

CENTRAL HEADLIGHT

Vol. III, No. 10

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Pratt Is First Casualty Among N.Y.C. Doctors

Lieutenant Commander Malcolm L. Pratt, Regimental Surgeon, serving with the United States Marines, and formerly a New York Central Company Surgeon at Bellefontaine, Ohio, early last month was reported "Missing in action in performance of his duties."

The notification was received by his wife, at her home, 300 North Main Street, Bellefontaine.

Dr. Pratt is the first member of the New York Central medical and surgical staff connected with the armed forces to be reported as a casualty.

Dr. Pratt and his brother, Dr. Robert B. Pratt, with whom he was associated, were appointed Surgeons for this Company on August 1, 1940. He entered U. S. Naval service on May 1, 1941, since which time his brother has continued to do New York Central work at Bellefontaine.

Dr. Malcolm L. Pratt is 50 years of age and a graduate of the Jeffersonville Medical College, class of 1914. Up to the time he left for Naval service he had practiced in Bellefontaine for 22 years. He is married and has one son, 21, and three daughters, 19, 17 and 14.

Conductor's Son Cited for Bravery

Freight Conductor B. H. Pryor, working between Bellefontaine, Ohio, and Indianapolis, and Mrs. Pryor recently received word of some splendid war records made by their son, Sergeant Hubert Pryor.

He recently shot down one of six Jap Zero planes which engaged in a 15 minute fight with the United States bomber on which Pryor was a gunner. A short time previous to this he was decorated for bravery for helping to prevent another bomber from crashing after a battle with Jap planes. He and another sergeant risked their lives by dangling from the fuselage of the plane in order to hold a long rod against the elevators.

The Pryors live at 3429 East 26th Street, Indianapolis.

Laing Now Army Air Lieutenant

Hamilton C. Laing of AGFA Douth's office, Cleveland, has won his wings and has been commissioned a second lieutenant in the Army Air Forces.

Lieutenant Laing, who was accepted for aviation cadet training last December, was graduated from Spence Field, Ga., as a Fighter Pilot.

In his interesting and informative letters to his many friends in the Terminal Tower, Ham has drawn a clear picture of what our boys are doing every minute while in training. One of his recent missives was published in the July issue of the *Headlight*.

"Life" Shows Interned Ex-M.C. Man in Turkey

Life Magazine, issue of September 14, shows pictures of the 28 crewmen of U. S. Bombers interned in Turkey. On page 97 Frank Perrone, Staff Sergeant, son of Yard Foreman Joseph Perrone, of Lansing, Mich., is showing a Turkish girl how to hold a baseball bat. Frank worked in the Track Department a short time as Extra Gang Laborer and Timekeeper.

A few issues back the *Central Headlight* carried an item about Frank being interned.

Twin Engined Bomber Bought by N. Y. Central Employes is Dedicated



Shown above is the scene as one of the famous Martin B-26's is presented to the Army Air Forces by F. E. Williamson, President of the New York Central System, on behalf of the Central's employes, who subscribed \$170,000 for its purchase. The plane was accepted on behalf of General H. H. Arnold by Major J. B. Logie at the Glenn L. Martin plant in Baltimore. Mr. Williamson and Major Logie hold a plaque which later was installed in the cockpit. Left to right, Mr. Williamson, C. D. Tilden of Cleveland, one of the original group of subscribers, J. T. Hartson, Executive Vice President of the Martin Company, Major Logie, Charles Hurd, Chairman of the Martin War Production Drive Committee, W. H. Flynn, General Superintendent, New York Central, L. W. Horning, Manager, Personnel, New York Central, and Lieut. Kelvin Orrison, Army Air Forces.

IN a simple but impressive ceremony at the air field of the Glenn L. Martin Company, Baltimore, August 31, President F. E. Williamson presented a twin engined bomber to the Army Air Forces on behalf of New York Central employes who, on their own initiative, had subscribed \$170,000 for the purpose.

The plane is a B-26, an improved version of the bombers which did such destructive work in the Midway battle. On its nose is painted the following: "The New York Central System — Gift of the Employes of This Railroad."

In the cockpit is a small plaque bearing the inscription, "Happy landings and Best of Luck from the Employes of the New York Central System."

The plane was accepted on behalf of General H. H. Arnold, Chief of the Army Air Forces, by Major L. B. Logie, who was accompanied by Lieut. Kelvin Orrison, also from Army Air Force headquarters in Washington. Among those present were Joseph T. Hartson, Executive Vice-President, Vice-Presidents William K. Abel and Harry Roland and Thomas B. Soden, Factory Manager, all of the Glenn L. Martin Company; C. D. Tilden, representing the group of eighteen New York Central employes who initiated the fund; W. H. Flynn, General Superintendent Motive Power and Rolling Stock, and L. W. Horning, Manager of Personnel, New York Central.

The plane was put into service within 24 hours after it was dedicated. As it stood on the concrete apron it was only one of many similar planes which were undergoing final tests and were almost ready to carry bad news to our enemies.

Among the onlookers were a number of pilots in the Ferry Command, some just back from trips to Great Britain, Africa and the Far East. While for military reasons the description of the plane cannot be given here, those of the New York Central group present were assured that it is one of the most terrifying instruments of destruction built so far. It is equipped to carry torpedoes as well as bombs.

Subscribers to the fund may rest assured that their dollars will be translated into devastating attacks on our foes.

very practical patriotism of New York Central employes.

"Not only did their donations make possible the purchase of this bomber, which you have so kindly christened 'The New York Central System' but the idea that started the flood of donations to the bomber fund was the idea of our employes also.

"I am sure that I express their hope as we present this bomber and dedicate it to the service of our country that our soldiers of the air who shall man it always enjoy 'Good Luck and Happy Landings.' The employes of the New York Central System hope that our air forces will keep this and thousands of other bombers flying until the victory which inevitably must come to our armed forces has been achieved.

"Almost ninety per cent of the 138,000 employes on the New York Central System have purchased war savings bonds. They are likewise working hard to keep our trains rolling, and in these and many other ways are contributing to the victory which we know will be ours."

In his response, Major Logie said: "This is a memorable day for the Army Air Forces.

"It is with a deep sense of pride that I stand here today to accept as the outright gift of the employes of the New York Central Railroad this magnificent fighting machine.

"Reports from the areas of action testify to the devastating strength of the B-26. This plane purchased by the voluntary contributions of so many thousands of your fine employes represents their personal blow against the enemies of democracy.

"In accepting this ship from you in behalf of General Arnold and the Army Air Forces, I pledge you, sir, that very soon its pulverizing power will be felt along one of freedom's
(Concluded on page five)

War Department

Thanks Donors

A TELEGRAM addressed to Employes of New York Central System was sent September 14 by Robert A. Lovett, Assistant Secretary of War for Air, to President Williamson. It read:

"Your generosity and patriotism which has made possible the gift of a B-26 bomber to the Army Air Forces is very deeply appreciated by the Air Forces and in their behalf I send you our thanks. Our pilots and crews will be encouraged by this direct proof that you are with them and they will fly the 'New York Central System' with pride."

President Williamson replied as follows:

"On behalf of employes of New York Central System, wish to thank you for your telegram twelfth, expressing appreciation Army Air Forces of gift of bomber. Your telegram will be given appropriate circulation to all New York Central System employes."

Presenting the plane, President Williamson said in part:

"I am here not as the President of the New York Central, but simply as an Employee, representing the men and women of our New York Central family. I am proud to participate in a ceremony which demonstrates the

Plan Changed to Boost Sales of War Bonds

F. E. Williamson, President, announced, on September 14, a change in plan whereby it is made easier for employes to increase the amount of their War Savings Bond subscriptions and also announced that Bonds hereafter will be dated as of the first of the month in which the last payment is made. For example, if the last payment is made September 30, the Bond will be dated September 1.

He also announced that the Federal Reserve Bank, in the interest of economy and time saving, suggests to subscribers who buy two or more small Bonds in one month, that they take, instead, a single Bond of larger denomination. This will cut down appreciably the clerical work and bookkeeping that are an inevitable part of the purchase of any Bond, of whatever denomination.

Mr. Williamson's announcement to committee heads read as follows:

"In order to stimulate the War Bond Campaign, and to make it easier for employes to increase the amount of their War Savings Bond subscriptions, our Accounting Department has agreed to accept a payroll deduction in any amount desired by the subscriber. This is in addition to the previously stipulated payroll deduction amounts listed on the payroll deduction authorization card.

"The only requirements are that the amount of the deduction must remain constant from pay period to pay period. That is, it cannot be for one amount one pay period and for another the next. And, that the amount to be deducted must be either in multiples of a dollar or quarters of a dollar — \$1.00, \$1.25, \$1.50, \$1.75, \$2.00, etc. For example, a payroll deduction of \$10.00 or \$10.25 will be accepted, but not \$10.35.

"When an amount adequate to cover the purchase price of the desired bond has been reached, the bond will be issued, and any money left over will be credited toward the purchase of another bond.

"A revised type of white payroll deduction authorization card will be issued for new subscriptions, and a revised type of yellow payroll deduction authorization card will be issued for amended subscriptions. A supply of both types of cards will be sent to you under separate cover in the near future.

"Our Treasury Department reports that their work on war bonds is greatly hampered by frequent errors in filling out new and amended payroll deduction authorization cards, and has asked that the following be brought to the attention of all committeemen and bond subscription solicitors so that these errors may be prevented in the future:

"Whether cards are for changes or for new subscriptions, it is important that all the information called for be clearly printed or typed; moreover, in
(Concluded on page five)

Two Claim Men Enter U. S. Service

During the past month two members of the Claim Department entered the armed forces.

On September 5, H. L. Barrett, Jr., Claim Agent at Weehawken, entered the U. S. Coast Guard service as Apprentice Seaman, with headquarters at Baltimore.

On September 10, E. M. Miller, Claim Agent at Buffalo, entered the U. S. Naval Service, rating Ensign, and is now located at Newport, R. I.

Central Headlight

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THE NEW YORK CENTRAL SYSTEM'S contribution toward helping to win the war has been expressed primarily in its unceasing performance of the function for which its plant is designed— that of providing safe, speedy transportation of passengers and goods.

The diligent way in which it has fulfilled this task has enhanced its reputation and has elicited praise from shippers and consignees in every part of the eleven states and two provinces of Canada which the System serves.

Almost unnoted by the public, however, there has been a further contribution of outstanding importance — the enlistment in the armed forces of thousands of trained and skilled New York Central employes.

At this writing the Central is represented in the Army, Navy and Air Corps by 9596 men. Daily this number is increasing. These men are only the vanguard of a much larger force that eventually will leave their railroad posts to fight for their country.

They are drawn from every department and their departure leaves vacancies which pose problems for the officers in charge. For, while most of them are relatively young, many of them have had several years of experience, which makes them hard to replace.

Most gratifying, however, is their unfeigned willingness to interrupt their promising careers to serve in the defense of the nation and our democratic way of life. This attitude, although it was to be expected, is highly satisfying and is an index to the character and loyalty of the railroad man in general.

As from time to time we say farewell to those of our number who leave us to take up arms we know that they recognize that with them go every good wish we can have for them and that wherever they may be stationed in months to come our thoughts will be with them.

Already, in the short period in which our nation has been engaged in war, New York Central men in their country's uniform have made distinctive records. We are confident as the months go by we will have further numerous occasions to be proud of those of our number who are fighting for us.

Crowds Watch Trains Passing Poughkeepsie at 75 Miles Per Hour

Watching the trains go by — especially the 20th Century Limited and the Empire State Express — is a diversion drawing such crowds of spectators seeking a mild thrill at Poughkeepsie, N. Y., that the Poughkeepsie *Courier* recently wrote a feature story on that pastime.

The Wolverine, Pacemaker and Detroit also draw their crowds, but more spectators rally for the streamlined flash of the Century and the Empire. All these trains speed through Poughkeepsie, without stopping, at 75 miles per hour. The crowds gather on the station ramp.

Tokens Used in Old Days

An interesting Token, in brass, was used by Locomotive Engineers in the days of "wood-burners."

The tokens were inscribed on the obverse with the letters M. C. R. R. and the locomotive number. The reverse carried the value "1/8 cord" or "1/2 cord" or "1 cord."

The railway engineers of the period carried these tokens to pay for wood at various "wood up" stations in the State, and these were redeemed by the banks, which had money on deposit for the purpose, at the prevailing price of wood.

A standard Pullman sleeping car weighs approximately 83 tons.

L. G. Butterfield, Beech Grove Detective, Honored As He Enters Army for Second Time



The above group, in honor of Leslie G. Butterfield, New York Central police officer and ace detective, at Beech Grove shops, attended a dinner in the social room at Wheeler's Restaurant on the National road near Indianapolis, Tuesday evening, September 2.

Mr. Butterfield, sixth from the left in top row, entered military service the next day for his second World War experience. During 1917 and 1918 he was personal sergeant to General McClelland.

Pictured, top row, left to right: E. C. Meier, carman; Lavon Schweir, patrolman; Wm. C. Wayland, patrolman; D. E. Lemon, patrolman; Merle Barney, patrolman; L. E. Butterfield, patrolman; E. C. Wall, patrolman; P. M. Pursian, Chief Clerk Supt. Shop; H. M. Phillips, patrolman.

Front row, left to right: C. E. Jacobson, patrolman; F. H. Wimmer, patrolman; Tony Rizzi, section foreman; Omar Baird, patrolman; A. J. Leppert, patrolman; Paul Neal, patrolman; A. E. Lancaster, patrolman.

War's Demands Being Met by Railroaders

by LEW HECK
Travel Editor, Cincinnati Times-Star

FROM a window where this writer is stationed in the Times-Star Building there is to be seen an infinitesimal fraction of America's gigantic network of railroads—a switching yard. Men are ceaselessly at work in it. The yardmaster and his switchers, the locomotive engineers, the firemen, the yard clerks; yes, even the section hands, toiling with picks and shovels, wrenches and crowbars—nothing slows them in their railroading. Not a minute is being lost in this time of war. Railroading has a double duty to perform 24 hours a day.

Railroaders must move troops and civilians, armament and food and clothing. And they are doing it with an amazing efficiency. Every railroader, no matter his degree of servitude, thoroughly realizes the great part he is called upon to play in this war. Much depends upon him individually, as well as collectively, and he knows it.

The groups in the railroad yards viewed so often from this writer's window are symbolical of what may be regarded throughout America as an industry which is outstanding in its sustained loyalty to its calling and its duty to the public, and especially so at this crucial time. Many years ago, Frank Spearman, who was a writer of railroad stories, called railroad men "the aristocracy of labor." No other industry could be so aptly named. I think of Spearman's appraisal whenever I see a train rolling by, or switchers in the yards, or brakemen on the road catfooting over the runways of the reeling box-cars. I think of "aristocrats of labor" when I see section hands mending or strengthening a rail while a rain soaks them through and through. They don't seek shelter. A war is being fought. Rails must be fixed.

Railroaders, from the road president down to hostlers, section hands and engine wipers, are proud of their calling and their efficiency and where you find pride and skill you are looking at Loyalty itself. He's a railroad man. At work his mind is entirely on his particular job and his job is on a relentless schedule. He forms part of a great army that for intelligence, discipline, pride of calling and devotion to duty, would have been coveted by Julius Caesar, Hannibal, Alexander, Napoleon, Washington, Grant or Pershing in their historic tasks of organizing the military.

Don't be filled with wonder if ever you see a railroad president stop off in a railroad yard to greet, for instance, a yardmaster and his crew. The fact is that railroad men, even presidents, respect nobody so much as they do another railroad man who is outstandingly a railroad man. And a tiptop yardmaster, or switcher foreman as he may be in lesser title, is the fellow who has the all-seeing eyes, the all-comprehensive brain of a chess player in moving cars hither and yon in his yards. That is just an example.

But it is a highly important one in these highly important days. And it goes for top class locomotive engineers, firemen, passenger and freight conductors and trainmen and the like whose railroading efficiency wins respect of their fellow railroaders. Especially now.

"He is a good rail," in the lingo of railroading is like bestowing the accolade of knighthood, and it is not lightly given. You've got to win it in that great American empire of steel rails and rolling trains. It goes for the railroaders at office desks as well as on the locomotives and trains and in the depots or the roundhouses or the maintenance of way. Newcomers in the industry, and there are many of them right now, soon learn that "he is a good rail" is a description to be striven for like a congressional medal. Probably its date of coinage goes back to the time, more than 100 years ago, when American railroading got going with wood-burning locomotives and link-and-pin passenger coach and freight-car couplings.

That was when the breed of American railroaders began. It is a great breed, and when you are snuggling down in your coach seat for the night or nestling in your Pullman berth while the locomotive headlight of your train "bores a hole into the night," you may trust yourself to the care of that intelligent, efficient breed of Americans running your train or guarding your safety along the right of way over which the wheels of your train roll so smoothly.

American trains are rolling as they never rolled before in this country or across the seas. Never has there been anything even remotely comparable to it. And they are doing a double duty. They are hauling both troops and civilians on their passenger trains. They are carrying armament for the war, as well as the food for the military and the civilian population on their freight trains. They even bring to you the gasoline you are using in your cars. Railroaders not born will, in years to come, feel like doffing their hats when they read in the railroad office records the achievements of present-day railroad chiefs and workers.

The fidelity of the railroader to his job wherever it happens to be—in railroad offices, or on the trains, or in the roundhouses, or depots, signal towers, telegraph stations or maintenance of way in his far-flung Realm of Rails at this crossroad of American history, makes him collectively, creator of a tremendous war front worthy of an exalted title.

That title is "American Railroadism!"

It means "Patriotic Americanism!"

Bonds Hasten Victory

Information Booth

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

- 1—The average haul per ton of freight of the American railroads in 1941 was 392.74 miles.
- 2—In the United States the general flow of railroad traffic is not evenly balanced; it is considerably heavier from West to East than vice versa.
- 3—Buffalo Central Terminal was opened for traffic Sunday, June 23, 1929.
- 4—The protection of grade crossings cost the New York Central \$3,675,841 in 1941.
- 5—Early railroad freight rates were much higher than those of today. In 1848, the average revenue per ton mile was 8.97 cents for first class freight and 6.16 cents for second class freight, as against an average of less than one cent per ton per mile in 1941.
- 6—The Mid-West area last year produced about 70,000,000 tons of soy beans. Production this year is expected to be 25,000,000 bushels greater.

Veterans Retire in September

Among employes who retired during September were the following:

Baumgardner, John E., Passenger Conductor, Erie Division, 32 years, 11 months' service.

Black, Charles V., Cabinetmaker, Grand Central Terminal, 32 years, 7 months' service.

Bouchard, Fred C., General Yardmaster, Kankakee, Ill., 52 years, 10 months' service.

Burke, George M., Machinist, St. Thomas Locomotive Shop, 24 years, 2 months' service.

Caldwell, Edward A., Clerk, Paris, Ill., 24 years' service.

Filippo, Giovanni, Mason Helper, McKees Rocks, Pa., 20 years' service.

Gleason, Ernest L., Assistant Chief Clerk, Youngstown, Ohio, 51 years, 5 months' service.

Henstein, Charles H., Conductor, Ohio Division, 21 years, 10 months' service.

Heil, John P., General Car Foreman, Albany, N. Y., 43 years, 10 months' service.

Hoffner, Vernon K., Assistant Engineer of Structures, Cleveland, 39 years, 7 months' service.

Humrhouse, Henry H., Operator, Versailles, Ohio, 41 years, 11 months' service.

Kane, Thomas R., Baggage Helper, Elyria, Ohio, 17 years' service.

Martin, James B., General Inspector of Track, Cleveland, 50 years, 5 months' service.

Reager, John G., Upholsterer, Bucyrus, Ohio, 33 years, 4 months' service.

Townsend, George N., Conductor, Illinois Division, 30 years, 3 months' service.

Wehrin, George, Mechanical Inspector, Buffalo, 39 years, 3 months' service.

Wheaton, Henry K., Stenographer, Syracuse, 17 years, 9 months' service.

Wyllie, James M., Passenger Carman, W. Albany Car Shop, 42 years, 10 months' service.

Alley, James I., Engineman, Indiana Division, 46 years, 8 months' service.

Ayers, Charles E., Enginehouse Foreman, Worcester, Mass., 37 years, 5 months' service.

Brown, William F., Assistant Superintendent, Milk Service, Utica, N. Y., 46 years, 1 month's service.

Manley, Archie D., Yard Brake-man, Michigan City, Ind., 35 years, 5 months' service.

Poth, Benjamin, Check Recorder, Baggage Dept., Grand Central Terminal, 29 years, 2 months' service.

Shannon, Sadie L., Stenographer, Detroit, 40 years, 2 months' service.

Voight, August H., Passenger Carman, W. Albany Car Shop, 43 years, 6 months' service.

Smith, Michael A., General Manager, Pittsburgh, Pa., 42 years, 7 months' service.

Bickert, Eugene F., Shore Foreman, Marine Dept., New York, 28 years, 6 months' service.

Monahan, William Gabriel, Engineman, R. R. & I. Division, Chicago, 48 years' service.

VanHuben, Herbert F., Conductor, Syracuse Division, 41 years, 7 months' service.

Whitlock, Ernest, Car Repairer, Elkhart, Ind., 32 years, 4 months' service.

Brodziak, John, Section Foreman, Detroit, 27 years' service.

Watkins, Frank H., Stationary Fireman, Rochester, N. Y., 25 years, 7 months' service.

Gomoll, Rudolph C., Carpenter, Bridge-Engineering Dept., Entire Line, 21 years, 11 months' service.

Wenzel, Joseph J., Gang Foreman, Elkhart, Ind., 38 years' service.

Receives Award

The American Legion certificate of award was presented to Master Mechanic E. J. Buckbee, August 27 by the Lawrence Riddle Post, No. 88, American Legion, of Mattoon, in appreciation of his cooperation with the Legion in its various activities. At the same time, certificates were presented to two other civic minded citizens.

Railway Shop Battalion, with Many Former N.Y.C. Men, Busily Training at Camp Millard, Bucyrus of N.Y.C. Scrap Found So Far

THE 753rd Engineer Battalion, the first Railway Shop Battalion to be organized by the U. S. Army, will be ready for action when its great day comes.

Its password has been action since the unit was activated, April 15, with 22 officers, most of them from the New York Central System, and only 30 enlisted men. Within four swift months, while the Battalion went through growing pains, the 753rd Engineers have placed the New York Central shops at Bucyrus, Ohio, into production, settled into their camp and bulldozed themselves a parade ground and a straight road connecting the camp and shops.

They were so busy training newly enlisted men and rushing through a locomotive and freight car rebuilding program that by the middle of August, when the War Department approved the name of Camp Millard, in honor of the late Charles Sterling Millard, Vice President of the System and General Manager of the Big Four, they had not found the time to hold dedicatory ceremonies.

The Commanding Officer of the 753rd Engineer Battalion is Lieutenant Colonel Lester I. Meek, formerly Tank Shop Foreman in the Beech Grove Shops, Indiana. The Executive Officer is Major Kearsley L. Urich, formerly Assistant Supervisor of Machinery and Tools, New York Central System, and onetime Plant Engineer of the Beech Grove Shops. Seventeen men, or eighty per cent, of the officer personnel of the Battalion are former New York Central employees.

As Reserve Officers they entered service for preliminary training March 15 at Fort Leonard Wood (Headlight, April, 1942). The organization was activated April 15 and for more than a month the enlisted men lived in the Bucyrus Army and officers lived in private houses while the barracks were being built.

The first job facing the unit was making an inventory of the Toledo & Ohio Central Shops. All machinery and tools were catalogued. Machinery which had not been used for some time was cleaned and broken belts replaced, overhead line shafts oiled and tightened and the machinery made ready to operate.

A program of general cleaning, painting and repair was inaugurated. This is accomplished in whatever time is available outside of the production which is required.

Enlisted men arrived in small groups, gradually swelling the ranks until there were hundreds in the unit. All enlisted men first receive basic infantry training before being selected for the Railway Shop Battalion.

Among the enlisted men are many former New York Central employees, mostly from the Beech Grove Shops. Others were formerly plumbers, mechanics, carpenters and tradesmen whose peacetime professions have made them readily trainable for railway shop work.

Soon after the shops were prepared the first locomotives, cranes and freight cars began to arrive for rebuilding. At present a steady program,



Lieut. Col. Lester I. Meek, commander of the 753d Battalion, Army Engineers, is shown at his desk at Battalion headquarters.

limited only by the receipt of materials, is in operation.

The camp occupied by the Battalion is situated on the 65 acres of the old Crawford County Fair grounds. Overgrown and desolate, its grounds have since been mown and carefully tended, even to the setting out of flower gardens. The wooden fair buildings have been repaired and now serve as recreation hall, theatre for technical motion pictures, guard house, garages, etc. Battalion Headquarters is located in a sturdy brick building standing in the center of camp, facing West through the camp grounds toward the shops and East toward the drill field.

The drill field was leveled off by bulldozers digging deep into the Ohio clay and leaving it hard and smooth. The Battalion uses its approximate 20 acres for early morning drills, which improve with each passing week. Close by the drill field an obstacle course has been laid out, 100 yards long and offering a succession of trenches to leap, barricades to climb and wire entanglements to dodge. All these leave a man gasping for breath when the race is over.

The day of army life begins with reveille at 5:30 a.m., followed by the flag raising ceremony at 5:45 and breakfast mess call at 6. After morning drill the men go to the shops for training and work. A busy day finds long lines waiting at the Mess Hall for the bugler to give the signal. Officers and enlisted men eat the same excellent meals.

A roster of those Officers of the 753rd Engineer Battalion who formerly were in New York Central service reads:

- Lt. Colonel Lester I. Meek, Beech Grove Shops
- Major Kearsley L. Urich, New York City

- Headquarters and Service Company*
- Capt. Michael J. Quinn, Beech Grove
- 1st Lt. Samuel P. Davis, Beech Grove
- 1st Lt. P. T. Roberts, Beech Grove
- 1st Lt. H. M. Stout, Beech Grove

- Company A, Machine and Erecting*
- Capt. John Voorhies, Astabula Scrap & Reclamation Plant

- 1st Lt. E. J. Bryant, Beech Grove
- 1st Lt. John R. Hamilton, Beech Grove
- 2nd Lt. M. O. Pierson, Beech Grove

- Company B, Boiler and Smith Shop*
- Capt. Fred Kirkwood, Beech Grove
- 2nd Lt. John Newbold, Beech Grove
- 2nd Lt. W. W. Banks, Beech Grove

- Company C, Car Repair*
- Capt. Frank Kossuth, Beech Grove
- 1st Lt. R. C. Fisher, Beech Grove
- 2nd Lt. Paul White, Beech Grove
- 1st Lt. T. E. Wilder, Beech Grove

The esprit de corps of the 753rd Engineers is at top level and they feel confident they will be able to repair any and all railroad equipment from Tokio to Berlin when the great offensive comes.



Many games and contests were a feature of the annual summer outing of the Manhattan Athletic Association at Cruger's Park, September 12. About 400 were present, among them Seaman Thomas J. Condon, now in the Coast Guard and formerly in the Passenger Traffic Department, New York. Although Seaman Condon has seen active service in convoy duty, he is now taking courses at Columbia University to secure a rating as Pharmacist's Mate. He is a nephew of New York State Senator William Condon of Westchester.

Scrap metal amounting to 180,000 gross tons, mostly iron and steel, has been turned over to the government so far this year by the New York Central System to be distributed to designated war industry plants, F. E. Williamson, President, announced, September 29.

Mr. Williamson also made known that in addition to this heavy contribution to the nation's scrap pile, the New York Central has turned over to the government for military use 25,000 tons of used rail suitable for relaying as yard tracks at military camps and war industry plants.

Since half the metal in a battleship or tank is scrap, this tonnage would be sufficient for steel to build twelve 30,000-ton battleships, or a fleet of almost 13,000 tanks of the 28-ton "General Lee" type.

Emphasizing the importance of the railroads as a source of scrap metal, Mr. Williamson pointed out that 80 per cent of the new steel used on the railroad makes available an equal amount for reuse, either in the form of scrap or relayer rail.

The New York Central's accumulation of scrap is not limited to iron and steel, but includes 287,000 pounds of rubber recovered so far this year and such other strategically valuable war materials as aluminum, brass, lead, copper, nickel alloy and manganese in substantial quantities. Even rope and burlap, so badly needed now that the Far East sources of these materials are closed, are represented in the New York Central scrap pile, with 34,450 pounds of rope and 49,900 pounds of bag and burlap so far this year.

Shops, stations, engine terminals, yards, right of way — all parts of the railroad in fact, are being combed constantly for scrap, which ranges from small flashlight batteries and rubber hose to heavy-duty worn rail and broken parts of locomotives.

Abandoned branch lines also yield their share of scrap metal and contribute other materials which may be processed for re-use. Currently about 46 miles of abandoned line, track and structures are in the hands of wrecking crews and will supply 6,994 tons of metal scrap and relayer rail. Trackage involving considerable additional mileage is the subject of study looking toward further abandonment.

New York Central personnel is scrap conscious. A carpeenter in the Detroit passenger yards, while going about his regular duties, picked up enough discarded lead car seals to fill two large boxes.

For many years the New York Central has systematically engaged in the collection of scrap and the reclamation of all materials capable of further use. These operations are centered at the Company's big 50-acre scrap and reclamation plant at Ash-tabula, Ohio.

Last year this Ashtabula plant shipped, exclusive of old rail, 158,375 gross tons of scrap, an amount already exceeded to date this year, with heavy tonnage still to come in the remaining months. Last month, after a concentrated drive, a total of

44,497,600 pounds of scrap was handled at this plant. In addition the reclamation section repaired 2,526,720 pounds of various salvage materials and parts for further use on the Railroad. The materials thus reclaimed include about 40 items, principally brake beams, draft gears, coil elliptic springs, fitted couplers and air brake materials.

The value, as new, of 20,126 gross tons of parts reclaimed from scrap in 1941 was \$2,826,281. An important activity in normal times, this reclamation work is of added importance today in the salvage of materials so vital to the nation's war effort.

Conservation of war-scarce materials and the development of substitutes are being given closest attention on the New York Central. Substitution of other materials where brass, bronze, aluminum, copper and tin have heretofore been used, has resulted in considerable saving of these vital metals. Much rubber is being saved by splicing and re-using hose which is employed extensively on the Railroad to provide couplings for air, steam and water lines on trains. Bronze is being largely replaced by gun iron and steel and the same metals are being used as a substitute for brass and aluminum.

Mr. Williamson stated that while the vital war-time transportation needs of the nation are the first consideration of the railroads, they are also exerting themselves to the utmost in every other possible way to contribute to the winning of the war. He called attention to the fact that the New York Central had made available to the government for war use three of its large shops and that in other shops it was producing parts for tanks and other forms of armament.

Thomas A. Rushforth

Thomas Arthur Rushforth, of the office of Vice-President and Comptroller at New York, died suddenly, September 22. Mr. Rushforth had been confined to bed for a few weeks and seemed to be progressing. His death came as a shock.

Heads Freight Group

George E. Taylor, Assistant General Freight Agent, Buffalo, has been elected Chairman of the Buffalo District Freight Committee. He succeeds James E. Clark, retired Assistant General Freight Agent, Pere Marquette.

R. B. Akers, retired Traveling Auditor, died August 20 at his home in North Judson, Ind. He was 72 years old.

Mr. Akers retired July 31, 1939, after having spent forty-seven years in railroad work.

A surprise Accounting Department wedding took place September when Gladys Hayes, formerly of the New York Typing Bureau, and Ralph T. Mosher, of the Vice-President and Comptroller's office, became man and wife.

Boston Post Elects

The Sergeant Walter Garnett Post No. 261, American Legion, which is composed of employes of the Boston & Albany, on September 8 elected the following:

Commander, David K. Solomon, re-elected; Senior Vice-Commander, Michael J. Cullen; Junior Vice-Commander, T. P. Dubee; Adjutant, William V. Dorney, re-elected; Financial Officer, Charles W. Hawkins, re-elected; Chaplain, William J. Jordan; Sgt.-at-arms, A. Porciello; Executive Committeemen, Charles C. Howard, James J. McGuire and Frank L. MacEachern.

The Post meets on the second Tuesdays of each month in Room 369, South Station, Boston. Communications from other Legion Posts on the New York Central System will be appreciated, says Commander Solomon.

Dominic Vitro, office of Vice-President and Comptroller, entered the Army, August 24. His associates tendered him a luncheon and presented him with a watch.

Private John F. Seck, a member of the Auditor Passenger Accounts Office, Detroit, now serving Uncle Sam, was married to Miss Phyllis Peradota while the latter was visiting him in Texas. Johnny is in the Machine Records Unit at Fort Sam Houston.



Officers of the 753d Engineers, Railway Shop Battalion, pose at their camp at Bucyrus, Ohio.

Chicago Notes

L. K. Moehlman, Head Clerk in Chief Claim Agent's office, Chicago, entered the army at Camp Grant, Ill., September 3.

Sympathy is extended to Joe Bush, Night Manager Pullman Diagram Room, Chicago, on the death of his father.

The Chicago Passenger Club Bowling season got under way September 15. Mac McGarr, Transportation Clerk, General Passenger Agent's office, Chicago, is secretary of the league.

Fred Koeneke, Assistant Chief Clerk, General Passenger Agent's office, Chicago, motored to Alabama on his vacation. His daughter wanted to visit a certain army camp.

Mrs. A. Kuemle, Secretary to Assistant to Passenger Traffic Manager, Chicago, spent a week's vacation visiting friends in Cincinnati.

Pete Donlevy, Chief Clerk, Passenger Traffic Manager, Chicago, spent his vacation at his usual haunts in northern Wisconsin.

Allan Hill, General Passenger Agent's office, Chicago, and his family visited northern Michigan on his vacation. Al tried to find relief for his hay fever.

Chet Hantsch, Assistant General Passenger Agent's Office, Chicago, spent a week's vacation puttering around his new home.

Jim Bowen, Ticket Seller, Chicago City Ticket Office, is the proud father of an eight-pound baby girl, Margaret Ann, born August 28.

Marvin Gullang, Clerk, City Ticket Office, Chicago, passed the examination for Naval Aviation and was sworn into service September 11.

Grace Means, Accountant, City Ticket Office, Chicago, vacationed at her country home.

Irv (Woody) Wilson passed his vacation in Florida, resting up for the Army life which he expects to enter soon.

Shedd Now Bay City Freight Agent

O. F. Shedd, Chicago, has been appointed local Freight Agent at Bay City, succeeding A. L. Brinkman, deceased.

Harry Ciesielski, formerly of DI office, and Cliff Geiersbach of the Engineering Department, Bay City, who are both in the Army, were recently home for a short visit.

George Wiltse, formerly of the Locomotive Department, Bay City, is now in active service with the Marines somewhere in the South Pacific.

Sympathy is extended Francis A. and Frederick W. Peach of the Division Freight Agent's office, on the recent death of their father at St. Ignace, Mich.

O. G. Gilbert, wire chief at DI, Bay City, is spending his vacation with his son, Lieut. Ed Gilbert, who is at Fort Brady, Soo, Mich.

A. Staley, pensioned warehouse trucker, Bay City, died suddenly August 12.

Sympathy is extended Charlie Jones, section laborer, on the recent accidental death of his son.

Congratulations are extended Malcolm Ruppert, of the Bay City Freight Office on his marriage August 14.

The N.Y.C. Bowling League, Bay City, started the 1942-43 season the first part of September. Although some of the boys from last year's teams are now in service it is expected enough new members will be picked up to continue with the same number of teams as in former years. New officers for the coming season are: Ed Mertz, local freight office, President; Morin Doyle, local freight office, Secretary; Everett Morin, Assistant Superintendent's office, Treasurer.

Chicago's Mayor Swears In LaSalle Street Station Defense Group



Picture shows Mayor Edward J. Kelly, United States Coordinator of Civilian Defense, administering the oath to the New York Central and Rock Island employes of the LaSalle Street Station, Chicago, who have completed the prescribed course of training in the various phases of civilian defense. Immediately to the left and behind Mayor Kelly is E. E. Wright, Assistant to Vice President, New York Central. Seated in the foreground, to the Mayor's right, are J. B. Fleming, Trustee, and T. J. O'Shaughnessy, Public Relations Officer of the Rock Island. Zone Captain R. S. Miller, wearing coat and arm band, is shown standing in the front rank of his unit.

Four hundred New York Central and Rock Island employes in the La Salle Street Station, Chicago, headed by Zone Captain R. S. Miller, Power House Foreman, were sworn in as members of the Civilian Defense Corps at a public ceremony in the main waiting room of the station, August 21. Thus, Captain Miller and his group became the first railroad defense unit to complete training and be accepted in the Civilian Defense Corps in the city.

The group, which included both men and women, were given the oath by Mayor Edward J. Kelly, United States Civilian Defense Coordinator in the Chicago territory.

In addition to hundreds of employes, and of the outside public, both railroads were represented by groups of their officials. Those from the New York Central who appeared on the stand with Mayor Kelly were E. E. Wright, Assistant to Vice President, W. C. Douglas, Assistant General Freight Traffic Manager, T. L. Green, Superintendent, H. C. Carson, Assistant General Passenger Agent, and F. A. Judd, Western Publicity Representative.

The Rock Island was represented by J. B. Fleming, Trustee, W. H. Hillis, Operating Officer, A. D. Martin, Passenger Traffic Manager, W. P. Walpole, Assistant to Chief Executive Officer, J. W. Spann, Freight Traffic Manager, and T. J. O'Shaughnessy, Public Relations Officer, who acted as Master of Ceremonies for both railroads.

Mayor Kelly was accompanied by W. H. Fort, Assistant to the Mayor, and the Office of Civilian Defense was represented by Fred B. Orr and R. A. Huston.

Workers who comprise the defense unit, designed to give 24-hour protection, were recruited mainly from office workers, maintenance men, and baggage employes in the station area, so that there would be no interruption in train service.

In addition to the training of personnel, the building itself has been equipped to afford maximum protection to employes and patrons. Dry sand, fire extinguishers, and fire hoses have been placed at convenient locations throughout the building. Equipment now used for washing platforms in the station has been outfitted for use as an emergency fire truck for extinguishing fires from incendiary bombs.

Safety zones have been established in the office building and station and all glass in the safety zones has been made shatterproof. An emergency lighting circuit has also been installed for use during blackouts.

C. U. T. Notes

Elmer M. Nichols, Jr., Groundman in the Line Department of the C.U.T., was inducted into the Army and has left for camp. Elmer's dad, who has been with the New York Central for 18 years, is Switchtender at Linddale.

C. O. Beck, Supervisor, has returned from a vacation in the wilds of Ontario, Canada, the main attraction being fishing. His daughter Jane accompanied him.

Latest word from Lieut. E. E. Richards, U. S. Navy, is that he is now located in the Canal Zone. Dick was formerly with our engineering department.

Dr. Frank Amato, formerly of the Baggage Department, has received his commission as a First Lieutenant in the Army Medical Corps. He dropped in to see the boys on his way to an air squadron base in Texas. Frank made his way through medical school by working in the C.U.T. Baggage Department on various shifts and through the holiday periods.

Last heard from Eddie Haas, recently inducted, was that he was located at Fort McClellan in Alabama. We also understand Larry Eckenfels of the Police Department, is now an Army M.P. at Salt Lake City.

John Spinn of the Baggage Department was inducted and left for camp on September 10.

Credit Union in New Quarters in Chicago



W. A. Shutt, Treasurer of the New York Central System Employees' Credit Union, Chicago, welcomes other officers of the organization to the Credit Union's new offices in space made available in the La Salle Street Station. Mr. Shutt, left center, is shown shaking hands with J. B. Kneipple, ex-President. On the extreme left is W. F. Schnaak, Secretary, and on the right, Alton Atkinson, President. The new offices are at the southwest corner of the main floor, adjacent to the baggage room.

Frank King Retires

Frank King, better known to all as "Doc," Supervisor of Track, Terre Haute Line, Illinois Division, Big 4 District, retired September 1, after more than 53 years of service.

"Doc" was born August 5, 1872, and entered the service of the Company February 7, 1889 as a Section Laborer at Clay City, Indiana, and was promoted to Section Foreman on October 1, 1893, and elevated to the position of Supervisor of Track on August 1, 1911.

More than seventy-five officials and fellow workmen gathered at the St. Mary's Gymnasium, Washington, Indiana, to honor "Doc" with a dinner. They presented him with a rocking chair, and a goodly supply of knitting needles and yarn.

L. E. Pangburn Promoted

L. E. Pangburn, Yard Master, Indianapolis, was promoted to General Yard Master at Lyons Yard (Danville, Ill.), effective September 1.

Mr. Pangburn entered the service of the Company at Louisville, Ky. Nov. 19, 1919, transferred to Indianapolis, March 13, 1922, and was made Yard Master at Indianapolis on March 24, 1941.

Now a Lieutenant

Peter G. Edwards, formerly Chief Reconsigning Clerk in the Transportation Bureau, Chicago, has been commissioned Second Lieutenant in the Army Specialist Corps, Transportation Division, and is stationed at Lathrop, Cal.

His co-workers said farewell at a dinner at Martin's Restaurant, and presented him with a traveling bag.

Now Air Cadet

James E. Molloy, son of J. P. Molloy, General Accountant, Accounting Department, Chicago, has enlisted as an Aviation Cadet in the Army Air Corps. He left Chicago Sept. 14.

William F. Hanson, formerly in office of Auditor Station Accounts and Overcharge Claims, New York, has been appointed a Second Lieutenant in the Army Air Corps, Intelligence Branch. He is at Miami Beach, Florida, and is in the same outfit as Clark Gable.

Richard J. Welsh, formerly with Auditor Station Accounts and Overcharge Claims, has been transferred to Glendale, California, having been assigned to the Curtiss Wright Technical Institute.

Arthur Blauvelt, a former employe in office of Auditor Station Accounts and Overcharge Claims, at New York, is awaiting appointment to the Army Gliders School at Gulfport, Miss.

Bill Argile Resigns

Bill Argile, newly elected Post Commander of New York Central Post No. 134, American Legion, has resigned from the Universal Carloading and Distributing Company after 14 years of service. Bill is now connected with the Hubert Cartage of Pontiac, Mich. He is located in the Detroit Terminal of the company as Detroit Manager.

The following former New York Central men at Ashtabula are now in military service:

Switchmen: Paul Hindmarsh, Private, Coast Artillery, Camp Ulupau, Hawaii.

Chas. D. Nelson, Private, Engineer's Battalion, Fort Claiborne.

Lewis Barlok, Instructor, Air Corps, Robinsfield, Miss.

S. T. Wilcox, Navy.

H. E. Hotchkiss, Navy.

Switchtenders: Louis P. Laveck, Corporal, Medical Corps, Camp Grant, Ill.

J. J. McGrath, Private, Fort Leonard Wood, Mo.

Yard Clerks: J. R. St. Ledger, Sergeant, Field Artillery, Camp Roberts, East Garrison, Cal.

F. J. Nappi, Navy
Robert J. Garvey, Private, Fort Leonard Wood, Mo.

Thomas Burns, I.H.B. Track Laborer, has been inducted into the Army.

Cleveland Man Now County Commander

New York Central Lines Post No. 999, American Legion, Cleveland, has been honored by the election of a past commander, James H. Richmond, to the office of Commander of the Cuyahoga County Council of The American Legion. The Council consists of fifty-three Posts.

Post No. 999, comprised wholly of New York Central employees, with headquarters at Collinwood, and named for one of the great locomotives of history, has been a leader in the teaching of Americanism. "Jim" Richmond, both as a layman and a member and officer of the Post, has always played an important part in carrying on the banner of democracy and freedom.

He is an engineer in the valuation office of the District Engineer at Cleveland, is married and has two children, June, 12, and Robert, 9.

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the interest of economy of time, labor and material, cards should be examined at the point of origin to insure that, in every case, the initials and spelling of the names are absolutely correct, and the information called for is complete.

"In many instances the address does not indicate whether it is a street, avenue, place, road, terrace, etc., and often times the name of the city is omitted. Minutes spent in correctly filling out the cards at the source may save hours elsewhere. It has taken, it is still requiring, many man days in an effort to decipher the illegible writing on thousands of cards before bonds can be issued.

"Some of this trouble, it is believed, is caused by solicitors who, with the best of intentions, prior to obtaining signatures of subscribers, fill in the information on the cards, writing the names as they sound—the result is, that an increasing number of bonds are being returned for re-issue because of an error in the spelling of one or more of the names, etc., although the bonds were registered exactly in accordance with the subscription.

"When the only change to be made in an existing bond subscription is a change in the amount of the payroll deduction, the information called for under section entitled 'REGISTER BONDS IN THE NAME OF AND MAIL TO:' is to be left blank. The other information called for on the card is to be filled out as before. This is to prevent any unintentional change in filling out names and addresses on an amended payroll deduction authorization card where an employe has forgotten exactly how he filled out his name and address, and that of his co-owner or beneficiary on his original subscription.

"Trouble and delay in the delivery of bonds is being encountered because employes who have moved have failed to fill out a yellow amended payroll deduction authorization card showing their change of address. Consequently bonds have been sent out to listed addresses, only to be returned by the post office because the addressee has moved without notifying the Accounting Department of his change of address."

It is extremely important that the changes in rules for the purchase of War Savings Bonds, and the absolute necessity of avoiding errors in filling out payroll deduction authorization cards be brought to the attention of every War Bond Committee member, employe, and person engaged in canvassing employes for new and increased subscriptions for War Savings Bonds on the payroll deduction plan.

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fighting fronts." Charles Hurd, Chairman of the Martin plant's War Production Drive Committee, spoke briefly as follows:

"As Chairman of the War production Drive Committee, I want to say that we who made this bomber take equal pride with you who bought it. Together, let's hope that what it carries lands in the heart of Tokyo."

To Mr. Tilden went the honor of unveiling the inscription on the nose of the plane.

The F. E. Williamson Drops Anchor in Times Square, New York



Destroyer model is lent to the Navy by New York Central Legion Post and will be used as recruiting center. Lieutenant W. G. Morrison takes over command from H. R. Stephens, commander of Commodore Vanderbilt Post, American Legion, as Past Commander Darby, left, looks on.

23 More from Beech Grove Enlist

The Honor Roll for the past month in the Passenger Department at Beech Grove included the following 15 men who enlisted in military service:

E. E. Messenger, R. T. Stewart, J. D. Polley, Clyde Moore, R. C. Rogers, H. R. Shaw, Jr., R. H. Speer, R. E. Rice, T. M. Harritt, L. L. Coones, Jr., E. C. Sutorius, W. C. Wade, M. E. Kepner, E. E. Gebhart and C. M. Howery.

These additional employes from the Freight Shop at Beech Grove have entered the military service:

E. E. Carey, Carman; K. L. Crockett, Carman Helper; E. D. Dicus, Jr., Carman Apprentice; B. J. Dallas, Laborer; C. J. Hessman, Carman Helper; Robert Shake, Carman Helper; A. H. Moore, Laborer and A. H. Turner, Laborer.

Capt. F. J. Kossuth, now serving with the 753rd Engineers at Bucyrus, Ohio, and formerly Fabricating Department Foreman in the Freight Shop, visited the shops during his furlough.

Capt. Mike Quinn and Lieut. R. C. Fisher of the 753rd Railway Bn. at Bucyrus, O., paid a visit to Beech Grove, on their furlough, renewing old acquaintances.

The Upholstery Dept. at Beech Grove takes up a collection each month

Now an Officer



Lieutenant John P. Buclaw was graduated August 14, at the Quartermasters School, Camp Lee, Va. He was employed at Gardenville, as a crew dispatcher and clerk before being inducted. He is the son of John Buclaw, an account clerk in the Transportation department, East Buffalo.

to supply the men from their Department with cigarettes.

Inspectors C. T. Johnson, J. Hein and J. Murin, have returned from the Pressed Steel Car Works, where they have been inspecting new passenger equipment.

Technical Sergeant Lyman Logsdon, from Fort Bliss, Okla., paid the Shops a visit recently. He was an upholsterer before entering the service.

The 15 air conditioned passenger and baggage cars on the system were all released this past month. These are the first P&B cars to be air conditioned.

61 Detroit Freight Station Men Serving

Detroit Freight Station is proud of its contribution to the war effort. To date it boasts of 40 employes in the Army, 10 in the Navy, four in the Coast Guard, three in the Marine Corps, three in the Air Corps, and one in the Merchant Marine.

Those on the home front are doing their bit as Civilian Defense Volunteers, as Air Raid Wardens or Volunteer Firemen, and helping the Red Cross as aides and blood donors.

The freight station employes were awarded the Minute Man Flag, given only when 90% or more purchase War Bonds, on August 21.

J. H. Hustis, Ex-Vice President, is Dead at 78

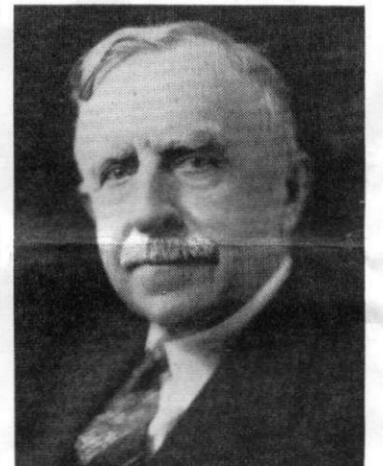
James Humphrey Hustis, Sr., former Vice President of the New York Central System, died of a heart attack at noon, September 18, in White Plains Hospital, White Plains, N. Y. Born January 11, 1864, in New York City, he was 78.

In a long and successful railroad career, Mr. Hustis was also formerly President of both the Boston & Maine and of the New York, New Haven & Hartford Railroads.

Mr. Hustis resided at 10 Park Avenue, New York, and had been visiting at the home, in Scarsdale, N. Y., of his son, J. H. Hustis, Jr., Manager of Grand Central Terminal. He had not been feeling well and on the day of his death went to White Plains Hospital for observation.

He began railroad work as an office boy in the general offices of the New York Central & Hudson River RR in 1878. From that time until 1907 he was successively Clerk, Chief Clerk, Train Master, Assistant Superintendent, Superintendent and General Superintendent. He was then shifted to Boston as Assistant General Manager, later becoming Vice President of the Boston & Albany, a New York Central leased railroad.

He was elected President of the New York, New Haven & Hartford Railroad in 1913, serving for one year, when he was elected President of the Boston & Maine Railroad, serving in that capacity until his retirement in April, 1926. During this period from June, 1918, to 1919, he was District Director of all New England Railroads.



James H. Hustis

In 1927 he was elected President, Schenectady Railways. He was appointed Vice President, New York Central Lines (later System), on October 1, 1929.

He was a member of the New York Railroad Club; New England Railroad Club; Traffic Club of New England; American Railway Guild; Union Club of Boston; Union League Club of New York; India House, New York; Siwanoy Country Club, Bronxville, N. Y.; and the Berkshires Hunt and Country Club, Lenox, Mass.

His wife, Evelyn Studley Hustis, died six years ago.

Funeral services were held in the Hitchcock Memorial Church, Scarsdale, N. Y., at 10:30 A.M. September 21.

Allen S. Williams

Allen S. Williams, 57, Assistant Supervisor of Tracks, at Remsen, New York, died suddenly from a heart attack at his home, September 4.

He had been in the service of the New York Central for more than 36 years, starting as a section laborer at Richland in 1906. A year later he was promoted to section foreman and in 1933, was made assistant supervisor of tracks.

He is survived by his second wife, formerly Charlotte Brown, and seven children.

Erwin Tears

Erwin Tears, who retired in 1938 as General Agent, Passenger Department, in Denver, died September 5 of a heart attack in that city. Mr. Tears was born in Walden, N. Y., in 1868 and entered the service of New York Central November 1, 1887. He moved to Denver in 1895.

The following letter was received by President F. E. Williamson:

WAR DEPARTMENT
Headquarters of the Army Air Forces
Washington

September 5, 1942.

Dear Mr. Williamson:

Monday, August 31st, 1942, was a memorable day for the United States Army Air Forces. On this day, through you, the employes of the New York Central Railroad presented to the Army Air Forces an outright gift of a magnificent fighting machine in the form of a new Martin B-26 Bomber.

Reports from areas of action testify to the devastating strength of the B-26 bomber. This plane, which was purchased by the voluntary contributions of so many thousands of your fine employes, represents their personal blow against the enemies of democracy.

This noble gesture on the part of your employes clearly shows their true spirit of patriotic Americanism. They have done the unusual in doing much more than is normally required of good citizens. They have actually placed in the hands of our front line fighting men an instrument of destruction to America's enemies. These fighting men are indeed grateful.

In accepting this fighting ship on behalf of General Arnold and the Army Air Forces, we pledge you and your employes that its pulverizing power will soon be felt along one of freedom's fighting fronts.

Sincerely,

KELVIN T. ORRISON
1st Lieut., Air Corps,
Special Projects Section,
Air Force Division,
War Department Bureau of Public Relations

A.P.A. Detroit Notes

Another veteran Auditor Passenger Accounts employe passed on when Christopher Thomas Maguire succumbed to heart attack, August 26.

Born April 8, 1879, Chris Maguire entered the railroad service in 1916, and went to the A. P. A., Detroit in 1923, where he continued until his sudden death. Funeral services were held in St. Francis of Rome Catholic Church, New York, with burial in the Gates of Heaven Cemetery, August 31. He leaves a sister, Mrs. John F. Banker of New York.

The Auditor Passenger Accounts Office has pioneered locally in another venture—this time the organization of a Camera Club in the Detroit Area. Officers are Arthur L. Newberg, President; Wilbert E. Weilert, Secretary-Treasurer, and George Linder, Vice-President. Until organization is completed, meetings are being held on alternate Thursdays in members' homes.

He'll Destroy Tanks



Shown above is Lieut. Vincent A. Roebuck, Jr., 20, stationed at Camp Gordon, Augusta, Ga., with the 812th Tank Destroyer Battalion.

Lieut. Roebuck is the son of Yard Conductor V. A. Roebuck, who served with the 38th Division overseas in World War No. 1, and is now a member of Big Four Legion Post 116, Indianapolis.

Lieut. Roebuck, Jr. is a R.O.T.C. and M.T.C. graduate and entered active service April 12, 1942.

That little fellow with the arrows has bobbed up again in the Auditor Passenger Accounts Office, Detroit. The girl with the engagement ring is Gladys Mallison.

Miss E. J. Martins, retired Auditor Passenger Accounts employe, still keeps in touch with her former office and

Friends Greet Cincinnati Engineman Ending 52 Years' Service



William Maloney, 3161 River Road, Cincinnati, rounded out 52 years of service with the New York Central. He is here seen as he pulled into the Cincinnati Terminal to complete his last run. A crowd of friends was on hand to wish him Godspeed.

sends money regularly to the Office's "Fund for Service Men." Miss Martins, now living in New York, still takes a keen interest in the boys and girls.

Miss Marion Fankhauser is now minus her appendix, having had same extracted the middle of August.

A small army of Auditor Passenger Accounts boys have recently been inducted into Uncle Sam's fighting forces. During August and early September alone, seven men left for camp. They were Philip Porach, Robert Rose, Frank Schairer, Ray Hurd, Archie Carpenter, Al Soltis and Robert Blakeslee.

Two members of the Auditor Passenger Accounts force, now serving in the army, have been promoted to Sergeants. They are Edward C. McKenna, who is with the A.E.F. in Ireland, and Roy C. Hronek, with a Quartermaster's company in Indiana.

Frank Gniewek, pensioned Store Department employe at Detroit, died August 23 at the age of 72—a colorful character with a host of friends.

Ends 50 Years' Service

Albert J. West, Agent, Shelbyville, Illinois, Big 4 District, St. Louis Line, retired August 1, after more than 50 years' service. He was born December 28, 1873 and entered the service as a Telegrapher on July 7, 1892 at

New Freight Record

HEAVY movements of coal and oil contributed to set a new all-time record for eastbound freight traffic on the New York Central, Sunday, September 13, when in 24 hours it moved 3471 loaded cars of freight from Buffalo and nearby Niagara Frontier points to the East.

To accomplish this movement and to move additional empty cars required the dispatch of a train about four-fifths of a mile long every 30 minutes on an average throughout the 24-hour period.

Carbon, Indiana and was appointed Agent at Shelbyville, Illinois May 24, 1910.

Mr. West expects to make his home with his son in Cleveland, Ohio.

Three Cincinnati Traffic Men In Army

James P. Hutchins, Cincinnati, enlisted in the Army Air Corps, Tuesday, August 4. "Jim" as he is better known by his fellow employes, is stationed at Patterson Field, Dayton, O.

Randolph Hunt, employed in Coal Freight Agent Wood's Office, was inducted recently.

Ralph Cramer, employed in Assistant General Freight Agent's Office, enlisted in the Naval Reserves, August 24. He is stationed at Cincinnati, on recruiting duty.

125 at Annual Picnic in Mattoon

125 Veterans and Veteranesses of Mattoon held their annual picnic at Peterson Park, August 26. Music was furnished by an orchestra, and after dinner contests were held in which prizes were awarded.

Louis Poliquin, President of the Veterans, and Mrs. Vern Roberts, President of the Veteranesses, were in charge of the program. Mrs. A. M. Gilbert, Grand President of the Veteranesses, was a guest at the picnic.

Engineman Retires

Michael J. Burke, Engineman, Illinois Division, Big 4 District, St. Louis Line, has retired because of failing health, after more than 35 years' service.

He was born Dec. 27, 1881, and entered the service as a Fireman September 22, 1906 and was promoted to Engineman January 3, 1910.

E. P. Huron Retires

Elbert P. Huron, Telegrapher, Illinois Division, Big 4 District, St. Louis Line, retired recently because of illness.

He entered the service as a Section Laborer in the Spring of 1900, transferring on February 5, 1902 to the position of Telegrapher, all of his service being rendered at Avon and Greencastle, Indiana.

Goes to Washington

John B. Kneipple, Attorney, Chicago, and President of the Western Division Credit Union, has left the company, on leave of absence, and is now associated with the Office of Defense Transportation at Washington.

Mr. Kneipple, who left August 12, has been succeeded as President of the Chicago Credit Union by Alton Atkinson, and George D. Schmidt has been elected Vice President to succeed Mr. Atkinson.

Francis O'Brien

Francis O'Brien, retired, died September 6 at his home at Brewster, N. Y. He was born September 27, 1869; entered the service on the Harlem Division on July 3, 1884 and was pensioned, at his request, on May 11, 1940, after 56 years of continuous service without a demerit.

All his service was at Brewster, where he was joint ticket and freight Agent for over half a century. Mr. O'Brien was active in the business and civic life of Brewster and Putnam County from the early days, and few men were better known throughout the Harlem Valley.

Horning New Head of "Y" Federation

Through the courtesy of Vice President Schaff, the regular fall meeting of the "Y" Federation was held in the Board Room of the New York Central offices in the LaSalle Street Station, Chicago, September 14, with 35 committeemen and secretaries representing the eighteen YMCA's on the System. It was a delight to members of the Federation to have present for a period Executive Vice President Starbuck and Mr. Schaff; likewise Carleton Meyer, Assistant to the President, who addressed the Federation at the luncheon session.

The meeting was presided over by L. W. Horning, Manager, Personnel, new President of the Federation.

Matters given consideration were:

Work among younger railroad men.

Cooperation of the YMCA with the Company in the promotion of Foremanship training as sponsored by state departments of vocational training, and the Job Instructor Training as sponsored by the War Man Power Commission.

The New York Central System membership campaign. Mr. Horning was elected General Chairman of the Campaign, and Mr. Meyer, Vice Chairman. The campaign is to be conducted during October.

The 1941 campaign produced a total membership on the System of 14,015, and it is hoped the results of this year's campaign will exceed 15,000.

N.Y. Camera Club Has Print Contest

The post summer meeting, New York Camera Club, was held September 11 in Room 1315. Harvey Falk, well-known print critic, was on hand to comment on the twenty prints entered in the competition. Fred Wanstall was the winner for first and second awards and Karl Kunkel and Walter Stamm tied for the third place in the "A" group. Frank Ramacciotti captured all three awards in the "B" group.

The complete year's score sheet shows that for the season 1941-1942, the winners in "A" group were Walter Stamm, Joe Hollweg and Fred Wanstall; in "B" group, Joe Salerno, Bill Pasefield and a tie for third between Frank Ramacciotti and Ken Wolf.

The meeting held September 25 was a "colorful" one. The Club's exhibit of Kodachromes and Kodacolor pictures was proof that the members are a versatile lot.

Balloting for the new officers for the coming year is underway and announcement of the successful candidates will be made at the annual meeting, October 9.

The new year for the Club begins in October. Annual dues are only \$1 so now is the time to join the Club. All members of the N.Y.C.A.A. are eligible. A. Lynch, Room 3317, 230 Park Avenue is Secretary. Why not join today?

Bonds Protect Our Boys

Veteran Gets Purse



William Quinlan, Patrolman in the general executive office building at 466 Lexington Avenue, New York, gets purse from Fire Chief Martin as E. W. Everett, Building Superintendent, looks on. Patrolman Quinlan had 32 years' service before his recent retirement.

500, Including 58 Veterans, at Niagara Frontier Outing



Shown above are the veterans present at Schaefer's Grove, Buffalo, August 15. First row, kneeling, left to right: Wm. Reed, J. Bobulo, A. Pasquale and William Lante. First row, sitting and standing, left to right: F. Plewinski, P. J. Weiser, J. McCarthy, J. H. Andrus, T. H. Breene, Edw. Ott, J. H. Smith, W. G. Scott, Geo. Edhardt, Geo. C. Preston, A. Bison, C. R. Yahn, M. Wadzyk, F. Mawleski, W. Deranda, G. Dietz and E. P. Rose. Second row, standing and sitting: G. E. Thorne, F. A. Tripp, A. T. Hallett, Wm. Ast, R. C. Hicks, M. D. Judge, J. P. Cobb, E. B. Scofield, Wm. J. Mack, E. Papero, A. Beckman, A. M. Mattison, E. R. Ackerman, Joe. Zakrcywy, Joe. Naples, Geo. Buell, I. U. Miller, J. M. Blake and H. J. Helm. Third Row: A. Duszpewski, W. Haight, G. E. Balke, C. Welsh, John Warner, J. Mansfield, W. F. Minton, A. Grabowski, W. J. Bentz, G. Drews, E. Lynch, H. DeWolf, A. Wagner, J. E. McElroy and J. Zimmeran.

Company Surgeons Join Armed Services

O. G. Browne, General Claims Attorney, announced that many New York Central Company Surgeons have entered military service and it is expected that many more will be in the service shortly. Among those recently departing are:

Dr. Andrew A. Sandor, Oculist, Hillsdale, Mich.; Dr. Samuel A. Fiegel, Surgeon, Sturgis, Mich. and Dr. H. Dan Vickers, Surgeon, Little Falls, N. Y.

Dr. C. S. Barresi, Silver Creek, N. Y., left for Camp Berkeley, Texas, on August 6.

Dr. John L. H. Mason, Pulaski, N. Y., left September 8 to enter the Army Aviation Corps at West Palm Beach, Fla.

Dr. Otto P. Hannebaum, Indianapolis (Brightwood), has been commissioned in the Navy and has left to resume duty.

Dr. Theodore M. Trousdale, Company Oculist at Peekskill, N. Y., entered the Medical Corps of the Army, September 8.

Dr. Howard R. Lawrence, at Medina, N. Y., was commissioned in the Air Corps of the Army and left for duty on August 28.

Dr. John R. Kelker, Cleveland, enters the Medical Corps of the Army October 1.

Dr. Paul B. Stewart, Warren, Pa., entered the Medical Corps, August 20.

Dr. Edward E. Miller, Company Surgeon at Cairo, Ill., has entered the military service.

Dr. Paul A. Ferrara, Company Surgeon at Canastota, N. Y. entered the Naval Service, August 24.

New West Shore Bowling Club Elects

The New York Central Sports family was enlarged by the birth of the West Shore Bowling Club, August 26. Fatheted by as congenial a group of workers as can be found in the service, the new child is already experiencing the "pains" of growth.

"Artie" Meyer was elected President, E. J. ("Cassanova") Lannon, Secretary and F. H. Holloway, Treasurer, while Paul ("The Clambake Kid") was selected as Official Scorer.

A. C. Tanner was, by acclamation, designated as Official Kibitzer, Chief Critic and Plenipotentiary Extraordinary without portfolio. Committees were named to arrange for a number of features to be presented at a later date and an enjoyable season is expected. As a result of the splendid dinner he arranged, T. McCann, of the Union News Restaurant, has been named official caterer.

The main feature of the evening was the presentation, in absentia, of a scroll bearing the names of his fellow workers and a pen and pencil set, to Tommy Rickert, now in the Marine Corps, at Parris Island, S. C.

Fleuchaus Talks to Get-Traffic Group

At a meeting of the consolidated Accounting Department Get-Traffic Committee, held September 17 in the office of Vice President and Comptroller at New York, F. P. Fleuchaus, Secretary Board of Pensions, gave an interesting talk on the operation of the Railroad Retirement Act and the subject of employees' pension allowances generally.

Mr. Fleuchaus' address was enlightening as to the many details entering into the calculation of individual annuities and follows out the plan of the committee to have a speaker from another department at each of the bi-monthly meetings for the discussion of topics embracing the problems of other departments.

In this manner the organization of the Get-Traffic committee is kept alive during the lull in the normal functions of such a committee and educational advantages are afforded at the same time.

Half the metal in tank, ship and gun is scrap

Girls Work in Temporary Ticket Booth Set Up in Main Concourse of Grand Central Terminal, New York



Temporary Ticket Office in G.C.T.

Passenger traffic in Grand Central Terminal, New York, has become so heavy recently that the New York Central has found it necessary to install a temporary ticket office with ten windows on the floor of the main concourse, between the information booth and the Vanderbilt Avenue stairway. This was opened August 28, for sale of coach tickets only, to relieve the pressure at the regular windows.

Some of the windows are each "manned" by one of the 16 girl ticket sellers recently hired by the Central to replace men taken into the armed services. The new ticket office will be open week days from 6:30 a.m. to 11:30 p.m., the girls, assisted by experienced male ticket agents, working in shifts of eight hours.

These girls have received intensive training, including work at the suburban ticket windows in the lower level. Each was carefully selected for personality, education and experience in meeting the public.

The booth, octagon shape and open at the top, is approximately 16 x 24 feet. It supplements the ticket sellers at the Central's twenty permanent ticket windows on the Upper Level.

W. C. Freeman Dies Suddenly

Waldo C. Freeman, District Claim Agent at Albany, died suddenly at his home at Delmar, N. Y., September 18. His unexpected death was a shock to his associates and many friends.

He was born of a railroad family at East Syracuse, N. Y., February 1, 1888. Mr. Freeman's father was Elmer S. Freeman, who was for many years until his death a popular engineer on the Western Division and who drove many noted trains between Syracuse and Buffalo.

"Buck," as Mr. Freeman was known to all his associates, entered the service of the Company in the Car Department at DeWitt, N. Y., on June 24, 1903. He entered the Claim Department as Clerk at Albany, October 1, 1910, and was promoted to Claim Agent at that point February 1, 1911. Mr. Freeman subsequently served as Claim Agent at New York and Syracuse until his promotion to District Claim Agent at Ashtabula, May 1, 1917. He was transferred to Albany July 1, 1919.

Mr. Freeman possessed a pleasant personality and was in demand on many occasions as a public speaker.

He resided at Partridge Road, Delmar, N. Y., and is survived by his widow, Gurtha M. Freeman, and two sons, Elmer M., 30, now in the army, and C. Merwin, 21.

Bonds Hasten Victory



Departure of men ticket sellers for service in the armed forces has compelled their replacement by young women. Here are, left to right, Grace Condon, Irene Kelvil and Virginia McNamara in one of the windows of the new temporary booth installed to sell coach tickets.

It's Camp Millard

ON recommendation of Lieut. Col. Lester I. Meek, commanding officer of the 753d Engineer Battalion at Bucyrus, Ohio, the War Department has formally named the Camp at Crawford County Fair Grounds.

The name is Camp Millard, in honor of the late C. S. Millard, who was Vice President and General Manager of the Big Four at Cincinnati. The name was chosen after consideration both by the New York Central and the War Department.

Camp Millard is near the New York Central's shops at Bucyrus and the Engineers are being trained in railroad shop work. Many of the officers of the Camp are from the New York Central's Beech Grove shops.

The New York Chapter of the American Red Cross has issued its certificate to A. G. Conte, of the office of Vice President and Comptroller, authorizing him to conduct classes in First Aid. Mr. Conte is a graduate of Columbia University with the degree of Master of Science and is a former student of medicine.

Condolences are extended to Arthur Steinbrecher, of the office of General Auditor-Disbursements, at New York, on the recent death of his father, who resided at Cincinnati, Ohio.

Thomas J. Lisk, of the General Auditor-Disbursements office at New York, was given a happy send-off by his office associates on the occasion of his recent induction in the U. S. Army. He was presented with a purse.

The employees of the Freight Tariff Bureau, New York, extend sympathy to G. H. Cady, Chief Tariff Compiler, whose brother died, September 10.

Employees' Fund for Gifts is Set Up in New York

With their trained exactness for matters financial, employees of the Office of Vice President and Comptroller in New York City have organized an "Employees' Fund" for the purchase of flowers at bereavement and gifts for weddings, retirement, or departure for military service.

The plan for the Fund, as drawn up by Norman H. Dieter and Louis Fromm, will insure contributions made in an equitable manner and without solicitation as necessity for each need should arise. The expected contribution is twenty-five cents a month from each of the 169 employees of the Vice President and Comptroller's office.

The plan also established maximum benefits from the Fund. These are \$50 for wedding gifts, retirement gifts and upon death of a member; \$25 upon leaving for military service and \$10 for flowers at bereavement. All benefits are to be proportionately less for service less than three years.

From the seven departments in the Office of Vice President and Comptroller the following Administrative Representatives were elected: R. T. Mosher, Louis Fromm, Miss Hafley, Miss Healy, E. A. Larson, C. W. Ferguson and J. J. Fay. N. H. Dieter was elected Treasurer.

An annual report, July 31 basis, will be made for the purpose of publishing condition of the Fund and for the selection of a Administrative Committee as well as a Treasurer for the ensuing year.

Notes From Freight Tariff Bureau, N. Y.

Miss Irene De Leo, Vari-Type Operator, New York, became engaged, August 15. Her prospective husband is an engineer in a Defense plant at Bridgeport, Conn. Nuptials are planned in the near future.

Ernest Archer, better known as "Red," Tariff Compiler, was quite as excited as a two-year-old with his first toy, when he was presented with an Air Raid Warden Helmet; the helmet weighs about three pounds.

George F. Conley, formerly stationed at Fort Benning, Ga., has been transferred to a point near Boston. Private Conley was on his first furlough recently and visited the office. His former fellow employees were mighty glad to see him.

Bruce Kriney, son of the Tariff Compiler, has enlisted in the Coast Guard and is stationed at New Bedford, Mass.

The employees of the Tariff Bureau extend sympathy to L. R. Harper, whose father died September 2.

The employees of the Tariff Bureau, New York, extend their sympathy to J. F. Curtin, Tariff Compiler, whose father died September 14.

Two Traffic Changes

Traffic Department appointments announced last month were:

G. H. Clark, to be Assistant to the Freight Traffic Manager, New York.

M. R. Garrison, to be Assistant Freight Traffic Manager, New York.

M. M. Bell Promoted

Malcolm M. Bell, General Yard Master at Lyons and former Brake-man on the Cairo Line of the Illinois Division, Big Four District, was promoted to the position of Train Master, Indiana Harbor Belt, effective September 1.

E. A. Seibel, formerly File Clerk in the office of the Superintendent of Property Protection, is now Private, 1st Class, 801st Military Police Battalion Headquarters, East Garrison, Fort Ord, California.

Fire Prevention Week, Oct. 4—and Every Week!

Dieppe Raiders Kin of N.Y.C. Men

Several employes in the Equipment Department in the Canada Southern Division had relatives in the recent

successful Dieppe raid in France, the Essex Scottish Regiment, which comprised a very important section of the raiding party, having been recruited at our Windsor Terminal. Many casualties were suffered by boys well known there.

Lance Corporal J. Davy, son of

Hostler S. Davy, Windsor, returned from this adventure in safety. Infantryman Beals, son of Arthur Beals, millman at St. Thomas, is reported as missing. Pilot Officer Murray McCarthy, son of L. McCarthy, a machinist at St. Thomas Locomotive

Shop, is also reported missing at Dieppe.

Sergeant Instructor Frederick Hawke, son of Machinist F. Hawke, St. Thomas Locomotive Shops, was killed recently in an operational flight in Canada.

The Canadian Division employes have every sympathy for their fellows

who are undergoing the burden of this grievous trouble.

—o—
W. W. Winters, New York, formerly stationed in North Carolina, has been promoted to Second Lieutenant and is now stationed in Texas.



A BOY ON A HILL-TOP

He used to wave at me from that hill...we lived just beyond it. He knew the exact time I'd be by... and I'd wave to him from the cab.

And on my time off, I'd go to the hill with him, and we'd sit together, my son and I, and wait for the trains to come along. We'd hear their whistle calling across the distance...then see the long plume of smoke come into view, racing like the wind...and as they thundered by, we'd both wave to the engineer.

Maybe there's something in heredity—he seemed to have the railroad in his blood. When he finished school...well, I rolled into the yards one day, and there he was—no longer my little

boy, but a man. A railroad man!

He might someday have taken over my run. But, last December 7, he was twenty-one...

I don't know where he is now. He got his two weeks leave before he left. But whenever I pass that hill, I seem to see him, as he used to be, before he became a man and had to shoulder the responsibility of being a man.

I know he wants to come back to the railroad...and I'm going to see that he does come back! Those Japs and Nazis who started all this—when they creep up on him and all his fellows in arms—even if they come with a thousand tanks and mobile guns and all the dive-bombers they can

find in hell—he and his buddies will meet them with fifty thousand tanks and a hundred thousand planes and two hundred thousand guns. My job, now, is to get that equipment to the ship that'll take it to him and to all the other American boys like him, no matter where they are.

And it can rain and snow and sleet and it can blow, and nothing will stop me. I'll get the stuff through to him. I *am* getting it through to him. You only have to lie still in the night and listen to the rumble of the trains—the trains everywhere—to know that I'm speaking the truth. It's my son, and it's my country, whose lives are at stake, and I can't fail and I won't.

Published as a tribute to the railroad workers of America

NEW YORK CENTRAL



Invest in Victory... Buy United States War Bonds and Stamps

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