

CENTRAL HEADLIGHT

Vol. V, No. 11

NOVEMBER, 1944

President Metzman Opens Train Crew Rest Building at East Syracuse



Speaks at Dedication of Dormitory for the Train Crews of Five Divisions — Room for 84 Men to Sleep

A HANDSOME Crew's Dormitory at East Syracuse, N. Y., was dedicated Friday, October 20, with ceremonies in which Gustav Metzman, President, was the principal speaker.

The dormitory, which is operated by the Y.M.C.A., was built under War Production Board requirements on materials to meet a serious inadequacy of housing facilities to care for the men at East Syracuse. It provides 84 single rooms with beds and already its facilities are fully used.

Mr. Metzman hailed the work of the members of the East Syracuse "Y" Board of Managers and others whose efforts made possible the construction of the new building and added:

"The railroad is spending money to provide and maintain this building. We who represent management are happy that you for whom we do this appreciate it.

"You are showing your appreciation by becoming members of this "Y"—the increase from six members to 864 speaks for itself. You are showing your appreciation by giving your time and energy to serve on "Y" committees—and without these committees the work of the Association could not succeed."

P. C. Agans, Superintendent of the



Speakers and officials at the dedicatory ceremonies for the East Syracuse Crew's Dormitory were (left to right) LeRoy Casper, President, Board of Directors, Y.M.C.A., Syracuse; A. J. Stearns, State Executive Committee, Y.M.C.A.; A. H. Wright, Vice President and General Manager, Lines East; G. K. Roper, Senior Secretary, Transportation Department, National Council of Y.M.C.A.s; President Metzman; C. W. Meyer, Assistant to President; P. C. Agans, Superintendent, Syracuse Division; Frank Warner, Traveling Secretary on N.Y.C. System, National Council of Y.M.C.A.s; L. W. Horning, Vice President, Personnel; R. B. Clarke, retired Secretary, East Syracuse Y.M.C.A.; Lisle V. Swartzendrover, General Secretary, East Syracuse Y.M.C.A.; John Hanlon, Mayor of East Syracuse; and Rev. J. W. McCarthy, St. Matthew's Catholic Church, East Syracuse. The new Dormitory, shown at bottom, is 1,700 feet from the roundhouse. Costing a quarter of a million dollars, it provides 84 single rooms, with beds.

Syracuse Division, was master of a restaurant seating 44 people, and ceremonies. More than 140 people crowded the small auditorium where the ceremonies were held and overflowed into the adjacent corridor.

The dormitory will serve men from the Pennsylvania, Mohawk, Rochester, Syracuse and Adirondack divisions. Located only 1,700 feet from the roundhouse, it provides a rear entrance for men arriving from the yard, with lockers and washrooms immediately available.

The three-story building contains on the first floor a small auditorium, a group dining room for 40 people,

Games and equipment for indoor sports will be installed as they become available. Also, the construction of a small park has been planned to occupy the empty lot beside the building for outdoor summertime lounging.

Safety is Paramount

NYC Employees' Kin to Benefit by Yale Scholarship Fund Set Up in F. E. Williamson's Will

Former President's Continuing Care for Welfare of Company's Workers Shown in Provision to Give Them Preference in Student Awards

TWO lifelong interests of the late Frederic E. Williamson, who until shortly before his death was President of the New York Central Railroad Company, will be perpetuated in his name through a special provision in his will. His devotion to the New York Central and its people and to Yale University, his Alma Mater, are exemplified in this provision.

Filed for probate October 15, in New York City, the will leaves the net income of the estate to Mrs. Williamson for her lifetime.

Thereafter, the residue, after certain family and special bequests, is to go to Yale University for the establishment of the Frederic E. Williamson Fund in the undergraduate schools and colleges of Yale.

The annual income of this Fund is to be awarded as scholarship grants, on the basis of character, capacity for leadership and promise of future usefulness, with preference to close relatives (such as sons, brothers, and wholly or partially dependent nephews) of officers and employees of the New York Central System.

Killed in France



Lieut. George W. Stahley, elder son of G. D. Stahley, General Car Distributor in the office of Superintendent of Freight Transportation, Indianapolis, was killed in action in France, July 4. Lieut. Stahley attended Citizens Military Training Camp at Fort Benjamin Harrison in 1939, 1940 and 1941.

He was commissioned a Second Lieutenant February 19, 1942, and promoted to First Lieutenant in April, 1943. He was sent to England in April, 1944, and to France in June.

Besides his parents he leaves a brother, James L., of the Marine Corps. A memorial service was held at the Prentice Presbyterian Church, Indianapolis, Sunday, September 22.

ern United States, General McIntyre continued:

"After the surrender of Germany, there will still be a lot of traffic going to Europe. We will still have a big army over there to keep supplied. We will be shipping millions of tons of food and goods to help sustain and rehabilitate the peoples of Europe. Besides that, we will be sending through our Atlantic ports men and war equipment for our major assault against Japan."

'Military Traffic to Hold in East After V-E Day'

CHICAGO, Oct. 17.—There will be no letup in military demands for transportation after V-E Day, high-ranking Army and Navy officers and a prominent shipper representative declared here today.

Men and materiel headed for the Pacific theater will be moved through our Atlantic and Gulf ports as well as the Pacific ports, it was revealed, because West Coast ports "will not have the capacity to handle all of the Pacific traffic."

Brig. Gen. A. F. McIntyre, of Washington, D. C., chief of the Rail Division, Army Transportation Corps, predicted the Army's load on the transcontinental railroads will about double with the shift of the war emphasis to the Pacific.

Besides heavier traffic westward, General McIntyre said, the transportation job will be complicated by the longer distances involved.

Expressing doubt that the end of hostilities in Europe would ease transportation conditions in the east-

Gets Soldier's Medal



Major General Charles Corlett, CG XIX Corps, awards Pfc. Edwin C. Harper, Co. C, 507th Bn., The Soldier's Medal for outstanding duty in Normandy, France, June 23. Harper received the Medal for heroism. Without regard for his own safety he disarmed an intoxicated soldier who threatened the lives of his buddies and C. O. with live hand grenades. Pfc. Harper is a former employe of the New York Central at its Malone, N. Y., freight shed and is the son of E. C. Harper, Sergeant of Police, Adirondack and Ottawa Divisions.

26,000 NYC Men Are in the Armed Forces

26,000 NYC Reasons to Back the 6th War Loan!

Sign Up



Again

J. T. Brown of M. C., is Killed in France

Word has been received that Tpr. James Torrance Brown, former Michigan Central Brakeman and resident of Canada, who was reported missing on August 27, was killed in action in France.

Tpr. Brown enlisted two times in the Canadian Army. He first joined in 1940 but was discharged when it was found that he was under age. Enlisting again, he went overseas in May, 1943, and returned to Canada in February, 1944, with a prisoner of war escort. He went back to England in May, 1944, and to France soon after the invasion began.

Central Headlight

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Volume 5

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No. 11

The Day of Jubilee

THERE is a great day coming, a day of jubilee, when cheers will echo from coast to coast and 132,000,000 smiling faces will be illumined by the glorious light of victory. It is a day for which we all long.

But, between it and the present, we must continue to travel a blood-bathed road — a highway of pain and sorrow for countless thousands. We believe the end is in sight, but, the duration of our travail no one can predict with certainty.

In the West, our embattled sons and their allies have freed great nations and forced the foe to a last desperate stand behind his home bastions. Yet, our commanders warn, the days and months before German capitulation will not be easy for us. And, when V-E Day finally comes, the task of the Allies will be only half done.

On the far flung Eastern front, half a world removed, MacArthur and Nimitz and their associates have achieved, against formidable obstacles, a memorable start toward the conquest of treacherous Japan. The impressive series of victories that they have won they term, however, only the prelude to greater efforts that must dwarf all previous ones before the rising sun flag of Nippon is finally flung into the dust.

Do not forget that we face 73,000,000 fanatical Japanese and that under their control are a working force of 400,000,000 enslaved people. Tokyo, the Japanese capital, spread out over 217 square miles, is the third largest city in the world and to bomb it to destruction will be a task of great magnitude. Defeated on the homeland, Japan will still have on the Asiatic mainland huge armies capable of sustaining themselves — potential nuclei for aggression in later years.

These are some of the reasons why we cannot relax in our war efforts and why our government, this month, asks us again to subscribe, as our ability permits, to the Sixth War Loan. Fantastic as our expenditures for military and naval needs have been, billions more are needed by the Treasury to speed the day of victory. Individual subscriptions, even though small in themselves, were never more needed. In their totality they can do much.

So, once again, Uncle Sam asks us to help him. Subscriptions, large or small, by the Payroll Deduction Plan, available to every New York Central employe, offer a quick and easy way to help to bring our boys home again.

Sign up again, for Victory!

Two Windsor Men Join Armed Forces

Two more employes from the Operating Department at Windsor have enlisted in the Armed Forces. They are E. A. Darocy, Yard Brakeman, who entered the U. S. Army and J. R. Rockwell, Switchtender, the U. S. Navy. This makes a total of 28 from this department in military service.

A. B. Murray Washbrook, a furloughed Windsor Yard Clerk with the Canadian Navy, visited his parents at Windsor. He is one of the fortunate survivors of the H.M.C.S. Regina, recently torpedoed and sunk.

The New York Central Employe Smoke Fund is increasing in membership. It is now supplying smokes for more than 30 of its members.

Eastern Freight Notes

W. C. Bulger, Chief Clerk, GEFA office, New York, was surprised by a visit from his son, William, Jr., who is with the Third Air Corps, at Barksdale Field, La., engaged in classification work.

Corp. John E. Sacco, Radio Operator Gunner on a B-25, visited the General Eastern Freight office.

Capt. W. A. Newman is now somewhere in France. In his recent letter he said the French throw kisses and flowers at them — and he now knows what it's like to be a hero.

It was good to welcome J. P. Brady, City Freight Agent, back after his recent illness.

Wounded in Anzio



Corp. Anthony Giannico, Jr., formerly a clerk in the New York Central's Marine Department, New York, recently received the Purple Heart medal for shrapnel wounds received at Anzio beachhead. He made a quick recovery and was one of the first American soldiers to enter Rome. He enlisted November 7, 1942.

Get Medals in France

Good Conduct Medals were recently awarded to fifteen members of a military Railway Operating Battalion on the Cherbourg division, France. Among the recipients were Pfc. Peter Sampogna of Yonkers and Private Amilio Matteo of Whitesboro, New York, two furloughed New York Central employes.

Diary Reveals Elkhart Boy's Death on Raft

Jack Cooper, of Elkhart, Ind., the story of whose tragic death in a life raft on the Pacific first appeared in the Elkhart, Ind., *Truth* and subsequently was carried in newspapers throughout the nation, was the step-son of Henry Clevenz, New York Central Brakeman on the Toledo Division.

Jack, Naval Aviation Radioman Second-class, was a member of the crew of a plane shot down June 15; he was adrift in a life raft more than a month.

What happened to him afterward is told in a log he laboriously scratched on the leaves of his wallet during the last few days he was adrift. The log, with deletions (indicated by asterisks) requested by the Navy Department, follows:

"All this was written July 6 — Read Mirror.

"Piece of shrapnel in compass case hit our plane.

"Mom: Wings are in sewing kit am entitled to all stars and more. Be sure to check ins. Etc. Back pay 10,000 ins. (Roses) to remind me of Helen.

"I've always loved her. Love kisses same for you Mom Dad and all.

"Now July 8 — Weak — * * * can't catch fish — no rain — love Big Eyes.

"July 9 — Little rain * * * Headed West —

"July 10 — Rain last nite very weak land close somewhere.

"July 11 — Mavis flew over — no see — Left eye bad shape — still have water drifting NE.

"July 12 — Little cloudy no planes No land headed North P. M. Jap Nell saw me — strafed hit me in both legs — bandaged them — Drifting E.

"July 13 — Very weak from loss of blood — Land in sight — No food since the 4th — 6 ounces of water left — Going East.

"July 14 — Caught one small fish last P. M. — Very very — won't last over today. Plenty fish but can't sit up — very slight breeze S. E. If this is my last day tell my Big Eyes to be happy with someone else.

"I'm back to salt water — God bless you all Surprise July 15 Tell Helen I found God be happy Love XXX. No rain for 2 week

"To Helen I loved her until the end — Jack

"I love Mom Dad and all wish I could eat some her cooking."

From the diary, and from correspondence she has had with the Navy and with Jack's squadron commander, his mother has pieced together this story of what happened to her son:

When his plane was shot down on June 15, Jack broke out the rubber life raft with which each plane is equipped. Such rafts are well provisioned, and he and his two crew mates undoubtedly knew they had been sighted.

So they drifted hopefully. But finally hope faded, as shortness of provisions and exposure weakened them, and there were no sign of rescue ships. Then, too, there were those discouraging glimpses of land, with vagrant currents and breezes drifting them past.

So, on July 6, knowing that the end must be near, Jack started the diary, whose last dated entry was on July 15, a month to the day after his plane had fallen into the sea. And there were to be several more days after that before it would be found, bearing his lifeless body.

Because parts of the diary were so intimate, Jack's mother and his fiancée (Helen E. Checchio, referred to as Helen and "Big Eyes" in the log) were at first reluctant to permit its publication. Then, in the light of the recent sweeping successes of American arms, they reconsidered, believing that for a home front that might grow overconfident, there could be no more effective reminder of the type of enemy our armed forces have not yet vanquished.

Jack joined the Navy October 23, 1942, enlisting with his brother, Lester Cooper. Lester is a coxswain, and has spent much of his service on convoy duty. A younger brother, Robert Anderson, is at home, and a sister has a husband, Eugene Harmon, also in the Navy.

Jack was born in Detroit, August 22, 1921.

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 British railways have 89 Diesel motive units, consisting of 45 "shunting" locomotives, four road locomotives, 39 railway cars and one three-car train unit.
- 2 — Power for 94 percent of all railroad locomotives in the United States is produced by coal.
- 3 — Approximately forty per cent of the present record volume of passenger traffic by railroad consists of organized movements of military forces and furlough traffic.
- 4 — The average revenue for carrying a passenger one mile by rail was 1.882 cents in 1943, or 39 per cent below that of 1921 and two per cent below that of 1942.
- 5 — Railroads now employ approximately 1,500,000 persons.

THE ROUNDHOUSE

By
Sim Perkins

APPARENTLY President Metzman is the seventeenth man who has held the title of President of the New York Central in varying forms in the past 113 years.

The original New York Central, formed in 1853 by the consolidation of nine or ten little railroads between Albany and Buffalo, had as its first president Erastus Corning, who served for eleven years.

He was succeeded by Dean Richmond, who served from April 1864, until his death in August, 1866. Following him came Henry Keep, who held office less than a year, from December, 1866, to July 25, 1867. Then came Henry Baxter, whose tenure lasted only a few months, from July, 1867, to December 11, 1867, when Commodore Cornelius Vanderbilt took over the reins.

Since then, there have been eleven Presidents, up to Mr. Metzman's election August 14, 1944.

Penicillin, the newest life saving drug, is now being produced in large quantities at the Terre Haute plant of the Commercial Solvents Corporation, which is serviced by the Big Four.

The plant is now producing more than 40 billion Oxford units per month. It is the first large scale plant to use the deep fermentation production method as against the surface, or bottle, method.

The penicillin notatum mold is grown in tanks three stories high, each with a capacity of 12,000 gallons. After purification by chemicals in other machines, each 12,000 gallons

are reduced to a residuum of 20 gallons.

The Terre Haute plant was the first to produce a carload of 15 billion units, or 150,000 vials, of penicillin for use overseas. This drug, although limited in its uses, is effective against certain strains of pneumococci and gonococci which are resistant to sulfonamides. Another break for modern man.

The 4,000 Mexican laborers who are now working for the New York Central on short contracts, mostly in Maintenance of Way work, have been doing a surprisingly good job. Moreover, for the most part, they have conducted themselves well.

A typical comment is that of Mayor Homer Hood of Dresden, near Penn Yan, N. Y., who said: "They are a nice bunch of lads, mannerly and quiet and cause no trouble of any kind."

Dresden citizens have arranged entertainments and classes in English for these war workers from Mexico. Recently on a Mexican holiday, in a community ceremony, they presented the men with American and Mexican flags.

A certain result of the presence of these 4,000 men, scattered over New York Central territory, will be a greater understanding between our two peoples.

A railroader in Indianapolis doubles as a preacher on Sundays. Recently he invited those of his congregation who would contribute \$5 each toward a special fund for expenses to stand, at the same time telling the organist to play "The Star Spangled Banner." He sure put his brethren in a cleft stick.

If your friends didn't get that reservation they wanted recently, explain that passenger traffic in August, on American railroads, was the greatest in history, exceeding that of the same month in 1939 by 285 percent. It is still going great guns. Probably a soldier or sailor had that reservation they didn't get.

Lieut. Gen. Somervell Says:

"ONE of the outstanding accomplishments in the war has been the contribution of American railroads. They went into high gear at the beginning; they have stayed in high gear every day and every night. They have moved more troops and more tonnage than anyone considered possible. They have an important share in the credit for our victories around the world.

"Now that the end of the war in Europe appears to be in sight, an even more difficult task confronts railroad management and workers. They have been pushing men and material eastward in huge quantities. They have gained tremendous momentum. Now, without stopping, without even slowing down, they must be prepared to

switch to the other direction. They will have to push westward with everything they have. They will have to make the change-over from the eastbound to the westbound track.

"They will face a new challenge on the day Germany is defeated. On that day our war on Japan will be further stepped up. The railroads will be called to carry more tonnage and more troops to the west coast, and carry them faster, than ever before.

"I know that every official, every trainman, every engine crew, every maintenance man, every yardman, every wiper in every roundhouse will put his shoulder to the job of finishing this last phase of the war and finishing it fast."

Uncle Sam Asks You to
Send Xmas Gifts by Dec. 1.

Four N. Y. C. Employees Now Railroading in India



At bottom, left to right, Sergt. Jim McHugh, former Fireman, Erie Division, Youngstown, O., and Sergt. Pres Thomson, former Brakeman, Western Division, Elkhart, Ind. At top, on pilot, left to right, Sergt. Francis Danahy, former Fireman, Buffalo Division, and Sergt. Tom Mulaniff, former Fireman, Buffalo Division, both from Buffalo.

NYC Telephone Plant is Big Enough for a City of 75,000

By P. S. HUGHEL Assistant Supt., Telegraph, Detroit

IT IS a simple matter to reach for the telephone and place a long distance call over our railroad circuits or to send a railroad telegram, without realizing the extent of the New York Central communication plant. On the New York Central, including the Michigan Central, Big Four, I. H. B. and C. J. properties, we have a telephone system comparable in the number of offices and persons served to the service required for a city of from 75,000 to 80,000 population.

There are, in our service, 68 private branch exchanges, varying in size from the larger ones such as the ones in use at points like New York and Chicago, to those in use in smaller terminals. Approximately two hundred telephone operators man these exchanges, the major ones being on a 24-hour basis. These exchanges have approximately 5,500 extensions.

The private branch exchanges provide local service in the communities in which they are located and provide connections to our long distance lines which the railroad owns and maintains in all main line territory.

In addition the Company rents from the commercial telephone companies approximately 2,500 individual business telephones. These are located in stations and offices where the railroad company does not have its own telephone exchange and at other locations in the major cities where their use is required in individual offices.

Plans are in progress for increasing the railroad company's long distance facilities but even at present they are extensive and quite complete. Almost any office can be connected by long distance telephone to any other office, for example, between Chicago and New York, Detroit and Cleveland, Cincinnati and New York, etc.

A telegram may be sent to and from any point on the system by our railroad service. This is done by Morse and telegraph printer, the latter being employed at the major locations. Many thousands of telegrams and reports are transmitted daily over the telegraph and in addition to serving our own offices, we have telegraph interchange arrangements with many connecting railroads.

Only a matter of seconds is involved in transmitting a message, for instance, from Chicago to New York by printer. An operator at Chicago merely punches tape on a keyboard machine similar to a typewriter and the typed message is received at the New York end automatically on a roll of paper, which is fed into the printer by the machine itself.

The New York Central has a contract arrangement with the Western Union Telegraph Company whereby Western Union commercial telegrams are handled by railroad telegraph operators at way stations, this being particularly the case in the smaller communities, where the commercial company does not have an independent office. There are 768 Railroad Offices handling Western Union commercial service.

In addition to the telephone and telegraph service of the character already described, facilities are provided for the dispatching of trains by telephone, involving also message telephone circuits on most divisions and station to station block telephone lines where operation requires that type of service.

In connection with the operation of trains, it is necessary to have way-side telephone service whereby it is possible for train crew members to contact an adjacent tower, control station or the train dispatcher. There are 3,135 pole boxes and 1,158 telephone booths located along the right of way. It may be of interest to note that on the main line between Buffalo and New York there is a way-side telephone approximately every half mile, providing a means of employes quickly contacting the next signal station or the dispatcher.

There is in the communication service on the New York Central over 140,000 miles of wire, serving in one way or another 6,100 way stations and offices in addition to the

major offices and departments.

The Telegraph Department, which is responsible for the maintenance and operation of this communication plant endeavors to take advantage of all new developments in the art of communication, changing its standards and improving its methods as the new developments occur.

Even now, with war restrictions affecting the availability of materials and equipment, new long distance telephone and telegraph service is being provided in the way of carrier circuits (wired wireless). These are obtained by the installation of intricate terminal equipment and superimposed radio waves on existing wires on the pole lines.

A new field is developing in the use of radio and tests and experiments are being outlined with view of determining what practical application can be made of this service to the Railroad Company's communication system, including that for service in yards and possibly between the front and rear end of freight trains.

Chicago Promotion

Henry N. Wasserman, Third Trick Wire Chief "SC" Telegraph Office, Chicago, has been promoted to Assistant Engineer of Telegraph and Telephone, with headquarters at Detroit. Mr. Wasserman entered service of the New York Central July 21, 1921, as a Telegraph Operator and was advanced to Third Trick Wire Chief on May 1, 1926.

Ends 51 Years' Work

Elbert M. Baker, Agent at Charleston, Ill., retired after fifty-one years of service with the company. He was Agent at a number of stations along the Illinois Division.

New Job in New York Given John L. Niese

John L. Niese, former Assistant Superintendent, Telegraph, at Detroit and Indianapolis, was appointed Assistant to General Superintendent, Telephone and Telegraph, New York Central System, effective September 15, with headquarters at New York City.



Born January 24, 1895, in Madison, Indiana, Mr. Niese graduated from Purdue University in 1916 with a Bachelor of Science Degree in Electrical Engineering. After positions with Western Union, Western Electric and Michigan Bell Telephone companies he served in World War I as a First Lieutenant, Engineers, from May, 1917, to December 3, 1918.

Leaving military service he entered the employ of New York Central December 4, 1918, as Telephone and Telegraph Engineer on the Big Four. In 1922 he was promoted to Telephone and Telegraph Engineer at New York City. In 1926 he became Superintendent, Telegraph, on the Big Four, and in 1931 Assistant Superintendent, Telegraph, at Detroit and Indianapolis, from which position he has now been promoted.

Safety is a War Asset

Empire Engineman C. J. Chase Retires



Charles J. Chase, Hudson Division Engineman, retired October 31 at the age of 70 after 48 years of service. On his last trips along the Hudson he piloted the Empire State Express from Harmon to Albany, returning with the Niagara.

Born October 16, 1874, at Croton-on-Hudson, N. Y., Mr. Chase entered

service as a freight fireman on the Hudson Division in 1896, becoming a freight engineman in 1903. In 1907 he entered passenger service as engineman. For fifteen years he guided the Twentieth Century Limited and during recent years the Empire State Express.

Riding on the trains of his last trips were his family: Mrs. Chase, his son and daughter-in-law, Mr. and Mrs. Herbert M. Chase, and two daughters, Mrs. M. Grogan and Mrs. E. Clark. His son, who is Justice of the Peace, Town of Cortlandt, N. Y., is a Ticket Seller at 125th Street Station, New York City.

Mr. Chase, who lives at Harmon-on-Hudson, is a former village trustee of Croton and school director of Town of Cortlandt. He is Secretary-Treasurer of Division 145, Brotherhood of Locomotive Engineers. During retirement he will indulge himself, he says, in his hobbies of boating and hunting.

Alan Furry, Vermilion, Ill., retired on September first, after a service of forty-four years in the track department. He had been a section foreman since 1904, at Vermilion since 1938.

Elkhart Groups Complete First Courses in Public Relations



Group Leaders who completed the first Public Relations Training Courses held at Elkhart, Ind., were presented with the diplomas Oct. 3, and now are in charge of discussions by other groups. Shown in above picture, taken at the conclusion of the course are, seated, left to right, Earl Anderson, Signal Repairman; H. H. Menges, Passenger Brakeman; M. D. Harbaugh, Pattern-Maker, Foundry, and H. J. Knowles, Patrolman, Police Department. Standing, left to right, J. W. Puthuff, Locomotive Engineer, Elkhart Yard; B. F. Melvin, Car Inspector; L. D. Botts, Machine Locomotive Department; W. B. Hill, Teacher Trainer, Purdue University; C. A. Huffman, Ticket Clerk, South Bend; E. T. Bruse, Engine Dispatcher; J. W. Kelley, Bill Foreman, 21st Street Yard Office; J. A. Hickey, Train Master, Elkhart; F. H. Garner, Superintendent, Chicago, and F. H. Neu, Clerk, Stores Department. Members of the group were entertained at the Elkhart Y.M.C.A. by Supt. Garner, who attended the presentation.



Members of the first group to attend Job Relations courses at Elkhart, Ind., concluded their discussions recently. The above picture, taken at the final session, which was attended by F. H. Garner, Superintendent, Chicago, shows nine of the men, all in supervisory capacities, who completed the course. They are, seated left to right, Jack Beyer, Trainer, War Man-Power Commission for Indiana; J. A. Hickey, Train Master, Elkhart, and Mr. Garner. Standing, left to right, S. W. Spencer, Manager, Public Relations, Western Division; William Snyder, Boiler Maker Foreman; H. J. Siebert, General Car Foreman; Stanley Gander, Foreman, Car Department; D. N. Shank, General Yardmaster; Alvin Lang, Gang Foreman, Locomotive Department; W. A. Bachman, Superintendent, Foundry, and C. L. Osborne, Signal Foreman. Similar studies are now underway by two other groups of supervisors in the Elkhart territory.

Six Furloughed Men from the Dickinson, W. V., Engine House



Top, left to right: Corporal O. O. Buckalew, now in France, is the son of S. O. Buckalew, Engine House Foreman; Private H. D. Childers, recently stationed at Camp Walters, Texas; Pfc. A. B. Leadman, now in France, son of E. D. Leadman, Engine House Laborer; Pfc. F. E. Snodgrass, now in England, son of W. F. Snodgrass, Locomotive Fireman. Below are: GM 2/c A. R. Tackett, now on the Atlantic, son of R. L. Tackett, Machinist and F



2/c S. C. Boyd, also on the Atlantic, son of S. T. Boyd, Hostler.

A.P.A. Detroit Men in Service Get \$10 Gifts

Servicemen and women from the Auditor Passenger Accounts Office, Detroit, received Thanksgiving gifts in the form of \$10 Railway Express money orders from their friends in the office. Money for these 72 orders was taken from the popular "Fund For Our Boys and Girls in Military Service" to which employees voluntarily contribute each pay day. Many pensioned former members of the office force also send in frequent contributions.

Corp. Arthur "Bud" Higgins, visiting Detroit after two years in the Aleutians, made good use of his furlough, as the engagement ring on the finger of attractive Meredith Wall, of the Auditor Passenger Accounts Office, attests. "Bud" is also an A.P.A. boy.

Uncle Sam gave an approving nod to several more A.P.A. folk in military service. Here they are with their new ratings: Gloria Waayers, S 1/c of the Waves in California; Frank Kubera, F 1/c of the Seabees in the Southwest Pacific; and Mary Holdridge, Ph. M 3/c of the Waves at Oceanside, California.

Sergt. Richard Nihill, clever Southwest Pacific business manager for "Yank," the Army weekly, visited friends at the A.P.A. Office when his first furlough in over two years finally brought him home. The slim, self-assured young man who had recently spoken over a world wide radio hookup, exploded many myths about "glamorous" Hawaii.

Ed Weddigen is again a proud papa. Gerald Edward is the seven pound, 6½ ounce addition to the household.

Among the most recent Red Cross Blood Bank Donors is an eight-timer, Leigh De Vault, and a ten-timer, George Linder.

Esther Franz, of the A.P.A. Office, Detroit, and Donald Manor were married in W. Bethlehem Lutheran Church, October 7.

C. U. T. Man Tells of Welcome by French

The Cleveland Union Terminals Company, Electrical and Mechanical Department, reports:

The last letter from Sergt. Whitey Anderson indicated he was with the First Army, at that time "Somewhere in Belgium," so we presume he is breaking through the Siegfried Line near Aachen. All are anxious to learn of his experiences on June 6, as he mentions changing from one craft to another in the dead of

Instructor in France



Here is L. N. Adams, Master Sergeant with the 713th Railway Operating Battalion and a former Freight Conductor, Toledo Division. He was inducted early in 1942 and was one of the first railroad men in the invasion of Africa. After a period in Italy, he is now in France. Although more than 38 years old, he is still in service instructing new arrivals.

Conductor and Leverman Retire at Mott Haven Yard



A double retirement reception was held at Mott Haven Yard, New York City, September 30, when members of the Remembrance Club and friends and associates wished "good luck" to Conductor James McQuade and Joseph McGrath, Leverman in MO Tower, who are shown, left to right, shaking hands on completion of a total of 81 years of service, 44 for Mr. McQuade and 37 for Mr. McGrath. H. A. Offerman, Trainmaster, stands between them. Both men received purses.

night in rough seas, necessitating climbing up a Jacob's ladder, all under fire. He also mentions the welcome given by the French people, who threw fruit and flowers—he almost got hit with a tomato and not for bad acting. The life is rugged, sleeping in foxholes and in some cases having Jerries try to infiltrate over your bunk. Whitey is in the G-4 Section of headquarters for an Infantry division.

Earl A. Willoughby's son, Earl A., Jr., B-26 pilot in the Mediterranean theatre, has been advanced to captain. He has been overseas since August, 1943, flown 62 missions, and holds the Air Medal with three bronze clusters. Incidentally the NYC II was in the same bombardment group.

R. H. Christenson has heard definitely that his son, Sergt. Christie, was with the 27th Division in the capture of Saipan. His other son, Sergt. Granville, is in France with the Air Engineers Amphibian Brigade after his fourth invasion.

New Yorker Auditioned

Private Burton H. Kamke, formerly

Now U. S. Sailor



Denis Sheils, Clerk in office of Public Relations, New York, recently completed the three-month training period at Naval Training Station, Sampson, N. Y. After his first furlough, during which he visited friends at 466 Lexington Avenue, New York, he reported back to camp to be assigned to active duty.

Assistant Tax Accountant in the office of the Comptroller, New York, and now stationed at the U. S. M. C. Air Station at Cherry Point, N. C.,

was auditioned last month for a singing role in the Tyrone Power musical show that will tour the country this fall.

Sympathy is extended to Harold Theall of the Auditor's Office of Disbursements' Office, New York, on the death of his mother.

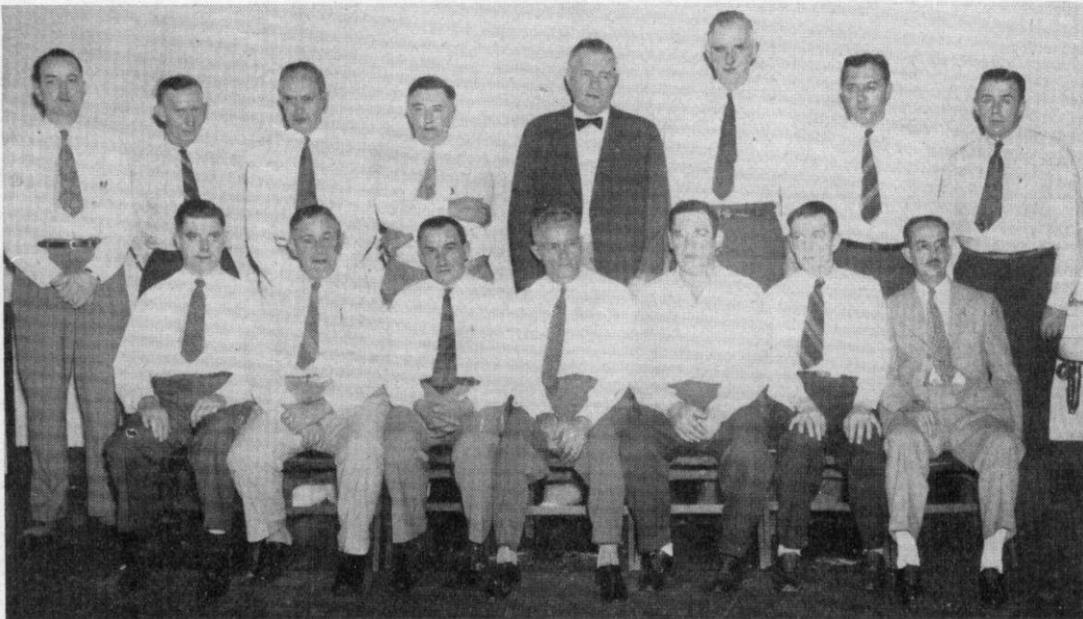
Offenbacher, M. C. Man, Killed in Action

Pfc. Michael Offenbacher, Section Laborer, Union City, Mich., was killed in action in France July 30, according to word received by Mr. and Mrs. Nick Offenbacher from the War Department.

Offenbacher entered the service of the railroad April 16, 1928, working in several locations on the Michigan Division. He was 33 and was inducted May 31, 1941. He received his basic training at Camp Wolters, Texas, and April 1, 1942, was sent to Iceland, later going to England, Ireland, and then to France.

In addition to his parents, Pfc. Offenbacher is survived by a brother, Tech. Sergt. Nick Offenbacher, Jr., also in France and a sister, Mrs. Mary Cuyler of Augusta, Mich.

First Indianapolis Public Relations Group of Leaders



First row, left to right: Hugh Sullivan, Passenger Representative; H. E. McGee, Assistant Engineer; L. E. Docktor, Clerk; L. C. Herder, Signal Mechanic; Tom McGill, Signal Maintainer; G. Dale, Coppersmith, and C. H. Hart, Assistant General Agent.

Second row, left to right: Robert M. Reese, Assistant State Supervisor, Vocational Training for War Production Workers; Okley Patch, Machinist; Frank Mayer, Cashier, Freight Office; Paul Hardin, Passenger Representative; F. N. Reynolds, Assistant General Manager; P. S. Higgins, Passenger Conductor; E. A. Porten, City Freight Agent, and Harry Ferguson, Clerk, Stores Department.

Sergt. Burke, Chicago, Dies in France at 21

Sergt. Martin J. Burke, former Messenger Boy in the Telegraph Office, Chicago, was killed in action in France, August 8.

Sergeant Burke, who was 21, entered military service February 2, 1943, and was in the infantry.

Ramacciotti Heads N. Y. Camera Club

Fall activities of the N.Y.C.A.A. of Manhattan are in full swing.

The N.Y.C.A.A. Camera Club, at its annual meeting, October 13, elected the following: F. P. Ramacciotti, President; L. B. Christian, First Vice President; J. J. Hollweg, Second Vice President; K. F. Kunkel, Treasurer, and Miss V. K. Adams, Secretary.

An annual show, held at this meeting, with 94 prints exhibited, was judged by Mrs. Helene Sanders, C. T. Boyles, and Harvey Falk. First and second prizes were won by Ken Wolf, third prize by John Angen, and five honorable mentions were given to pictures by Angen, Walter Storm, Ken Wolf, Bob Bamonte and Frank Ramacciotti. All winning pictures will be shown in Grand Central Terminal.

The first lesson of the course in photography began on October 27. It is not too late to enroll at the next lesson, November 10.

The Men's Bowling League got under way October 3. Eight teams are entered as follows:

Team and Captain: Accounting Dept., G. A. Worrell; Equipment Engrs., W. G. Switzer; Land & Tax Dept., R. Walworth; Maintenance of Way, P. S. Burnham; Mott Haven Yards, J. Goscinsky; New Haven Accounting, C. Weingartner; Passenger Traffic, R. Cole; Purchasing Dept., L. Mona.

The Women's Bowling League also has eight teams:

Team and Captain: 20th Century, Miss D. Wagner; Knickerbocker, Miss J. Belknap; Mercury, Miss G. Hoerig; Detroit, Mrs. B. Bentley; Empire State, Miss M. Viola; Commodore Vanderbilt, Mrs. J. LaFon; Pacemaker, Miss J. Eberlin; Wolverine, Mrs. M. Smith.

The officers of the League are: Miss E. Vealey, President; Miss M. Rosekrans, Vice President, and Miss L. Walker, Treasurer.

The Bridge Club took over Room 553 on October 6 and every Friday evening for the next thirty weeks the bridge enthusiasts will play under the direction of the following officers: C. J. Bonnemort, Manager; F. E. Robbins, Director; Miss E. P. Corcoran, Secretary, and the card committee, Misses S. De Noie and V. Cottrell, M. S. McGarry and J. J. Killelea.

A new activity has been sponsored by the A. A. A course of ten lessons in interior decoration at reduced rates has been begun under the direction of Mrs. Ruth MacIntyre, professional decorator. Classes are held at 5:15 P.M. in Room 553, Thursdays.

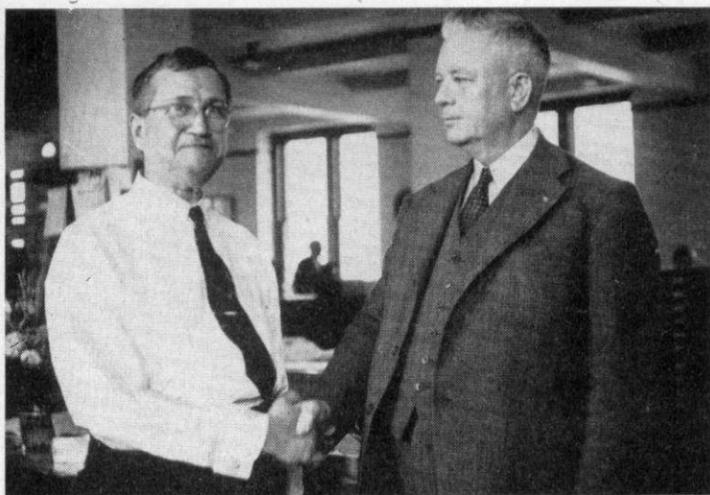
The Association now boasts a membership of 1800. The October Bond winner was William Bernhard, Manager's Office, Grand Central Terminal.

In France



Pfc. James J. Gilli, who formerly worked in the Maintenance of Way Department, Harlem Division, is in an Engineers Shore Regiment of an amphibious force in Europe. Since he joined the Army he has also been in Africa, Italy and England. He writes he has not forgotten his fellow workers here and wishes he were back.

E. C. Yost, Detroit, Ends 50 Years' Work



Emil C. Yost, Chief Clerk in the Interline Department of the Auditor Passenger Accounts Office, Detroit, retired September 30, after more than 50 years of service. On August 31, his last day at the office, he was presented by his fellow workers with a wallet containing a sizable amount of currency, a bottle of cheer, a box of cigars, and a beautiful bouquet of flowers. Born September 24, 1879, he entered service with the New York Central on March 1, 1894, as clerk in the A. P. A. office in New York. He served in both the Spanish-American War and in World War I.

Fire Loss on NYC Mounts Fast; Carelessness the Principal Cause

Careless Use of Cigarettes and Matches Caused 59 Fires and \$139,700 Losses in Year

IN 1943, losses by fire on the New York Central System totaled \$1,250,000, as against about \$267,000 for the previous year. Most of these losses could have been prevented by the use of greater care. The major causes were as follows:

Smoking—Matches	59 Fires	\$139,700
Acetylene Torch	10 "	707,000
Hot Journal	27 "	84,000
Derailment—Collision	6 "	40,000
Adjacent to Burning Property.....	20 "	16,000
Grass and Rubbish.....	38 "	7,000
Heating Apparatus	39 "	8,000

FIREs do not merely happen but result from definite causes, many of which are the result of carelessness and failure to appreciate how readily a fire can be started which may spread and involve a large monetary loss and interference with the operations of the railroad.

This company's fire loss record during the past three years has been growing steadily worse and while the number of losses have increased moderately between 1940 and 1943, the monetary losses have increased greatly because of the valuable structures destroyed or damaged, among which were two engine houses with losses of \$75,000 and \$695,000; a ferry terminal with loss of \$65,000; two freight houses with losses of \$120,000 and \$440,000; a car shop with loss of \$40,000; one warehouse with loss of \$100,000; a storehouse with a loss of \$100,000; an ice house with loss of \$35,000; a trestle with loss of \$30,000; several cars of merchandise with losses of as much as \$35,000 in one car; and a rail motor car with a loss of \$30,000.

The major losses are caused by discarded smoking materials, trespassers, acetylene cutting and welding torches, hot journals and derailments or collisions.

The man who discarded his smoking material into a barrel at the foot of a creosote-treated wood post supporting the roof of a building did not consider it would ignite waste material in the barrel, which would communicate to the treatment in the wood post and then spread rapidly through a large portion of the building; the man who dropped a cigarette on the car floor while loading did not appreciate a fire would occur while enroute, and the man who threw his cigarette into the grass did not stop to think a grass fire might spread to buildings or bridges.

Be Sure That Match is "Out"!

Extinguishment of all traces of fire before discarding smoking materials involves no time or effort and removes the possibility of starting a fire in combustible material in which the smoking material may land.

The man who used an acetylene torch to cut steel pipe hung on a creosote-treated wood post without providing protection for the post against the intense heat did not stop to think he was endangering an entire engine house, a large portion of which was destroyed at a time when the season of low temperatures and bad weather was approaching, together with severe damage to twenty-two locomotives. Little time and effort would have been involved in providing a protecting shield.

Many fires occur due to hot jour-

Killed in Battle

Wilbur Phillips, Corporal Technician 5/g, was killed August 9, in action on the Italian front. Corporal Phillips, 29 years old, was the first employe of the Car Department, Union Terminal, Cleveland, to be inducted and was the first one from this department to be killed. He had been with the Cleveland Union Terminal since June 1, 1937, as a car cleaner and was inducted February 11, 1941. After training at Camp Shelby, New Orleans and Pensacola he was with an Army Caravan Show, which made a 30,000 mile tour of camps in southern states. He was home on his last furlough in November, 1943, and went overseas in March, 1944. He saw combat at Casablanca and Oran in Africa and then went to Italy and the Rome theater of operations. His wife survives.

Railroads in Italy



Corp. B. Wyle, Jr., former Freight Brakeman, Michigan City, Ind., is stationed in Italy with the 759th Railroad Operating Battalion, Company B. Corp. Wyle's father is a Freight Conductor on the West Division.

N. Y. C. Seabee



Joseph R. Beauchesne, formerly a painter, under the supervision of R. H. Gibson at White Plains, North, has been in the Seabees for a year. He is stationed in a ship's company at Camp Peary, Va., where he received his training.

Saw Service in Himalayas, India

Staff Sergt. George M. Flemming, of Kingston, N. Y., who is with the 721st Railway Operating Battalion in India, recently saw sunrise in the Himalayas from a rest camp at Darjeeling. He wrote as follows to Sergt. John C. Overbaugh, former Traffic Department employe, who was previously with the 721st and is now in France with the 718th Railway Operating Battalion:

"I am vacationing in the famous mountains resort of this country, Darjeeling, where Uncle Sam has established a rest camp for the G.I.'s in this theatre. Gosh, little did I dream that I would spend two weeks in the heart of the Himalayas when I arrived in India.

"The other morning I arose at 5:30 to watch the sun rise on this famous range. My loss of sleep was duly rewarded as I saw Mt. Everest, the highest mountain, 'way off in the distance. The second highest of the chain is right in my front yard, so to speak, being about 40 miles away. This mountain is Katchenjunga and rises 28,564 feet. To see the sun hit these snow-capped peaks was breathtaking.

"The climate here is much like home and I will hate to go back to the plains country where the temperature sometimes hovers between 130 and 140 degrees."

Norpaul Notes

A. D. Little, Yard Foreman at Norpaul, Ill., died recently of a heart attack. Mr. Little had been with the Indiana Harbor Belt Railroad for 38 years, having started in 1906, at 16, as a clerk at Franklin Park. He was Agent at Bellwood from June, 1910, to December, 1912, and then served as Agent at Franklin Park and as Trainmaster and Yardmaster. In 1940 he became Yard Foreman at Norpaul.

Corp. Edward Roney, after having been in the Armed Services for three years and serving in Italy recently, has returned to work at Norpaul as a Yardman.

Private E. G. Smith, former clerk and now a member of the Marine Corps, has been reported wounded at Guam and is in a hospital at Honolulu. Private Smith entered service early this year.

Corporal E. W. Essig, former Yardman, who was at New Guinea for a considerable time, is now in Hines Facility Hospital, Maywood, Ill., where he is being treated for an infection. Essig has been in the Army since April, 1941.

Dutcher a Captain

First Lieut. James Dutcher of Greenwich, N. Y., now in the Military Railway Service in Italy, has been promoted to a captaincy.

75 at "Family Night" in Elkhart

The first New York Central Family Night program of the season was held Sept. 28 at the Elkhart, Ind., Y.M.C.A., with 75 New York Central employes, pensioners and pensioners auxiliary members in attendance. Franklin H. Neu, of the N.Y.C. Stores Department, Elkhart, the principal speaker, told of the System's public relations program. Other speeches and musical entertainment made up the evening's activities.

In Mediterranean



Mess Sergt. Joseph J. Lanza, McKees Rocks, Pa., is with a Signal Company stationed at an advanced base in the Mediterranean Theatre of Operations. Prior to his entrance into the Armed Forces in January, 1942, he was employed by the P&LE. He is the son of Mr. and Mrs. Louis Lanza, of McKees Rocks, who have another son in the Marine Corps.

He's Still Peeling



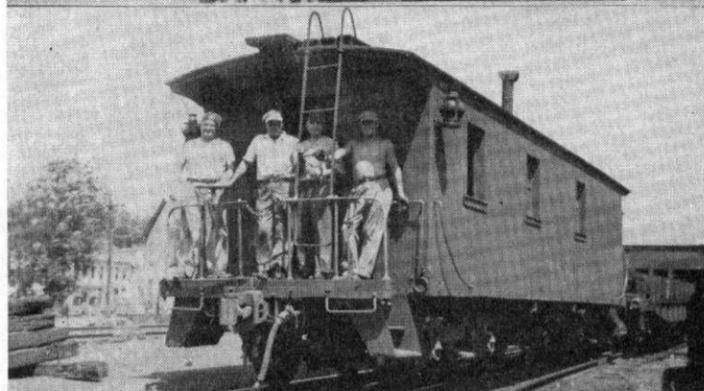
15TH AAF IN ITALY — "The army may be mechanized but spuds must still be peeled by hand overseas," says Sergt. Vernon M. Hardy, 22, cook, of Corning, Ohio, as he puts action to his own words.

Sergt. Hardy was employed by the New York Central as a cook and he said he was sure surprised to find himself cooking in the army. He joined the Air Corps in January, 1943.

Oliver Visits Rockies

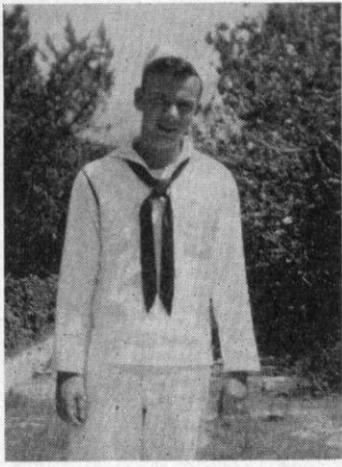
Floyd B. Oliver, General Agent at St. Louis, belongs to the "Stampeeders," a group in the Missouri Athletic Club of that city. This year they were guests of Dr. E. Alfred Marquard, owner and director of Round-Up Lodge in the Colorado Rockies near Buena Vista. Dr. Marquard also is president of the Missouri Athletic Club. Two weeks of perfect weather, recreation, sport and comfort were enjoyed.

Some Boston & Albany Men Snapped at Warren, Mass.



At top are shown Engineman Walter Hunter (in cab window) and Fireman Michael Collins. Below, on platform are C. W. Larges, Conductor, Erwin Pilet, Charles O'Malley and Albert Wells, Brakeman. All are members of the crew of the local freight from Worcester to Palmer, and return. The photographer was Robert A. Buck, also of Warren.

On Destroyer Escort



George W. Swett, Jr., Radioman 3/c, formerly an operator and clerk at Cheshire, Mass., for the Boston & Albany, is now serving on a destroyer escort in the Pacific. He is the son of George W. Swett, Boston & Albany dispatcher at Springfield, Mass., and a railroad employe for almost 33 years.

Beech Grove Man's Marine Son Hero of Guam Hospital Attack

Marine Pfc. Louis G. Prosch, Jr., 20, son of Louis George Prosch, Sr., Machinist, Beech Grove Locomotive Shop, was in a hospital under attack by Japanese early in the Guam campaign. Pfc. Prosch, interned with a superficial bullet wound in one arm, assisted more seriously wounded men out of the area. A bullet barely missed his head, and a man in a cot next to him was shot in one foot.

"Those of us who could walk started for the rear area toward the beach," said young Prosch. "Some of the men were wounded badly. I helped them as much as I could. On the way, a mortar shell exploded right in front of us, and fragments hit three men. I put them into an abandoned Jap cave and went for help."

He found a jeep which had room to carry all but him. With his right arm in a sling he waited alone in a cave until transportation was sent back.

"I had a carbine, but I don't know if I could have fired it because of my wound," he said.

After four days aboard a hospital ship in Asan Bay off Guam, Pfc. Prosch returned to his unit.

Musical Instruments for Wounded Needed

As Captain in the American Women's Hospitals Reserve Corps which furnishes entertainment and comfort to wounded service men in military hospitals, Miss Anne C. Rohde, Office of Chief of Police, Room 1633, Grand Central Terminal, is collecting contributions of all kinds of musical instruments, records and sports equipment. These are distributed weekly to wounded seamen in St. Albans Naval Hospital, St. Albans, Long Island, by her Hospital Visitation Group.

Niles Veteran Gets Gifts as He Retires

More than 100 employes paid tribute to 44 years of service by William Flynn, Water Works Machinist, Niles, Mich., on the occasion of his retirement, September 1. He entered service in July, 1900.

Meeting in the office of Roy Merritt, Assistant Superintendent, B. & B., Mr. Flynn was presented with a combination easy chair and stool and a smoking stand. Brief addresses were made by Mr. Merritt and George Ross, Supervisor, B. & B., Jackson. Flowers were sent to Mrs. Flynn, who was ill.

Erie Division Flyer in 49 Air Battles

Staff Sergt. Nelson P. Colberg, furloughed Erie Division Freight Brake-man, recently completed 49 missions over Nazi territory. Thereafter, he had a week's furlough at a rest home in England.

Iran Railroader



Corporal Ralph R. Rackham, formerly Switchman at Elkhart, has been in Iran since January, 1943, running supplies from the Persian Gulf into Russia. When the Germans evacuated Iran they left many locomotives behind, about which Corporal Rackham writes: "Give me Hudsons or Baldwins. The German equipment is very powerful but slow. Many Diesels are in use on this route. Better yet, give me my old gang at Elkhart!"

Ernest C. Smolinske, Molder at the New York Central foundry, Elkhart, retired September 30 after 26 years of service. Fellow employes presented Mr. Smolinske with a billfold and traveling bag.

In North Africa



Clifford John Krichbaum, formerly a clerk in the Stores Department, Beech Grove Shops, since 1925, is stationed in North Africa with the 753rd Railway Shop Battalion. In a recent letter he writes that on a ten day furlough he visited Algiers and a number of towns in the nearby mountains. Corporal Krichbaum has been in North Africa since last December.

Killed in Italy

Sergt. Bronislaus Tyniec, 29, formerly an oiler at Central Terminal, Buffalo, was killed May 30, in Italy. Last December he was wounded in that theatre of operations and for a time was missing. He was an employe of the Central from November 1936, until he entered the Army February 9, 1942. He took part in the North African and Sicilian campaigns. His mother, Mrs. Mary Tyniec, and two sisters survive.

G. C. T. Man Retires

W. D. Bullard, Supervisor of Service Plants, Grand Central Terminal, retired September 30. Mr. Bullard had 29 years of service in the Power Department at Grand Central Terminal in the following positions: Car Heating Inspector; Foreman Pipefitter; Boiler Room Foreman; Assistant Chief Engineer; Assistant Supervisor, and Supervisor. The latter position he had held since January, 1931.

In his younger days Mr. Bullard was a Fireman on the Boston & Maine Railroad.

Alveina Munson

Alveina Munson, a clerk in the Auditor of Disbursements' Office, New York, died suddenly September 26.

Africa to France



Sergeant Louis DiCamillo, former employe in the New York Central Foundry at Elkhart, Ind., now a member of the Army Medical Corps, spent 16 months in North Africa, where the above picture was taken. He is now serving in France.

Thunderbolt Pilot Dickerson Gets Medal

Second Lieut. Donald W. Dickerson of Yonkers, a furloughed Passenger Traffic Department employe, New York, recently was awarded the Air Medal. Lieut. Dickerson has been flying a Thunderbolt Fighter in France and some time ago completed his 13th mission.

EXTRA BEDS TO MAKE IN WARTIME

In peacetime, multiple-berth rooms were often taken by single occupants. Now, many business associates patriotically arrange to share such accommodations to save war-vital train space.

SAFETY FIRST, LAST, ALWAYS!

Brakes are thoroughly tested twice at the yard, and again at the station before the train starts its run. No shortage of manpower interferes with that strict safety rule.

WOMEN AT WORK

With 25,600 New York Central men in uniform, thousands of women help keep wartime traffic moving. Car service is among the many railroad jobs needing more women now.

THEY MAKE A CLEAN SWEEP

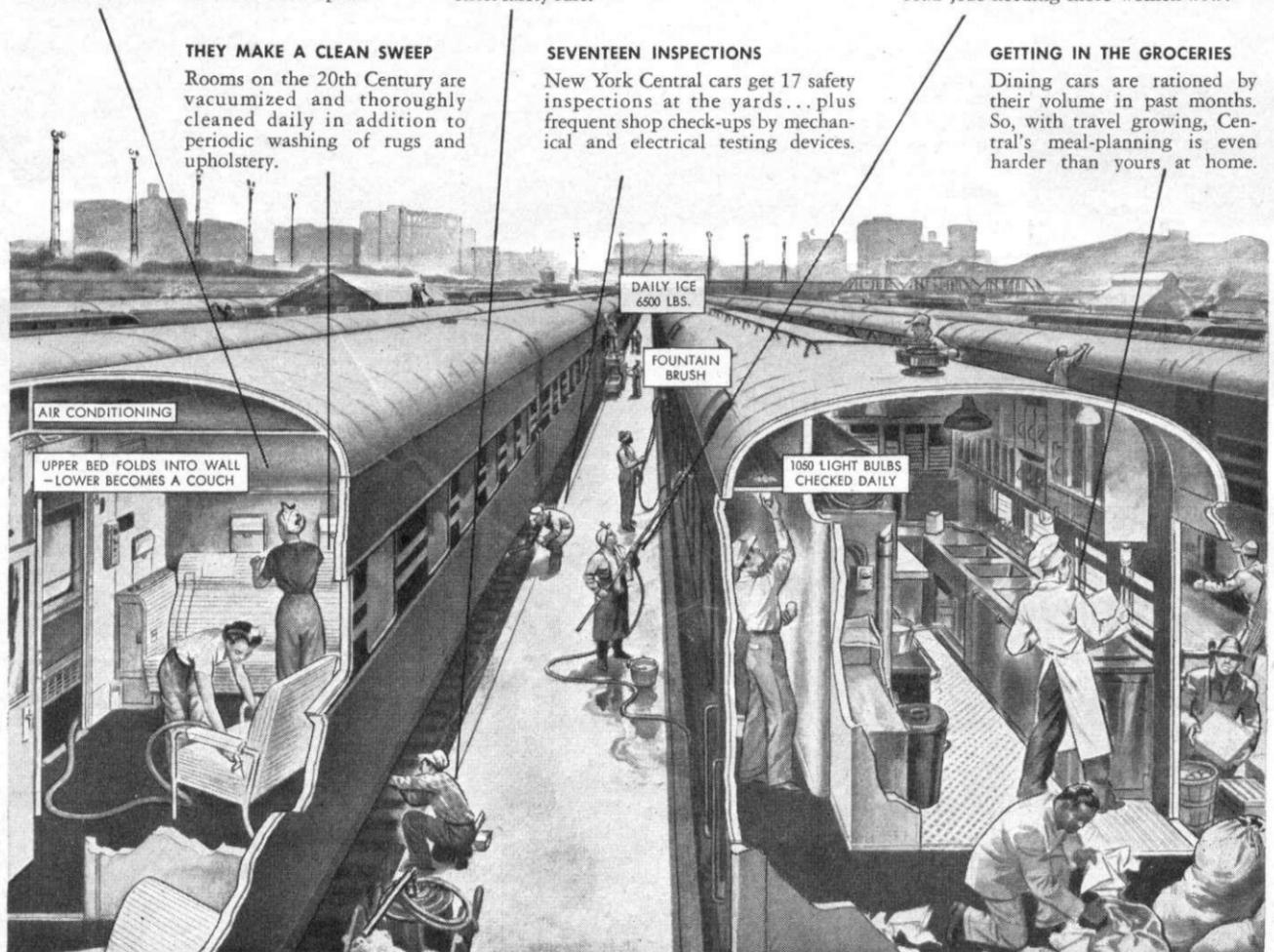
Rooms on the 20th Century are vacuumized and thoroughly cleaned daily in addition to periodic washing of rugs and upholstery.

SEVENTEEN INSPECTIONS

New York Central cars get 17 safety inspections at the yards... plus frequent shop check-ups by mechanical and electrical testing devices.

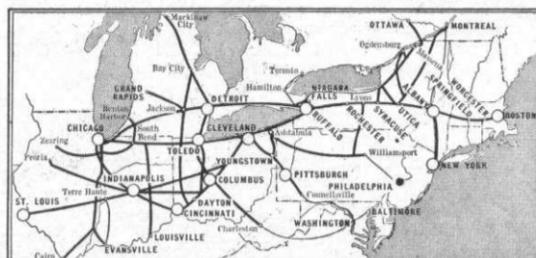
GETTING IN THE GROCERIES

Dining cars are rationed by their volume in past months. So, with travel growing, Central's meal-planning is even harder than yours at home.



Housekeeping headaches of the "CENTURY"

Principal Cities where most of the 3,500 passenger cars on New York Central are serviced daily.



NEW FREE BOOKLET with fascinating, cutaway pictures that take you into a locomotive cab, troop train, caboose, hospital car, Grand Central Terminal, and other places "BEHIND THE SCENES OF A RAILROAD AT WAR." Write to New York Central, Room 1221T, 466 Lexington Ave., New York 17, N. Y.

Travel Volume up... Manpower down... and the 20th Century Limited plus 800 other New York Central trains to service every day!

HALF AN HOUR AGO, some 200 wartime passengers stepped off the 20th Century Limited. Already a switch engine has hustled the empty train out to the yards. And now New York Central service crews swarm over it. Hammers clink against steel. Fountain brushes spurt against windows. Electric trucks bustle about with fresh ice and linen and groceries.

War adds both urgency and difficulty to the daily servicing of more than 800 New York Central trains. Travel has doubled. Supplies are scarce. And manpower is even scarcer.

But essentials still get 100% attention. And shorthandedness has even taught new short cuts... new methods... new ideas that will mean greater efficiency when Victory frees America's railroads to bring you the finer travel of tomorrow.



New York Central
ONE OF AMERICA'S RAILROADS—ALL UNITED FOR VICTORY

BUY MORE
WAR BONDS

Overseas Soldier's Wife Is Buffalo N. Y. C. Train Announcer



Mrs. Mary Ann Wnek, the only woman Train Announcer at Buffalo Central Terminal, marks up the Empire State Express on the train bulletin board. Mrs. Wnek works weekdays on the turn between 9 p.m. and 5 a.m. and has been in service since last December. Her husband, Capt. Henry A. Wnek, U.S.A., is in Dutch New Guinea.

Police Work in War Described by F. G. Love

The Capitol District Traffic Association held its Fall meeting October 24, in the DeWitt Clinton Hotel, Albany.

Frank G. Love, Superintendent of Property Protection, System, as principal speaker discussed the close relationship maintained by the railroad police and the municipalities working with the F. B. I. in the safe transport of troops and materiel over the railroad in war times.

The dinner was arranged under the general chairmanship of James M. Donovan, assisted by Frank J. Osborne, W. P. Hofmann and T. V. Flannery of the Central's staff at Albany. The NYC film *The Steam Locomotive* and the U. S. Army Signal Corps film *The Troop Train* were shown.

P. D. Steinmetz of Gibson Dies

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

Phillip D. Steinmetz, Assistant Station Accountant, died suddenly in his home October 7. Mr. Steinmetz had been with the Indiana Harbor Belt for approximately 35 years, and his many friends in the railroads and industries in the Chicago district join in expressing sympathy.

The office staff enjoyed a visit from Henry L. Ambre, former Chief Clerk, now retired, who is making his home in Brownsville, Texas.

Detroit Legion Officers Installed

At a recent ceremony new officers of New York Central Post 134, the American Legion, Detroit, were installed by Past Commander W. A. DePuy.

The new Commander of the Post is B. A. Cosgrove, and other officers, to serve during 1944-45, are: H. C. Roulio, First Vice Commander; D. L. Lanciault, Second Vice Commander; Joseph Lareau, Adjutant; I. R. Miller, Finance Officer; D. A. Patton, Sergeant-at-Arms; A. P. Kinder, Historian, and L. P. Flanigan, Chaplain. The Executive Committee includes H. H. Olding, A. C. Fitch, Mr. Flanigan, Mr. Kinder and P. A. Kinder.

Information concerning mustering out pay, employment, hospitalization, G. I. bill of rights, as well as assistance in matters concerning the Veterans Administration, will gladly be furnished veterans, employes and their friends upon request. Membership in the Legion is not required to obtain this service.

Arthur Shulse

Arthur Shulse, 60, Chief Clerk to the Master Mechanic of the Central District, Indianapolis, died September 7, after an illness of but a few hours. He had been an employe for forty years. His wife and a son, Thomas M., of Indianapolis, survive.

C. B. Hennessey



C. B. Hennessey, Passenger Car Foreman, Detroit Passenger Terminal, died September 21. Mr. Hennessey had been in the service of the Michigan Central since 1899, when he started as a Caller at Jackson, and served in many capacities up to the time of his appointment as Foreman at Detroit.

Victors and Runners-Up in Detroit Golf



Members of Departmental Accountant Team No. 2, who won both the championship and play-off prizes in tournament of the New York Central Athletic Association of Detroit Golf League, are, left to right, G. Orr, W. Strasser, H. Bennett and G. Middleditch, Captain.



Runners-up in the Detroit Golf League tournament were, left to right, N. Nicolay, H. Kennedy, G. Busselle, Captain, G. Garris and M. McCann.

Former Fireman, Now in New Guinea, Wins Boxing Title



Official U.S. Marine Corps Photo

Marine Sergeant Danny C. Keefe, whose parents, Mr. and Mrs. Frank T. Keefe, live at 722 Otisco Street, Syracuse, New York, won the heavyweight boxing title for his battalion at a base in the South Pacific. A former fireman on the New York Central, he is a veteran of the New Britain campaign. He enlisted in January, 1942, and has been overseas for 27 months. A brother, F. T. Keefe, is a Sergeant in the Army.

Corp. Edwin Rees, Detroit Paratrooper, Killed in Holland

Corp. Edwin Rees, Paratrooper, formerly employed in the office of the Auditor of Freight Accounts, Detroit, was killed in action in Holland, September 25.

Corp. Rees, who was 32, had been in the Army since August, 1942, and had been awarded the Purple Heart for wounds received in action in the Anzio Beachhead, Italy. His wife, Stella Hildabrand Rees, also is employed in the Auditor's office. Rees is the first member of the Armed Forces from the Freight Accounting Department to make the supreme sacrifice in this war.

Marshall Phelps Missing in France

Pfc. Marshall (Ted) Phelps has been reported missing in France since September 26. He has been overseas since last April and went into France shortly after June 6, "D" Day. On July 7, he was slightly wounded in action, but was able to rejoin his unit soon afterwards.

Word has been received also that Pfc. George F. Hull has been awarded the Purple Heart for wounds received in action July 9. Hull is now hospitalized in Italy. Details were not made available. Both men were serving in infantry units.

No Accident in 14 Years at Grand Rapids

Employees at Grand Rapids Enginehouse are justly proud of their safety record, being well into their fifteenth year without a reportable accident.

The enginehouse is under the supervision of Fred Franz, Foreman, and John Bolen, Night Foreman.

At Texas Airfield



Pvt. C. L. Flowers, Indianapolis District Brakeman, is now stationed at an Army Air Field at Amarillo, Texas.

Deller New Head of M C Legion Post 178

Paul S. Deller, a Car Inspector in the Yards at Jackson, Mich., was installed as Commander of MCRP Post 178, American Legion, in the Otsego Hotel, September 8. Commander Deller, a veteran of World War I, served with the 32nd Division (Red Arrows) overseas. He has 23 years of railroad service.

Other officers installed were: G. N. Morris, First Vice Commander; A. E. McVay, Second Vice Commander; Don Campbell, Adjutant; J. T. Prehn, Finance Officer; O. J. Schiller, Chaplain; E. T. Petit, Historian, and H. Wallace, Sergeant-at-Arms.

The new Executive Committee consists of George M. Corbett, Floyd and Lynn Smith. All the above officers have twenty years or more of railroad service, with the exception of Mr. Petit.

Sergt. Clancy in Africa

Sergt. Joseph G. Clancy, formerly a Boston & Albany fireman, is now an engineman with the 759th Railway Operating Battalion in North Africa. His father is James M. Clancy, a Freight Conductor on the Boston Division of the Boston & Albany.

National War Fund Appeals This Month

Under the aegis of the National War Fund, 19 war-related agencies are united in a once-a-year, one-for-all fund-raising appeal—from October 4 to November 11—to finance war-time services for our own and for our allies. Included among organizations providing services for our own are:

USO, which brings a touch of home to our fighting forces from Alaska to Brazil and from Newfoundland to Hawaii;

USO Camp Shows, which carry professional entertainment to our service men and women in every combat zone and in the base stations and hospitals;

United Seamen's Service, which provides comforts and recreation for the men of the merchant marine who see the convoys through;

War Prisoners Aid, which supplies recreational, educational and cultural material for prisoners of war, to strengthen them against the boredom that becomes "barbed wire disease."

Provision for local welfare wants of 10,000 communities throughout the United States are included in the appeals associated with the National War Fund, and in addition emergency aid for civilians in the allied nations is administered by 16 war-related agencies.

President Roosevelt has endorsed the appeals of the National War Fund.

With a single gift at a single time, or spread over an extended period under the pay-roll deduction plan, Americans may help finance the essential services of the agencies serving our own and our allies.

Stone, Retiring, Given Dinner in Watertown

A dinner in honor of Leverett W. Stone, who retired recently as Supervisor of Bridges and Buildings, St. Lawrence Division, was held in the Hotel Woodruff, Watertown, N. Y., with 141 New York Central employes present.

C. T. Gunsallus, Division Engineer, was present, together with a number of out-of-town officials, among them John A. Grim, J. L. Bickel, J. A. Holbrook, Earl E. Tanner, Oscar L. Brion and Harry S. Rausch, Syracuse, retired Master Mechanic.

Mr. Stone, on July 31, completed 46 years of service. He has been succeeded by Jesse A. Lewis of Utica.

On Munda



Frank Kubera, F-1/c of the Seabees, formerly an Auditor Passenger Accounts employe, Detroit, is stationed on Munda in the Solomons.

Do It the Safe Way

Safety Comes First

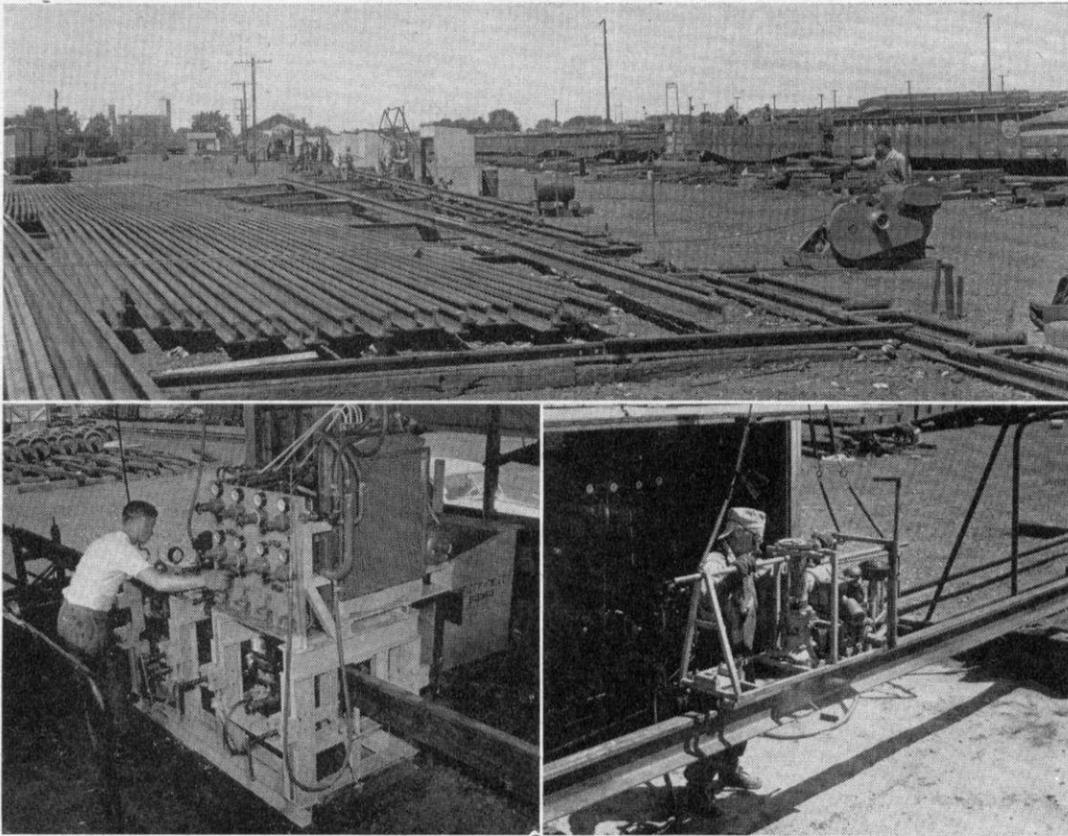
Kerstein Sees Folk

Corp. R. C. Kerstein, formerly of the Freight Traffic Department, Chicago, was home on furlough recently and dropped in for a visit with former co-workers.

I. H. B. Credit Union Now Has 1164 Savers

The Indiana Harbor Belt Employees Federal Credit Union, which was organized in August, 1936, reports constant growth. It now has 1,164 members; shares totaling 137,624, and recently had outstanding loans of \$62,896.

Multiple Length Rails Made by NYC Welding Plant



At top, general view of New York Central welding plant at Beech Grove, Indiana, showing storage bed for finished rail and car, loaded with rail ready for shipment. At left, ends of two rails are brought together under oxweld pressure welding machine for joining. At right, finishing grinders dress the rail to standard New York Central contour.

THE New York Central's pressure butt welding plant at Beech Grove, Indiana, where multiple length rails are being made for the Lines West of Buffalo, has been in operation since July 5.

New rails are shipped direct to the welding plant from the steel mills, after they have been inspected and accepted as to fitness, under the New York Central specification for rails, by the inspection forces from the office of C. B. Bronson, Inspecting Engineer, New York Central System.

All new rails used are first quality, but include no "A" rails. Some of the rails received have standard drilling in one end, while others are undrilled. The undrilled ones are used for the intermediate rails in the three or more multiple length rails.

The multiple length rails are used through station platforms, highway crossings, and at other points where the joint locations are such as not to allow easy access for proper maintenance of the joints. Use of this type of rail results in better riding conditions at these points.

All rails received at the plant are unloaded on the receiving beds and sorted as to their weight and as to whether they are drilled or undrilled.

Between the receiving beds and the power saw is a turntable, which is used for turning rails in order to bring the drilling or heat numbers in the right position.

The first operation is at the power saw, where the two rail ends to be welded are clamped in the saw and

a $\frac{1}{8}$ " saw blade is allowed to work its way down between the two opposite faces of the rail. This not only matches up the ends, but also removes oxidation and other conditions that do not make for good welding.

All ends are greased after sawing to prevent further oxidation and this grease is removed just before the welding operation. Prepared rails are then moved to the pressure welding machine storage beds.

From these storage beds the matched rails are moved to the pressure butt welding machine where they are clamped in the machine after being set in proper alignment. Then the oscillating oxy-acetylene flames are applied for approximately seven minutes, during which time the two rails are held together with 35,000 pounds pressure, which fuses the rail ends when the welding temperature has brought them to a plastic stage. This fusing shortens a one-weld rail $\frac{7}{8}$ ". After the flames are turned off the welded rail is held in the welding machine for about seven minutes to allow it to cool.

After the rail has cooled sufficiently so that it no longer shows any color it is taken from the welding machine and moved on to the normalizing machine, stopping long enough between the two machines to have some of the surplus metal removed. In the normalizing machine the welded portion of the rail is again heated to a temperature of between 1500° and 1550° F. This operation takes about seven minutes. After the desired temperature is reached, the oxy-acetylene flames are shut off and the rail held in the machine until cool. Normal-

Conductor in France



Sergeant Robert J. Booth, pictured above, a former Toledo Division—East Freight Conductor, is a conductor on the All-American crew which operates a train on the first captured railway in Western Europe that was put back into service. Sergt. Booth is the son of H. L. Booth, Passenger Conductor, Toledo Division—East. He is a high school graduate and trained at Camp Shelby, Miss., in 1942.

izing of the weld relieves strains and stresses built up as a result of the welding. Temperatures are checked by the use of chemical salts.

After the rails have cooled, they are again moved to the grinding stage, where the contour of the rail is restored to New York Central standards.

From here, they go to the loading beds where they are loaded into cars for their destination. Flat cars and drop-end gondolas are used for loading, which is done by the use of a winch.

One of the novel features of this plant is the housing of cylinders in a centrally located storage house, where the oxygen and acetylene tanks are set in separate rooms, each having a battery of twenty. From this point the gases are piped to nine stations, each of which is equipped with all the necessary fixtures to make a safely and economically operated plant. The cylinder house is located so it can be serviced either by railroad or trucks.

This plant was erected and is operated under the supervision of F. J. Jerome, Chief Engineer of the Lines West of Buffalo. The installation of the welding equipment was in charge of J. E. Winslow.

Chief of Police is Brakeman on Vacation

To help out in an important phase of the war effort, Chief of Police August W. Johnson spent his 15-day vacation this year serving as a freight brakeman on the New York Central Western Division.

As a member of the crew of Conductor Frederick R. Overlease, he left on his first run October 13 on the Blue Island Extra.

Although he termed himself a "fixed signal brakeman," the chief is far from being a green hand at railroading. At various times during his service at his trade as a boiler-maker in railroad shops he worked with freight crews for brief periods.

The Chief is also head of a "railroad family." His eldest son, Edwin A. Johnson, is a conductor on the Niles-Chicago Division of the New York Central, and his younger son, Carl, 18, is a switch engine fireman in the South Bend yards while completing his senior year in Elkhart High School and awaiting call to Army service, for which he was accepted last summer.

Chicago Bombardier Again Reported Missing

Lieut. Arthur Hulseburg, formerly of the Freight Traffic Department, Chicago, has again been reported missing in action, this time since August 24. As reported in the October issue, Lieut. Hulseburg, who is a Bombardier, stationed in Italy, was previously reported missing on August 7, but returned safely to his base after being forced down behind enemy lines.

Pfc. Dorothy E. O'Connor, of the Marine Corps Women's Reserve, recently visited her former co-workers in the General Freight Office, Chicago.

Word has been received that L. G. Kuntz, formerly of the General Freight Office, Chicago, and now stationed somewhere in the Pacific, has been promoted to Chief Petty Officer.

Batchman Heads Toledo Sports Club

The New York Central Sportsmen's Club of Toledo recently elected the

Baylis Returns



Arthur E. Baylis, Assistant Director, Division of Traffic Movement, Office of Defense Transportation, at Washington, D. C., who has been on furlough since June 1, 1942, returned to New York Central October 1 as Foreign Freight Traffic Manager, with headquarters in New York City.

Mr. Baylis entered New York Central service February 15, 1935, as Research Clerk, Office of Vice President, Traffic. After appointments as Staff Assistant and Chief Clerk, he was promoted to Assistant to Vice President, Traffic, June 1, 1939, from which position he left on furlough to work with ODT.

following officers: Robert F. Batchman, President; Edward L. Clevenz, Vice-President; Roy Hertzfel, Treasurer; Harry Clark, Secretary; Edward A. Holman, Sergt.-at-arms; Edward Leonhardt, Edwin Hoffman and Ernest Thynne, Trustees.

The Club plans an extensive year-round sports and games program which includes outdoor and indoor activities, including archery and volleyball, aimed to appeal to members, their families and friends.

Two Give 8 Pints Each

H. G. Heiser, General Agent, Freight Department, Portland, Oregon, and Miss Elaine L. Keef, Clerk in that office, have become members of the "Gallon Club," each having donated eight pints of blood to the Red Cross.

Four New York Central Men Snapped in India



With an Operating Battalion of the M.R.S. in India are, left to right, on the locomotive Sgt. J. M. (Johnnie) Dwyer, Crew Dispatcher in the M.R.S. and former Crew Dispatcher at Grand Central Terminal; Sgt. S. M. (Steve) Ruddy and Corp. C. A. (Chuck) Kinney, both Mohawk Division men from Utica, N. Y., who take turns as engineman and fireman; and leaving the locomotive Pfc. N. D. (Nick) Costello, conductor, who was a switchman at White Plains North Station, N. Y.

In a letter to the editor of the HEADLIGHT, Sgt. Dwyer wrote: "In India an Engineman is called a 'Driver,' a Conductor a 'Guard,' a caboose is a 'Brake Van' and the highball is expressed as 'teek-hai.' "After this picture was taken Pfc. Costello made a final check of his train as it got under way with a load of supplies for the railhead. Then they are off, for sometimes, many a tedious hour of work, hauling, with the type of engine shown, their train over the line to China and Burma. After they have covered their assigned territory they are relieved by another Operating Battalion of the M.R.S., all working together to handle the maximum of supplies in the shortest length of time possible."

New Officers of Chicago Legion Post No. 789



Formal installation of the 1944-45 officers of the Commodore Vanderbilt Post No. 789, American Legion, Chicago, was held October 10. The new officers pictured above are, seated, left to right, Richard D. Conyers, Finance Officer; Ernest W. Laade, Adjutant; John H. Coughlin, new Commander; James C. Maguire, Commander, 1943-44, and Stephen W. Jacobson, Senior Vice Commander. Standing, left to right: Henry W. Coffman, Past Commander; Adelard E. Picard, Sergeant-at-Arms; Jack W. Wagner, Raymond J. Hammond, Thomas E. Duffy, members of the Executive Committee; George N. Gilbert, Chaplain; Harry G. Beardsley, Executive Committee; Hill Carney, Sr. Vice Commander, Second District, Cook County, Ill., and Installing Officer; Glenn C. Johnston, Jr., Vice Commander; Warren E. Jones and Francis E. Madden, Past Commanders.