Railroad before entering the service.

Retire at Wesleyville

Three employes of the Car Department at Wesleyville, Pa., retired recently. C. B. Christensen, Inspector and Repairer, concluded 30 years' service; F. J. Arthur, Steam Crane Foreman, completed 37 years; and Leo Seelinger, Inspector and Repairer, 26 years. All were honored guests at farewell dinners.

Cleveland Bowlers Win Memorial Trophy

At a dinner held in Cleveland, Al Nelson, Assistant Superintendent, was presented with the Joe Supancic Memorial Trophy. Joe Supancic, who died three years ago, was one of the original founders of the New York Central-C.U.T. League, thirteen years ago. The Assistant Superintendent's team dethroned the Police Team, which had won for three straight years and retired the last trophy. The winners, captained by Jack Hasey, came from several departments. Gus Hart, the Superintendent, presented the trophy.

Joe Motika from the Orange Avenue Warehouse had the high individual average, with 182 for the season. Roy Fuhr took high single and high three with 296 and 666. The Police Team took high one and high three with 979 and 2750. Fred Frayer, Jr., and Gus Roelle won the last doubles tournament with 579-578, plus a 55 pin spot for a total of 1212. Thanks are due to Ken Berrier for his work as Secretary.

Ciñabro, Chicago, Now in Philippines

Staff Sergt. Armand Ciñabro, a furloughed Central employe from the Chicago district, is now with a Station Hospital in the Philippines. Recently he was in New Guinea and reports that "The Philippines are a lot different in that I have at least seen a railroad after 16 months of dreaming about one."

THEY MAN THE FLEET

Home from reporting naval war in the Pacific, Joe Hirsch has sketched the men of another fleet - New York Central's "great steel fleet" of 800 daily passenger trains.

For these men, with their fellow American railroaders, are fighting history's greatest transportation battle. In three war years, they've carried 28,000,000 military passengers plus a record number of essential civilian travelers.

Day and night, through storm and fair weather, this vital movement goes on. And day by day, it yields new method new efficiencies - new ideas that will mean still finer travel for you over the peacetime Water Level Route.

BUY MORE WAR BONDS

NEW YORK CENTRAL

THE WATER LEVEL ROUTE

Though locomotive is fresh from round-house Engineer and Fireman double-check it! "Never take safety for granted!" is Rule 1. on N.Y.C.

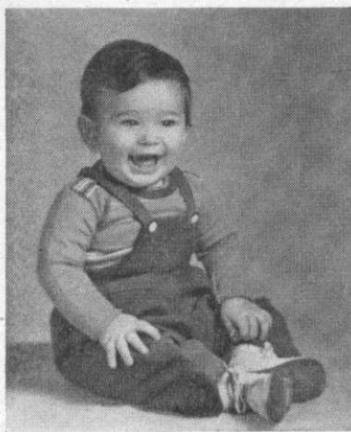
Baggage man at work! With traffic heavy, and many N.Y.C. baggage cars on war duty, please travel light!

N.Y. Central Conductor's smile — still there, though 200% traffic rise adds to his responsibilities as train commander

Steward keeps service smart, though many waiters are among 26,000 N.Y.C. men in the armed forces.

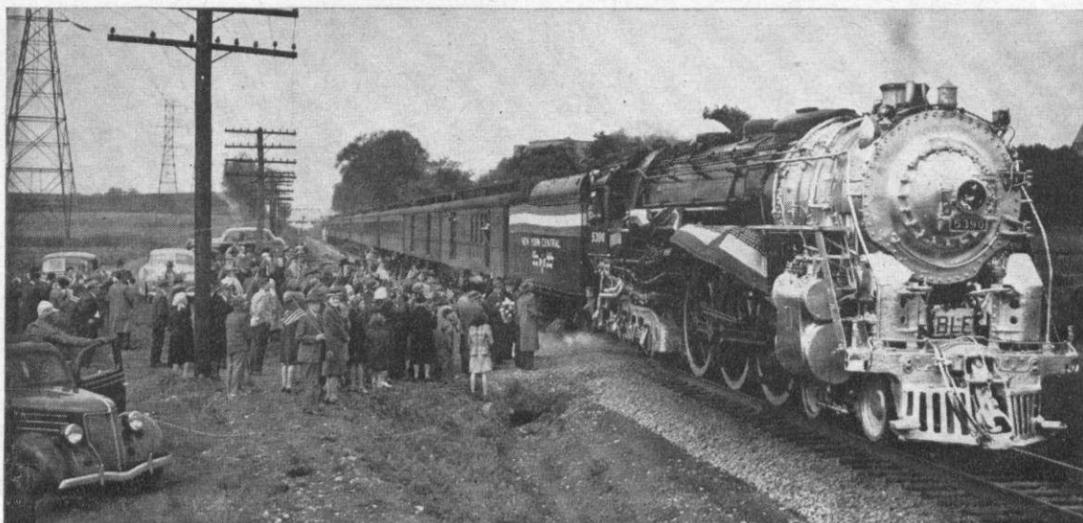
Never too busy to help! Brake man reclines modern coach seat for first-time train traveler — one of millions since war.

Prize Winner in Overseas Contest



"Sonny" Loughry, of Fowler, Indiana, recently won first prize in a baby contest in Iran. He was not present in person but his father, Leslie Loughry, formerly a brakeman on the Indiana Division, was there and entered the picture shown above. Leslie is with a railroad battalion. Sonny's right name is Roger.

Big Four Engineman, on Last Run, Stops at Ohio Masonic Home



E. Seilkop, Engineman, recently made his last run from Cincinnati to Columbus. By arrangement with his Division Superintendent he stopped his train for a moment at the Ohio Masonic Home, Springfield, O., where a number of former colleagues now live. He was presented with flowers and other gifts.

Serves in Two Wars



Major Lawrence A. Floro, a former P. & L. E. Engineer, who served in World War I, is now also serving in the present war. He is commanding officer of the Harrisburg Recruiting and Induction District. Before taking this post, January 15, 1945, Major Floro was for three years President of the Aviation Cadet Recruiting Board in Pittsburgh and received a certificate of commendation for outstanding service. In the first World War, he was seriously wounded in the battle of Chateau Thierry, in 1918. He expects soon to be given an assignment with the Army of Occupation in Germany as an Infantry battalion commander.

Booklet Shows How to Make and Keep Friends Who Help Make Our Jobs Safe

G. Metzman, President, New York Central System, is hoping to make the 136,000 Central officers and employees the politest and most helpful group of railroad workers in the world. To assist in achieving this purpose he is sending each of them a copy of a booklet entitled "Company Manners."

This booklet embodies some of the ideas discussed in scores of Public Relations round-table classes now being conducted on the Central. More than 25,000 employees have enrolled in these classes, in an effort to learn the technique of keeping old friends and gaining new ones for themselves and their Company.

The booklet points out that none of us are born polite but must acquire courtesy by training—at home or elsewhere. It offers many helpful, simple hints toward this end, at the same time deprecating knockers, practical jokers, gossips, buck passers and "argufiers."

In a personal foreword, President Metzman points out that the booklet is intended as an aid toward creating a "more thoughtful, helpful and courteous transportation team." He writes: "To the Men and Women of New York Central:

"Recently a prominent business magazine asked readers to name the railroad they considered most courteous. The voting placed New York Central

up among the highest ranks in railroad courtesy.

"That is a great compliment to the 136,000 men and women of New York Central. It holds far reaching promise for future security and progress, because we are in the business of selling service. Public goodwill is therefore one of our most important assets.

"To provide faster, safer, more comfortable and dependable post-war transportation, your Railroad invests millions a year in new equipment and research. In the designing rooms and testing laboratories finer trains for tomorrow are taking shape today.

"Yet just as important as these technical advances are the Public Relations round-table classes now going on all over the Railroad. Some 25,000 men and women from every department have already enrolled. And more are joining daily.

"Out of those discussions have come new ideas to make us not only more efficient, but also a more thoughtful, helpful and courteous transportation team. With thanks to the men and women who develop them, your Railroad now presents many of those ideas in this booklet. So, in the truest sense, it is a handbook of our 'Company Manners' to help us win friends and prosperity in the years ahead."

Collinwood Boy Gets Bronze Star



Pfc. Edmund J. Hanna, formerly employed at Collinwood Enginehouse and the son of Aziz Hanna, Machinist, there, is attached to the 47th Infantry, 9th Division. Recently he received the bronze star by command of Brig. Gen. Ladd for meritorious service in military operations January to March, 1945, in Germany. With complete disregard for personal safety, he repeatedly exposed himself to heavy enemy artillery and small arms fire in order to service and repair vital telephone and radio communications.

where he is attached to the Fourth Engineer Service Battalion.

Lineman John C. Pfeifer, who served in World War I in the German Army, recently brought into the office a German rifle his son, Pfc Erwin L. shipped from Germany. Erwin, who

was with the Combat Engineers, was on the Remagen Bridge when it collapsed; all of his company were lost except him and three buddies. He was also in the town where his Dad was born. Erwin was also on the Army Hour radio program and is now with the Army of Occupation. John's second son, Corp. Eugene, is with the B-29s at a base in India. A third son, Bruno, is stationed aboard a PT boat in the Pacific. A fourth, Hans, was given a medical discharge from the Army.

P. & E. Dispatcher Ends 55 Years' Work

E. W. Ferguson, Train Dispatcher for the Peoria & Eastern, Indianapolis, retired August 1, after fifty-five years of railroading. He began his career in 1890 with the C. & I. and worked for a number of railroads before coming to the P. & E.

At a party given in his honor by his associates he was presented a traveling bag. He and his wife will live on their farm near Brownsburg, Indiana.

Completes 50 Years

A. D. Strong, Freight Agent at Elyria, Ohio, on August 1 completed 50 years of service. He received a Gold Pass from President Metzman.

His first job in July, 1895, was as a Clerk and Baggage man at Rocky Ridge near Toledo.

Col. W. T. Elmes Awarded Bronze Star Medal



Col. William T. Elmes, Assistant General Manager in the engineering department of the 2nd Military Railway Service and former Division Engineer on the New York Central Railroad at Pittsburgh, was awarded the Bronze Star Medal recently by Brig. Gen. Clarence L. Burpee, General Manager of the Second M.R.S. The presentation took place in General Burpee's headquarters in Belgium.

Col. Elmes was decorated for planning and directing the rehabilitation of Continental rail lines which were a part of the main rail supply artery running from Cherbourg to forward supply depots. Working in close cooperation with the Corps of Engineers who execute the plans he laid down, Col. Elmes reopened a strategically vital supply route in 30 days after actual reconstruction work was undertaken.

He held a Captain's commission in the Officer Reserve Corps when he was called to active duty in May, 1942. He was promoted to Major in the same year, was made a Lieutenant Colonel in May, 1943, and was elevated to his present rank in December, 1944.

52 Years' Work With P.&L.E. Ends



Lawson A. "Bert" Stiles, Terminal Baggage & Mail Agent, Pittsburgh, was honored by associates and friends at a dinner July 31, upon his retirement after 52 years of service with the New York Central and Pittsburgh & Lake Erie.

R. B. Hanna, Assistant Superintendent officiating as Toast Master after covering the "High Lights" of Stiles' career presented him with a photograph of himself engraved with his service record and bearing the signatures of those present. He then introduced the guests, who included C. G. Stewart, General Manager, and F. P. Ketterer, Superintendent.

Mr. Stewart in behalf of his associates presented Mr. Stiles with a walnut desk for use in his home study and Mr. Ketterer presented him with a Certificate of Service and lapel button.

At an informal gathering in the office, Arthur H. Sykes, Assistant T.B.&M.A., presented him with \$100, with the best wishes of the employees.

Cleveland Union Terminal Notes

Supervisor of Station Maintenance, Ray Christenson's two boys are now in the Pacific theatre of war. T. Sergt. Granville, who has 112 points, is with the Signal Corps of the First Engineers Amphibious Brigade, which participated in four major invasions in the European Theatre, and he was getting ready to show the Japs how it should be done. Ray's other son, Sergt. Christy, who has been with the 27th Division right along, is now in Headquarters of the 10th Army on Okinawa after invasions of Saipan and some other islands. He has 112 points.

Corp. Clarence Hunter stopped in the office after completing training as a turret gunner on Super-Forts. However, he was on his way to assignment with the Black Widow Fighters, P-61, which are equipped with similar turrets to the B-29, and probably is now in the Pacific.

Leading Power Maintainer E. C. Newman's son John, with the Fifth Infantry, attached to the Third Army, was promoted to a Major. John went overseas with the first contingent to Iceland, thence to Ireland, and was in the invasion of Normandy.

Sheet Metal Worker L. A. McCain's son Burt, a warrant officer in ordnance with the 20th Armored Division, wrote recently of inspecting the Neuremberg Murder Camp and said words couldn't describe the horrors he saw there.

Pfc. Raymond G. Kinsinger, last wrote his wife from Manila, P.I.,

C. U. T. Man Now Serving in Calcutta

Eugene Pfeifer, son of Lineman John Pfeifer, has sent home copies of his unit's paper, "The States' Men," which is published at Calcutta, India, for the AF Ex-Transit Depot. Young Pfeifer is captain of the Transportation soft ball team which ended in second place in the Molasses League Championship playoffs. One of the issues indicates Eugene's promotion to Sergeant on June 20 and also singles him out as doing a whale of a job in the maintenance section, at a B-29 Base.

Staff Sergt. John Kling, waist gunner on a B-17, was home on 30 days' leave and has since gone west for redeployment. Kling completed 26 missions with the 34th Bombardment Group of the Third Air Division from Bases in England, wears the Air Medal with three Oak Leaf Clusters and three battle stars on the European Theatre ribbon.

R. W. Anderson, with G-4 Section of Headquarters of the 1st U.S. Infantry Division, is now with the Army of Occupation at Ansbach, Bavaria. He was recently promoted to Master Sergeant. He earned his promotions the hard way, attaining the highest rank for an enlisted man via the fox-hole, his job always being in the forward echelon. He hopes he will be headed home soon.

Clem Cole, Jr., son of our air compressor operator, is in the Coast Guard as a member of an invasion craft crew in the Philippines.

Last word from Sergt. Martin S. Pavelka is that he is in the Army of Occupation in Germany. Another furloughed groundman, Elmer Nichols, Jr., with the Medical Corps, is in France.

Sergt. Joseph Zone, furloughed B & M Trucker, who was inducted in July, 1942, was recently discharged from the Army with 106 points. He was awarded the Bronze Star Medal, Silver Star Medal, Meritorious Service Award and his unit was given the Presidential citation.

John Biros, also a furloughed B & M Trucker, has returned to Company service after discharge from the Army.

Goodgion on Carrier

Lieut. Gilbert F. Goodgion, USNR, a former clerk for the New York Central System, is serving as Assistant First Lieutenant aboard the aircraft carrier *Tulagi*.