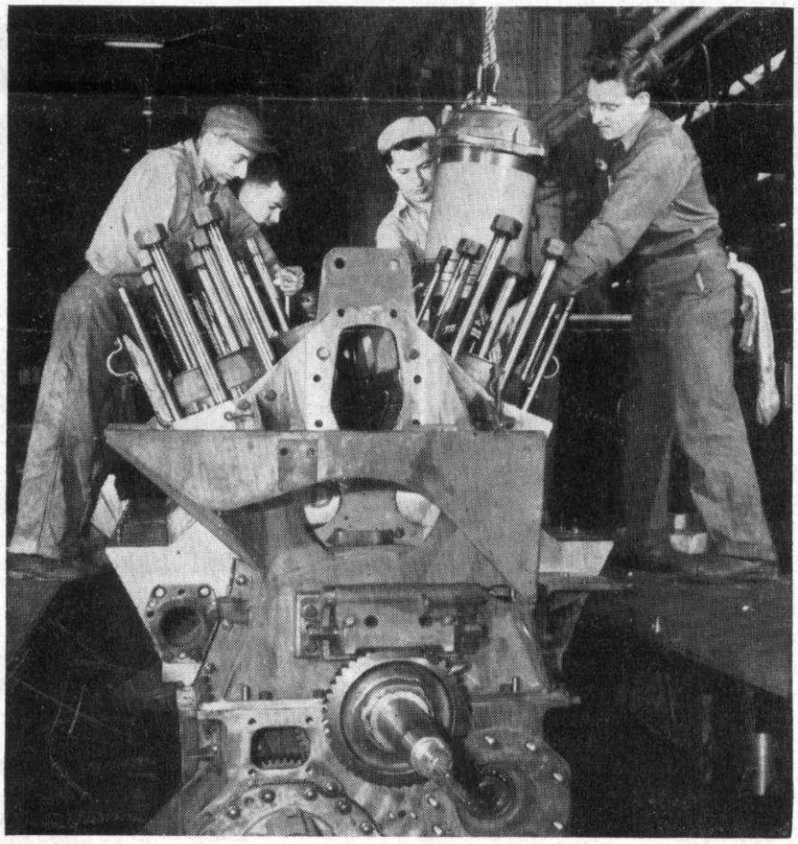
NEW YORK CENTRAL SYSTEM

HEADLIGHT

JANUARY, 1954



DIESEL MECHANICS are shown installing new cylinder liners in an engine as it is reassembled after overhaul at our big Collinwood, O., locomotive shop.

Collinwood Shop Nearly Complete

Conversion of NYC's Collinwood, O., locomotive shop from a steam engine facility to a modern diesel general repair shop is nearly complete. The shop now handles heavy repairs and overhauls of all NYC diesels except switchers assigned to the Chicago-Detroit area and Canadian-assigned engines.

Two years ago this month, NYC halted servicing of steam locomotives at Collinwood and began the multi-million dollar conversion.

In the remodeled shop, assembly line techniques are used to dismantle engines, repair and service their component parts, then reassemble them, good as new.

Among the many devices that are used in the Collinwood shop are giant drill presses, boring machines, planers, lathes and chemical baths that rinse heavy oils and lubricants from engine parts.

A machine in a near-by building grinds wheels to correct contour without removing them from the engine. Still another time saver is a crankshaft grinder that grinds crankshafts in conjunction with dynamic balancing and "black light" machines. Formerly this had to be done by locomotive manufacturers, which took considerably longer and was more costly.

Generators and traction motors are repaired in a 21,000-square-foot electric shop. Thousands of spare parts are stored alphabetically for quick selection in the new storehouse.

NYC Will Offer Course To All Employes in Passenger Service

The Central's 6,000 passenger service employes are going to have an opportunity to learn more about their jobs, how to make them more secure, and how to prepare for better jobs.

A free course of instruction, designed especially for the men and women who produce and sell the Central's passenger service, will be available at 30 or more points on the System. In its first stage the course will be offered to supervisors who deal principally with passenger service. Later it will be broadened to include all passenger service employes.

Will stress self-help

Participation in the instruction will be voluntary, with interesting conference-type meetings to be held at convenient times every two weeks. The subject matter will stress self-help in developing personality, dealing with people, and getting more satisfaction out of the job.

With the jobs of 6,000 of its employes depending directly on passenger business—and with passenger operations, because of their size, indirectly affecting all NYC jobs—the Central is committed to making its passenger service the best anywhere. Besides helping employes in their day-to-day work, the new instruction program is intended to further improve the quality of NYC passenger service, especially in the many "human relations" aspects which are so important in selling people railroad travel and making it enjoyable for them once they have been sold on using Central service.

Stressing the need to make train travel attractive in these days of sharp competition, the program will have as its theme "Pleasing Our Customers."

First meetings this month

Meetings for supervisors will begin in the New York City area in the near future. Later they will begin at other locations. On each division a committee headed by the division superintendent will direct the program, furnishing details of time, place, etc., to those concerned.

Included among passenger service supervisors and employes, to all of whom the instruction will eventually be available, are trainmasters and their assistants, stationmasters and their assistants, ticket agents, baggage agents, conductors, brakemen, reservation and information clerks, dining service employes, patrolmen and red caps.

CONCERNING THE NEW YORK CENTRAL SYSTEM

Wage Contracts Signed

The Central and other railroads have signed new wage agreements with the Brotherhood of Railroad Trainmen and Brotherhood of Locomotive Firemen and Enginemen.

Under both agreements, present wage rates are increased 5 cents an hour. In addition, wage increases totaling 13 cents an hour which had resulted from the cost-of-living escalator clauses now become part of the basic wage rates. Both contracts terminate the escalator clauses, which had been in effect since April, 1951.

The new agreements also provide for three weeks' paid vacation for employes with 15 or more years of service, and who otherwise qualify therefor by work in the preceding year.

Both contracts were made effective Dec. 16, 1953. The agreement with the trainmen's union is believed to have set a record for speed, the settlement being reached only seven days after negotiations were opened.

Meanwhile, wage negotiations continued between the railroads and the Brotherhood of Locomotive Engineers and the Order of Railway Conductors.

A presidential emergency board has been created by President Eisenhower to report on a dispute between the railroads and non-operating unions concerning changes in working rules.

MC Tops Safety Roll

Leading the on-the-job safety standings among the major districts of the NYC System for the first ten months of 1953 is the Michigan Central. MC's ratio of injuries per million man hours worked was 7.15. While netting first place, this mark represented a slip for MC from its 5.75 for the like period in 1952.

Runners-up in this group held the same respective positions as in the previous year. Big Four was second with a ratio of 8.10, an improvement over its 9.11 in 1952. Line West took third spot with 8.84, compared with 9.69 in 1952. Line East was fourth with 11.22, compared with its 10.29 the year before.

Peoria & Eastern continued to lead the System's smaller components.

For the first ten months of 1953, P&E's ratio was 0.97, showing improvement over its 5.39 the year before. Second in this group was Chicago River & Indiana, with a 1953 ratio of 4.71, compared with 10.44 a year earlier.

Third position was taken for the first ten months by Indiana Harbor Belt, with 6.08, against a 1952 figure of 7.60. Pittsburgh & Lake Erie was fourth with 9.66, compared with 9.67 in 1952. Fifth place was taken by the Boston & Albany, with a ratio of 10.21, compared with 10.05 the year before.

For the ten months period, the System's over-all ratio went from 9.34 in 1952 to 9.38 injuries per million man hours worked in 1953.

SPEAKING at annual luncheon meeting of branch council, Grand Central Branch, YMCA, Central's President William White praised principles of brotherhood and service promoted by "Y"; urged railroaders to use them as guides in their daily lives.

Business Volume Still Off

A noticeable drop from the level of the previous year continued in the Central's business volume for November. Operating revenues were $64,926,711, compared with $68,119,190 for the same month in 1952.

Net income, or profit, also declined. It was $2,042,388 for the 1953 month, against $3,561,997 in November, 1952.

The first 11 months of 1953 showed operating revenues totaling $760,561,835. Net income for the period was $32,081,441 The 11-month results reflect a rate of return of only about three per cent on the Central's property investment.

At its December meeting the Central's board of directors voted to pay a dividend of 50 cents per share on the company's stock. The dividend is payable Jan. 15 to shareowners of record Dec. 18.

Will Check on Furniture Damage

Damage to furniture in transit, a major problem for the Central and other railroads, will get special attention in 1954 from NYC's Freight Loss & Damage Prevention Bureau.

A System-wide survey of the causes of damage to furniture is being launched and the results will be pooled with the results of similar studies by other roads in an effort to improve furniture packaging methods.

An important part of NYC's study will be an analysis of damage reports prepared by agents to determine whether present packaging methods conform with standards now set forth in the *Uniform Classification* standard freight packaging guide.

Prize Beef on NYC Diners

Juicy steaks and roasts from blue-ribbon steers raised by Michigan 4-H farm youths were offered to diners on leading NYC trains early this month.

The prime steers were purchased at auction by NYC from a group of 366 featured at the recent Michigan 4-H Livestock Show at Detroit. The show was the 25th to be sponsored by Detroit Stockyards, owned by NYC.

Lower Rates Are Business Bid

New York Central and other eastern railroads will file tariffs for reduced freight rates on iron and steel products in order to get on an even competitive footing with competing truck lines.

New rate schedules will be filed with the Interstate Commerce Commission about Feb. 1, to become effective 30 days later.

The rate cuts will range from 18 to 20 per cent of present rates. They will apply to shipments subject to carload minimum of 40,000 pounds and 80,000 pounds for over 100 miles.

On shipments of 80,000 pounds or more the proposed schedules are uniformly five cents lower than the 40,000-pound rates. This greater reduction is intended to encourage heavier loading.

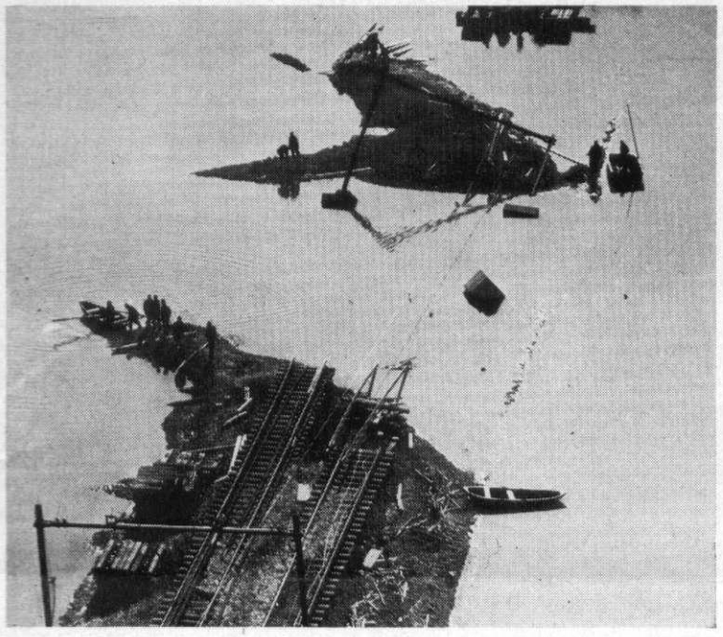
The new 40,000-pound rates will allow for "fabrication in transit." This is a special arrangement under which a shipper may pay a single rate for two moves, involving shipment of steel from mill to fabricator and from fabricator to customer.

Holiday Mail Heaviest Yet

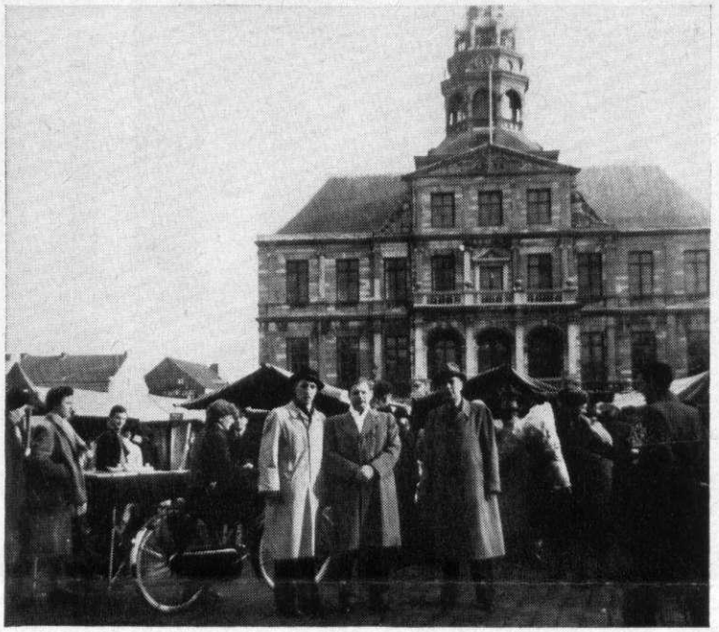
The Central's Mail and Express Traffic department had its busiest season on record during the 1953 holiday rush.

More than 500 carloads of mail were dispatched every day along the Central's lines from mid-December until Christmas. Nearly 8,000,000 bags of mail and parcel post were carried.

The Post Office department estimated that all railroads in the country carried approximately 6,000,000,000 letters and packages during the pre-Christmas rush. The Central's share of this total was about 13 per cent, largest of any single railroad.



FLOODS last year swept away whole sections of Netherlands Railways. After first-hand look, Fred Hotchkiss reports great strides have been made in rehabilitation and railroads are nearly normal.



SIGHTS of Maastricht were shown Fred Hotchkiss (center) from the town square by Dutch railroader Rudi Van den Bedem (left) and J. F. E. Aghina, public relations director of Netherlands Railways.

Dike Train Conductor Finds Dutch Recovering

(Dike Train Conductor Fred Hotchkiss and his wife recently traveled to Holland to receive the personal thanks of the Dutch people for the help they received from the NYC special fund-raising train. Here is Fred's report on their trip.)

WE BRING back from the Netherlands a double "thank you." One is from the people, railroads and unions of Holland to all those who participated in the Dike Train last March. The other is Mrs. Hotchkiss' and my personal thanks to the New York Central and the Netherlands Railways for making our trip possible.

Mrs. Hotchkiss and I doubt that any Americans ever were better treated in Europe than we were. Naturally, we will never forget the trip. We have many pleasant memories of the beautiful Dutch countryside, the picturesque cities and villages, historic sites and magnificent museums.

There is still much work to be done in reclaiming flooded areas from the sea. We saw many places still under water. Traveling by jeep and boat, we visited one section where residents were hard at work digging out their homes. Typical of the spirit of the Dutch people was one small house there. It was the only one reclaimed so far and in spite of the tragic scene all around there were clean bright curtains and flowers in the windows

We were taken on tours of the famous canals and we visited fine mansions and small Dutch homes. We saw the dikes, the flowers and the wooden shoes for which the country is well known. But we learned that these are only a few of the trade marks of Holland. It is a land of busy, proud people, not only repairing flood damage, but building new industry and planning ahead to take care of their ever-growing population.

We spent some time visiting Rudi Ven den Bedem and his family. Like myself, Rudi is a conductor. We have corresponded since the Dike Train.

The trains on which he works are well run and comfortable. The Dutch railroads were hit hard by the floods; but, living up to the traditions of railroad men the world over, they pulled themselves out in record time.

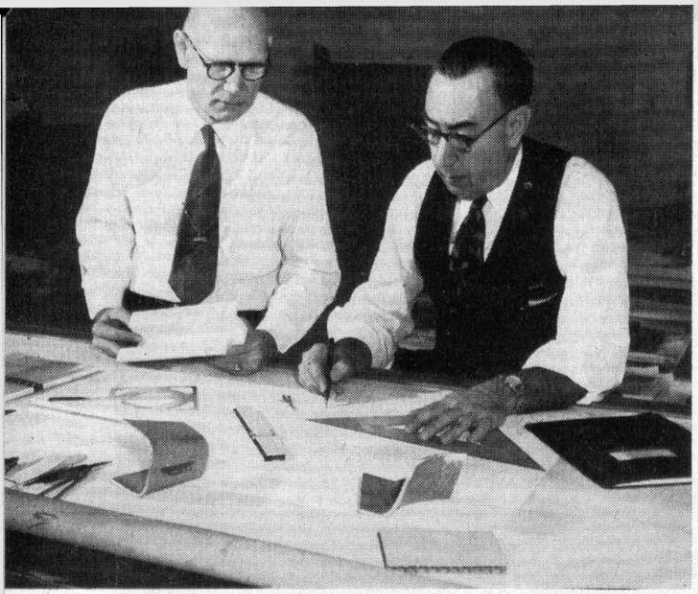
It would not be fair to compare the Dutch railroads with the New York Central. Their railway suits their customs and size. They have no need for a system the size of NYC.

To an American railroad man, however, the living standard of the Dutch railroader seems very low. Costs are high, wages low and housing scarce. Automobiles, refrigerators, washing machines and even cigarettes are too expensive for the average Dutch railroad man to buy. Even if he received an automobile as a gift, he couldn't afford to run it.

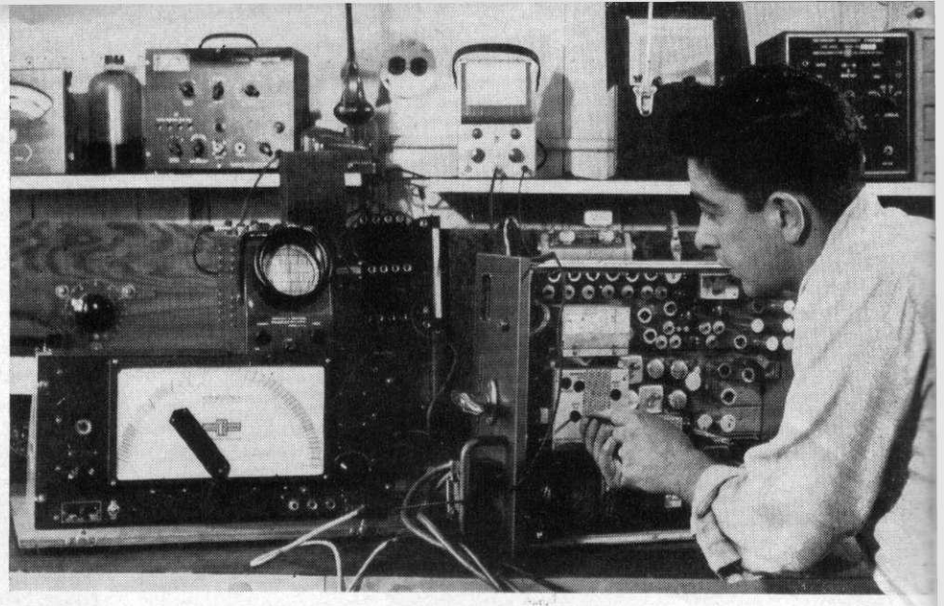
The strongest feeling I have now that the trip is completed is one of gratitude for the many advantages we have in this country—things I used to take for granted too casually. While we enjoyed every minute of the wonderful journey, it's good to get home and back to work.

UNIFORMS were exchanged by Fred (right) and Rudi Van den Bedem, Conductor on the Netherlands Railways, at the latter's home.

MILITARY CEMETERY in Holland was visited by Fred and his wife. Mrs. Hotchkiss placed a wreath on American soldier's grave.



NYC ENGINEERS investigate new materials. Plastic freight brace is discussed by Research Engineer T. R. Fredriks (left); A. H. Coroen, Engineering Draftsman.



RADIO has been subject of much research by NYC Communications department engineers. Radioman Ray Abate here makes tests of mobile radio unit for truck used by communications crew. Unit keeps men in constant touch with their base.

RESEARCH FOR BETTER RAILROADING

RESEARCH has played a long and leading role in the railroad industry. The first fire under the boiler of the first steam locomotive had hardly died before engineers began looking for ways to improve on that locomotive. Research in railroading has been going on ever since, and today it looms larger than ever.

In a recent speech, NYC's President William White said, "There is probably more research in the railroad industry than in any other."

He continued, "There goes on constantly the research of all the individual railroads, the research conducted collectively by the railroads through the Association of American Railroads, the constant research of our suppliers and the farming out of research problems by the railroads and their suppliers to technical universities."

The entire railroad plant, Mr. White said, "serves as a transcontinental testing laboratory where investigation of new methods and materials never ceases."

New York Central joins other railroads in joint research projects principally through the AAR, sharing their cost and assigning NYC specialists to work on them. The Central also conducts research on its own and cooperates with manufacturers of railroad supplies who are seeking to develop new equipment.

Research center maintained in Chicago

The heart of industry-wide railroad research is on the campus of the Illinois Institute of Technology in Chicago, where the Association of American Railroads maintains the AAR Research Center. Here coordinated research is carried on for the benefit of the entire railroad industry. A wide range of problems is presented to the Center's staff for solution, running from improving the insulation of rail joints carrying signal circuits and extending the life of cross ties to strengthening floor beam hangers for bridges and finding out why concrete deteriorates.

An integral part of the Center is the Container Research & Development Laboratory. When a large manufacturer of automobile bodies experienced great difficulty with damage to carload shipments of auto hoods, the staff of the lab was assigned to the problem. Slow motion pictures were made, showing graphically how the damage was caused by the bracing in the car. The films also showed how a slight change in bracing methods would solve the problem.

Central men take active part

E. L. Johnson, the Central's Chief-Engineering Services (Equipment), and Walter Collins, Assistant Chief, are both members of an AAR group studying ways to improve axle design. Another AAR group is examining various means of lubricating journals, seeking a way to reduce the number of hot boxes. The AAR recently made an arrangement with two outstanding independent research organizations to study the hot box problem, one of the railroad industry's worst headaches.

Under this arrangement, the Armour Research Foundation of Chicago is investigating design, lubrication and means of servicing journal bearings. The Franklin Institute of Philadelphia is studying the problem from the standpoint of metallurgy, seeking to improve the materials from which bearings are made.

One of the outstanding developments in hot box detection in recent years was the invention of H. W. Faus, retired NYC Engineer-Locomotive Equipment. His device, now widely used on passenger car journal boxes, consists of cartridges which give off a warning of dense smoke and a characteristic odor when activated by an overheated journal bearing.

The Central and the Chesapeake & Ohio Railway are pooling research efforts and working with car manufacturers in an effort to develop passenger cars of lighter weight and lower cost. This is one of many approaches by the Central to solving the problem of high costs in passenger operations.

Engineers representing NYC, other coal-carrying rail-

roads, coal producers and locomotive builders have for several years been investigating the possibilities of developing a coal-fired gas turbine locomotive.

Central men are also active in the American Railway Engineering Association, an affiliate of the AAR's Construction and Maintenance Engineering Section. George E. Robinson, NYC's Engineer of Structures at Chicago, is a member of the Association's board of directors. The AREA has many committees engaged in studying railroad engineering and operating problems. Carl O. Bird, Engineer of Standards in the Central's Maintenance of Way department, heads an AREA group looking into clearance requirements. Another subject being studied by Mr. Bird's group is speed on curves, and allied problems, as affected by present design of equipment and track.

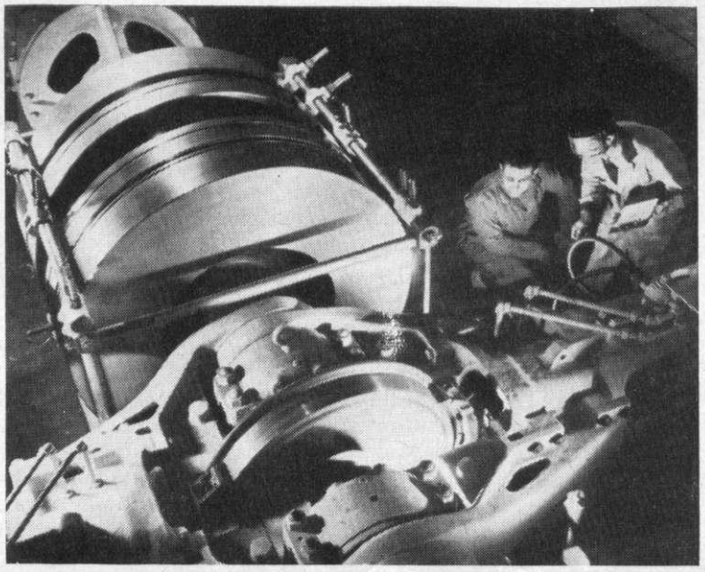
Communications problems solved

The field of communications is another in which NYC research has played an important role. Dispatchers using telephones to give train orders used to find it difficult to be heard clearly over long distance lines. A device is used to amplify sound over these lines. The louder sound carries with it a penalty, however, because line noises are also amplified. So a device was worked out in the Central's Communications department. Called a "squelch," it cuts out interfering noises but leaves the voice clear.

Teletype operators, whose machines share lines with other NYC teletypes, use a selector to activate the station to which a message is to be sent. The device formerly used for this purpose required expensive changes in the teletype machine and could only be used on a single machine. Through a selector designed in NYC's Communications department, an operator now can simply dial any station on his line as he would dial a telephone number and activate only that one station, and his selector is usable on any other teletype machine without any change in equipment.

The Communications department has put radio to work on the Central, in yards and in mobile installations on Police department cars and Signal department trucks. NYC electronics engineers have also tested television for use in checking car numbers in freight yards. Their finding: TV needs a great deal more study before it can be adapted to practical railroad use.

LABORATORY is maintained by the Central at Collinwood, O., where chemical and physical tests are made of new products offered for sale to NYC. The laboratory also checks causes of materials failures and freight damage. Amos Green is Chief Chemist.



TESTS are made by manufacturers of railway supplies in constant effort to improve their products. American Brake Shoe Co. uses this machine to test new rail brake shoe designs. The large fly wheels reproduce wear factors of actual freight car operation.

NYC's Freight Loss & Damage Prevention Bureau is engaged in a number of research projects designed to further cut the danger of damage to freight in transit.

A member of the Bureau's staff at Detroit, Arthur Schroeder, worked out a design for a new type impact-vibration tester. This device will produce impacts and vibrations on shipments, permitting the study of stresses and strains found in loaded freight cars under conditions similar to those found in actual train operations.

Since last summer the Central has had a Transportation Research staff studying ways of making the most efficient use of NYC's facilities.

One study already made consisted of keeping a detailed two-week record of the movements of every freight car on the New York Central System. With this information NYC was better able to plan distribution of cars.

This research group is also studying development of new markets for rail transportation, streamlining of freight yard operations and expanded use of short-haul truck transportation in conjunction with rail movements.

All rail operations affected

In every branch of railroading, research goes on daily, seeking ways to increase efficiency and produce better service. The spirit of inquiry and invention that carried railroads from the days of the red board signal to automatic signaling and now to centralized traffic control is a driving force behind the steady rolling of modern train wheels.

New York Central and other railroads are interested in changes that will result in improved service and greater efficiency, not simply in change for its own sake. To this end, the resources of science and technology are being diligently applied. The adjustment of a microscope and the contents of a test tube can be as important to tomorrow's railroading as the throttle of a diesel is to today's.

Centralines

NYC Conductor Warren Tanner was an unexpected soloist in Grand Central Terminal Christmas music program. Passing through Terminal, Warren mentioned to organist Mary Lee Read that he had done a little singing. Mrs. Read promptly drafted him and he sang two solos and joined one of the scheduled vocalists in a duet. . . . About 500 persons attended showing of NYC's motion picture, "New York Calling," shown in Tokyo by Japanese-American Community Relations Council. An interpreter read a Japanese translation of film's English narrative. . . . Possible mishap was avoided at Millers, Ind., when retired NYC man H. R. Howlett reported to the agent at Gary, Ind., that he had spotted a break in rail.

Mr. Tanner

Edward R. Hinckle, Head Clerk, Freight department at Boston, served as director of commercial division, downtown-south area of Boston in latest Community Chest campaign. . . . Glenn Cook, retired NYC Conductor, has become vice president of the Retired Railroaders Club of Miami, Fla. Group holds periodic meetings, specializes in helping retired railroad employes secure living accommodations in Miami area. . . . Joseph Kerlin of Silver Lake, Ind., claims to be oldest living retired NYC Section Hand. To keep in trim, Mr. Kerlin, who was 90 last month, recently painted his house. "Needed exercise when the gardening season was over," he says.

Conductor E. M. Donovan of Toledo, O., received a unique reward for helping a passenger—an invitation to her wedding. A young lady traveling alone confided to Mr. Donovan she was on her first train trip. He helped her on and off train and arranged for transfer of her baggage between stations in Chicago. Several days later he received a picture to identify the young lady and an invitation to her wedding, to which she had been traveling. . . . L. E. Pangburn, former General Manager of the Boston & Albany Railroad, has been appointed a member of National Railroad Adjustment Board, First Division. . . . Following a talk he gave before Mercator Club of South Bend, Ind., Assistant Superintendent L. M. Riley, of Chicago, received a letter from club officers thanking him for "excellent picture of the many and great tasks performed by the railroad and its employes."

Frank P. Santopietro, Assistant Manager of the Information Bureau in Grand Central Terminal, has been named deputy director of civil defense for Tuckahoe, N. Y. . . . L. A. Cummings, Division Freight Agent at Grand Rapids, Mich., has been elected president of the Grand Rapids Transportation Club. . . . D. S. Mackie Freight Traffic Manager, Chicago, has been elected president of the Chicago Traffic Club.

NYC Engineman Charles F. Ryan found a case full of papers lying on top of a loaded coal car in Sharonville Yard, Cincinnati. Identifying owner from name on papers, he telephoned to ask if the owner knew they were missing. He discovered the papers were $102,000 worth of negotiable securities stolen from the owner's office and that Cincinnati police had been searching the city for them all day. . . . D. J. Shields, NYC Freight Agent at Utica, N. Y., was the subject of a feature article in Utica *Observer-Dispatch*, describing him as a Utican "worth knowing." . . . G. W. Maxwell, Superintendent of the Buffalo Division, has been named new head of Niagara Frontier Railroad Superintendents Association. . . . Servicemen's lounge in Cleveland Union Terminal was visited by 22,000 soldiers, sailors and marines in 1953.

Mr. Ryan

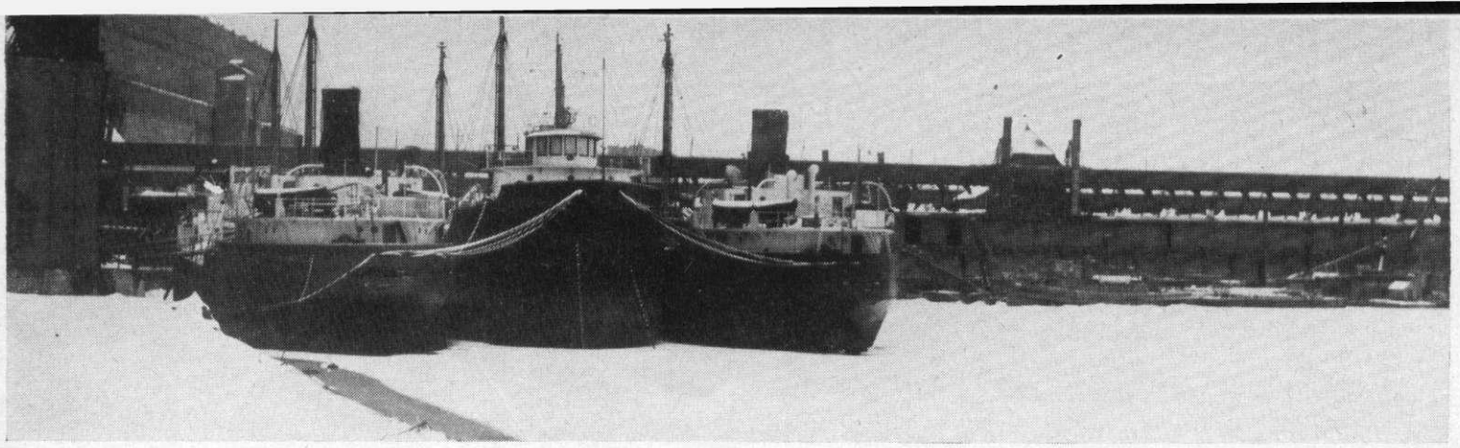
How's Your RIQ?*

**Railroad Intelligence Quotient*

How's your memory? You can test it by answering these questions. The correct answers are contained in articles in this issue of the HEADLIGHT.

1. How long will reduced fares for military personnel traveling in uniform be in effect?
2. How does the federal excise tax on common carrier transportation affect the Central's business?
3. What district of the New York Central System serves New England?
4. What was the 1954 slogan adopted at the freight traffic meeting recently held in Boston?
5. What is the principal cause of the decline in the railroads' share of the total amount of money spent on transportation?
6. What is the Central doing, in cooperation with other eastern railroads, to try to win shipments of iron and steel products to the railroads from trucks?
7. How can every NYC employe help the Central's Freight Traffic department reach its 1954 goal?
8. Where does the Association of American Railroads maintain its main research center?
9. What is the detection device developed by a Central man, to warn that a passenger car journal is overheating?
10. What is a "squelch"?
11. How does the proposal for a St. Lawrence waterway affect railroad employes?
12. How has the birth-rate of the 30's affected the railroads and other industries?

"Yes, our new neighbor is a retired railroad engineer."



ST. LAWRENCE WATERWAY WOULD BE AN ICEWAY EVERY WINTER WITH SHIPS LOCKED IN ICE FIVE MONTHS A YEAR

St. Lawrence Waterway Threatens Again

THE St. Lawrence waterway scheme is again before Congress. It is high on the list of subjects to be considered in the new session. Railroaders who have not already done so should inform themselves about it and understand the merits of the case against it.

Backers of the St. Lawrence project have cut down the appropriation asked for to about $110,000,000. But this is only a come-on or down payment. Under the latest proposal the waterway would stop at Toledo, O. The cost of deepening the upper Great Lakes connecting channels, estimated at some $100,000,000, is completely omitted. No part of the $517,000,000 estimated cost of the great hydro-electric dams, essential to waterway navigation, is included in the appropriation sought. Formerly it was. Omitted is the cost of deepening the harbors of major lakeside ports—more hundreds of millions of dollars.

All Great Lakes harbors are now shallower than 27 feet, the channel depth provided for in the St. Lawrence proposal. Fewer than four per cent of America's ocean-going vessels under full load could use such a channel; thus most imports and exports (other than ore) would have to move in foreign-flag ships. A practical waterway for modern ocean-going ships would require a channel at least 35 feet deep. Even this is running pretty close to the margin. The Army engineers recently recommended deepening the bay and river at Mobile, Ala., from 32 to 40 feet to accommodate ocean ships.

Full cost more than $2,000,000,000

The full economic cost of a 35-foot channel for the St. Lawrence waterway, extending to Chicago and Duluth, Minn., would exceed $2,000,000,000 — the equivalent of building another New York Central System. Its cost would be greater yet if built piecemeal.

The present St. Lawrence proposal amounts to a scheme to (a) bestow a benefit almost alone upon the owners and users of lake carriers which can use a 27-foot channel, and shallow draft foreign ships, or (b) get an ocean-going foot in the door and trust to future developments to accomplish deepening of the channel to 35 feet.

Talk about the St. Lawrence waterway being self-liquidating is nonsense. (Observe the toll-free Soo Locks.) Even backers of the waterway admit that tolls would recover only part of the project's cost. Over the years government figures have swelled to accommodate the claim of self-liquidation. As cost estimates have climbed, so, correspondingly, have estimates of potential traffic.

Thus back in 1941, before tolls were proposed, it was estimated that total tonnage might possibly reach 16 million tons a year. Then, in 1947, with tolls introduced, tonnage estimates jumped to 38-52 million tons annually. Finally, in 1950 the estimate rose to 57-84 million tons a year. No responsible study supports such figures.

Arguments about the project's importance to national defense also must be discounted, not only because of the vulnerability of the dams and locks and the fact that the waterway would be ice-bound five months a year, but also because existing transportation resources are adequate to meet anticipated needs. (NYC already has rates and routes established for Labrador ore.) Although the value of the waterway to our country would be trifling compared with that of the vital Panama Canal, it would be far harder to defend.

Present plan a "smokescreen"

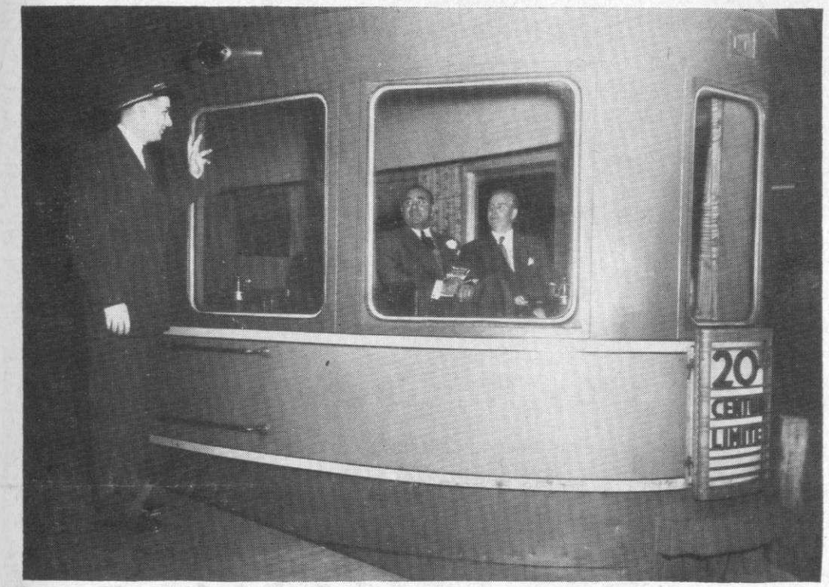
Waterway backers have tried to throw up a smokescreen by pointing to threatened exhaustion of Lake Superior iron ore reserves and the consequent need for bringing Labrador and other ores to lake ports by water.

The fact is that the Messabi and other Lake Superior high grade ore reserves are much greater than alleged. Steep Rock, Ont., reserves of high grade ore are probably as great as those of Labrador. Moreover, there are reserves of low grade ore (taconite) in the Great Lakes region which alone are sufficient to take care of expanding U.S. iron ore needs for at least a century.

Talk about not permitting Canada to go it alone, lest she exercise exclusive control of the waterway, should not be allowed to mislead anyone. Ninety per cent of the St. Lawrence River is in Canada. Thus, that nation already has exclusive control of most of the waterway route (not to mention, of Labrador ore). Furthermore, since the waterway has largely ceased to be a "seaway," one of its chief beneficiaries will be the port of Montreal, as a trans-shipment point, which will develop trade at the expense of the U.S. ports.

Of course we must measure the value of the St. Lawrence waterway by its value to the general American public. To the people as a whole its costs would greatly exceed its benefits. Not only would we as taxpayers, members of the general public, be worse off having to foot the bill for the St. Lawrence waterway, but also we as railroaders stand to be peculiarly affected. The project could disrupt our industry.

Your Senators and Congressmen have a right to know how you feel.



Sampling the service

. . . which he frequently sells, Australian travel agent Roland Hill (seated, left) tries out the observation lounge of the Century. Visiting the U.S., Mr. Hill was conducted on a tour of NYC equipment by Passenger Representatives John Connery (outside car) and J. J. Divney at New York. Mr. Hill books American travel for hundreds of Australians each year, many of them traveling on Central trains.

Detroit *News* photo

Driving golden spike

. . . William Shearer, Superintendent, Detroit Division, marks completion of first half of permanent HO-gauge model railroad exhibit being built in Detroit Historical Museum. Holding spike, which NYC donated, is James E. Lee, museum curator. Finished exhibit will equal 40 miles of full-scale track. The model road's trains are pulled by replica of the first locomotive operated in Michigan in 1837.

Clearfield, Pa., *Progress* photo

Old 999

. . . made a featured appearance at a fair in Clearfield, Pa., on the Central's Pennsylvania Division, where the famous locomotive wound up her active railroad career back in 192. During her visit, she provided an appropriate backdrop for a get-together of active Pennsylvania Division employes and retired New York Central men who had worked on the histori locomotive when the speed queen was still working at the head end of New York Central train

HEADLIGHT HIGHLIGHTS

Organ music

. . . and soloists and choirs were heard in many New York Central stations during the Christmas season. Marking her 25th consecutive year at the organ in Grand Central Terminal, Mary Lee Read directed a 21-day Yuletide music festival on the Terminal's north balcony. On the adjoining east balcony, the big Kodak colorama accented seasonal theme with a color picture of the boys' choir of Church of the Reformation in Rochester, N. Y.

Guest speaker

. . . at annual dinner meeting of Women's Traffic Club of Pittsburgh was John F. Nash (right), Vice President of the Pittsburgh & Lake Erie Railroad. He was welcomed to meeting by Esther McCormick, P&LE Clerk who is president of club, and L. L. Adams, of U.S. Steel Corp., who served as toastmaster.

Auburn, N. Y., *Citizen-Advertiser* photo

Pointing out

. . . value of safety shoes to Auburn, N.Y., schoolboy is George Barnes, NYC Safety Agent. In center is George Peck, NYC Freight Agent. School children were invited to view NYC's safety instruction car when it stopped in Auburn recently.

Record

. . . of radio show he wrote about railroading i presented to Frank Mead (right) NYC Switchman at Chicago, by L. M. Riley, Assistant Superintendent Show was so well received Mr. Mead was asked to write one about Chicago Junction Railway

OPERATIONS AND MAINTENANCE VICE PRESIDENT K. A. BORNTRAGER ADDRESSED ANNUAL MEETING OF FREIGHT TRAFFIC MEN

Freight Traffic Men Map '54 Plans

NEW YORK CENTRAL'S top freight traffic salesmen held a two-day meeting in Boston last month to review achievements of 1953 and to chart the course for 1954.

Headed by Arthur E. Baylis, Vice President, Freight Traffic, the traffic managers who head freight sales in the seven major districts of the New York Central System gathered in a Thursday-Friday session with 75 freight traffic representatives from the principal areas served by the Central. Several Operating department officials also attended the meeting. It was the first of its kind ever held in Boston, headquarters of the Boston & Albany Railroad, through which the NYC System serves New England.

At a similar session in December, 1952, held in Chicago, NYC's Freight Traffic department set itself a goal of $53,000,000 more in freight revenues in 1953 than the previous year. At last month's meeting Mr. Baylis was able to report only partial success in reaching that goal. For the first 11 months of 1953 freight revenues were $34,000,000 above the same period of 1952. Estimates for the year indicate a $27,000,000 increase over 1952. Undaunted, however, the freight traffic salesmen left the Boston meeting determined to "Get More in '54."

Reports from all sections of the country indicate they have their work cut out for them. Most areas expect a slight downturn in general business activity during the first half of 1954. Despite this and increasingly keen competition from other forms of transportation, the optimistic NYC salesmen are planning to work vigorously for a larger share of business dollars spent on freight transportation.

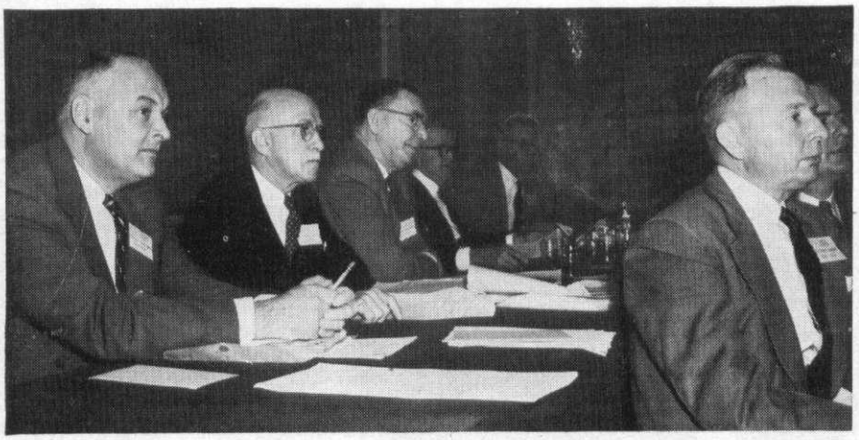
Charts, prepared especially for the meeting, gave those present a clear picture of where the Central stands in relation to its competitors. Significantly, the charts pointed up the fact that the railroad share of the total transportation revenue "pie" has been growing steadily smaller during recent years. A principal cause of this is the sharp inroads into rail traffic made by motor trucks.

A letter from NYC President William White was read to the meeting by Mr. Baylis. In his letter Mr. White reminded the traffic men that more loaded freight cars provide the best way to make certain the Central can carry out necessary track and equipment improvements that will result in better service. It is on the freight traffic representatives, Mr. White said, that "we must depend to secure loads for our freight cars. We have confidence in them and great expectations about what they can do if they put their shoulders to the wheel."

Karl A. Borntrager, Vice President, Operations and Maintenance, addressed the meeting on its first day.

"The railroad industry is not static," Mr. Borntrager said. "It is going forward. As part of a progressive industry,

REPORTS on 1954 freight traffic prospects for the Central were made to the Boston meeting by the freight traffic managers who head NYC freight sales efforts in the major districts of the System. From left to right, they are D. S. Mackie, Chicago; J. H. Norwood, Cincinnati; C. W. Sunderbrink, Cleveland; H. D. Vail, New York; R. G. Henderson, Boston.



ATTENTIVE LISTENERS at freight traffic meeting included (from left to right) J. B. Jerome, H. D. Vail, T. M. Shalloe, all of New York; J. M. Donovan, Albany; and N. R. McCormick, Buffalo. At right, F. P. Soen and W. J. Marshall, New York.

CONFERRING over dinner about 1954 prospects for traffic were (left to right) R. L. Milbourne, New York; L. L. Howe, St. Louis; and P. J. Schweibinz, Pittsburgh.

CHARTS were used by A. E. Baylis, Vice President, Freight Traffic, to give a clear picture of results of sales efforts in 1953.

BUSLOADS of Central men toured Boston's rail and port facilities after their meeting, saw at first hand how NYC serves that area.

GUEST SPEAKERS were A. C. Schier (left), General Foods Corp. vice president; Col. E. C. R. Lasher, Army Transportation Corps.

New York Central is improving its operating methods and the service it has to sell.

"We are continually trying to make better use of the facilities we have," he continued, "in order to bring down the cost of producing good transportation."

Mr. Borntrager urged that all traffic men be "operating-minded" and that operating men be "traffic-minded." In this way "we can understand and help solve each other's problems. With the spirit of cooperation as the basis of our work, we will turn out a superior product and beat any combination of competitors."

Others who addressed the meeting included Robert D. Brooks, General Attorney—Commerce, and John E. Salter, Assistant to Manager, Public Relations, both of New York. They explained how their departments help freight traffic representatives.

Two guest speakers addressed the traffic men at a dinner following the first day's session. Col. E. C. R. Lasher, of the Army Transportation School at Fort Eustis, Va., told some of his experiences in World War II and Korea and the part played by American railroads in both of those conflicts.

Arthur C. Schier, vice president in charge of traffic for General Foods Corp., gave the NYC men a shipper's views on what they can do to improve their selling methods, stressing the importance of a planned sales approach.

These talks were followed by a motion picture entitled "At This Moment," produced by Westinghouse Air Brake Co. as a tribute to the nation's railroads.

On the second morning of the meeting, the freight traffic men toured the rail and port facilities of Boston.

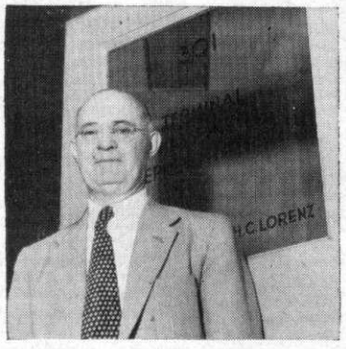
Summarizing the Central's freight traffic prospects for 1954 at the meeting's close, Mr. Baylis said that although overall business activity may drop slightly, NYC will work hard to keep its freight volume from falling below 1953's level. While the freight traffic representatives spend their full time selling NYC freight transportation, he hopes all NYC employes will help attract business to the Central and pass along to the Traffic department any information that may lead to a shipment—large or small. "It will take the combined efforts of every member of the New York Central team," he said, "to get more in '54."

T. R. Fitzpatrick, Pittsburgh; J. L. Meehan, Detroit. Reports on prospects in their special fields of freight traffic were made by (continuing from left to right) H. L. Willard, General Coal Traffic Manager, New York; E. J. Leenhouts, Manager-Stock Yards and Agricultural Relations, Rochester, N. Y., J. B. Jerome, Foreign Freight Traffic Manager, New York.

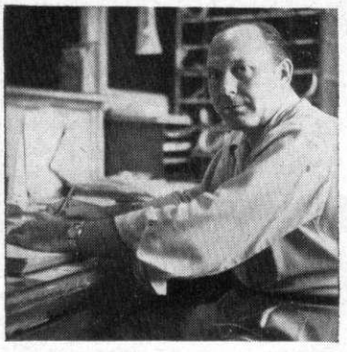
Women Drivers? Some Good, Some Bad

Asked, "What do you think of women drivers?" four Central employes gave the following replies:

Alfred Kruse, Yardmaster, Blue Island Yard, Ill.: "What do I think of women as drivers? Not very much, I can tell you. Oh, I don't mean that all women are bad drivers, but whenever you see an automobile on the road being driven erratically, I think you can pretty well bet your boots that it's a woman behind the wheel."



H. C. Lorenz, Terminal Passenger Representative, Toledo, O.: "Women are usually a little more careful in driving than men, but they're also a little more pokey. They talk a lot while driving and don't pay close attention to the flow of traffic on the road. But maybe I'm prejudiced by man's natural antipathy to women drivers."



Richard E. Sevier, General Terminal Inspector, Dining Service department, Chicago: "Well, some are better than others, and some are better than many men drivers, but on the average, women are inclined to become too excited in emergencies and I've also noticed they don't have enough consideration for the other drivers."

Mrs. Geraldine Gaze, Agent, Carlton, N. Y.: "Wow! That's really a question you should ask me about men. I think some women are slightly more erratic than men, but there are many men who are definitely bad drivers in my book. I've been driving a car myself for 23 years and have seen some of the foolish things they do behind the wheel."

Many Central Men Named to New Posts

Streamlining of the Central's Communications department has resulted in a number of changes at key points.

Prentiss S. Hughel has been appointed Superintendent of Communications of Lines East, including the Boston & Albany Railroad. Mr. Hughel's headquarters will be in Syracuse.

Glen L. Miller has been appointed Superintendent of Communications of Line West, with headquarters at Cleveland.

Frederick A. Ahrend has been named Superintendent of Communications of the Big Four District at Indianapolis.

Henry N. Wasserman has been made Superintendent of Communications of the Michigan Central at Detroit.

Dale W. Shackley has been appointed Superintendent of Communications of the Pittsburgh & Lake Erie Railroad at Pittsburgh.

These appointments have also been made in the Communications department:

R. J. Derr, Communications Engineer, **C. F. Dailey,** Chief Communications Inspector, **W. C. Hay,** Chief Line Supervisor, and **J. L. Sims,** Office Assistant, all at Syracuse.

At Cleveland, appointments include **L. J. Ritter** as Communications Engineer, **J. W. Sherk** as Chief Communications Inspector, and **R. D. Leonard** as Chief Line Supervisor.

At Detroit, **W. A. Smith** has been named Chief Communications Inspector and **R. L. Putnam** has been appointed Chief Line Supervisor.

A. L. Taylor has been named Communications Engineer; **J. Kressel,** Chief Communications Inspector; and **W. C. Little,** Chief Line Supervisor, all at Detroit.

Six new Freight Agents have been named on the Pittsburgh & Lake Erie Railroad. They are **William C. Trumpeter,** Aliquippa, Pa.; **Ralph C. Obley,** Monessen, Pa.; **William A. Barnhart,** Sharon, Pa.; **Wayne M. Dindinger,** Josephtown, Pa.; **George M. Lewis,** Bentley, Pa.; and **Russell C. Hofmeister,** Fallston, Pa.

In the Freight Traffic department, **Donald F. Rehl** has been named Agricultural & Livestock Agent at Columbus, O., succeeding **Warren J. Embree,** retired.

Hector O. Williams has been appointed General Freight Agent at Detroit, Mich. **Walter A. Stone** has been made Traveling Freight Agent at Louisville, Ky.

In the Passenger Transportation department, **William R. Main** has been named Director of Passenger Service Economics at New York.

In the Claim department, **A. J. Lorenz** has been appointed Chief Claim Agent at New York, succeeding **F. J. Miller,** retired. **H. V. Steinberger** has been named Chief Claim Agent at Cleveland. **J. A. Spooner** has been appointed Assistant Chief Claim Agent at Cleveland. **R. I. Hunter** has been appointed District Claim Agent at Chicago, and **W. A. Smith** has been named Assistant to Chief Claim Agent at Chicago.

G. R. Gividen has been appointed Superintendent of Car Shops at Beech Grove, Ind. **A. F. Hagy** has been made Assistant to General Superintendent-Passenger Cars at New York. **C. M. Ferguson** has been named General Inspector-Shops and Projects at New York. **F. F. Dubay** has been appointed General Foreman of the Central's Car Shops at West Detroit.

Curtis H. Chapman has been appointed Valuation Engineer at Cleveland, succeeding **Nelson Wing,** retired.

At New York, **K. F. Miller** has been named District Locomotive Inspector. **L. C. Lytle** has been appointed Assistant Master Mechanic - Locomotive Equipment at Albany, N. Y.

J. S. Fadale has been appointed Terminal Foreman at Suspension Bridge, N. Y.

Also in the Equipment department, **A. F. Reed** and **M. J. Chandler** have been named Production Supervisors at Collinwood, O. **H. C. Crouch** has been appointed Assistant Production Supervisor at Collinwood.

L. B. Shelley has been named Shop Apprentice Instructor at Collinwood.

In the Engineering department at Chicago, **A. H. Schmidt, R. E. Kappel** and **D. R. Arnold** have been appointed Assistant Engineers, and **W. S. Hammond** has been named Engineering Designer.

F. X. Annetti has been appointed Manager of Pullman Distribution at Chicago, succeeding **S. J. Jackson,** retired.

Brakeman Hero Says Quick Action 'Just Part of Job'

Threat of a serious accident was averted near Rome, N. Y., last month by the quick thinking and action of NYC Brakeman Charles Phillips, who says, "I was just doing my job."

Hailed as a hero for his act, Mr. Phillips, who lives in Syracuse, said simply, "I was working as Brakeman on that train. It was just part of my job."

The near-accident occurred about 1:30 on the morning of Dec. 28, when three cars of a west-bound freight train became derailed west of Rome. The cars fouled the two adjoining tracks, used by passenger trains.

When Engineman G. H. Korber brought the train to a stop, Mr. Phillips immediately looked the situation over. As soon as he saw the derailed cars were blocking other tracks, he ran forward, carrying with him a lantern and a signal flare.

When he had moved about 200 feet ahead of his own train he saw a headlight beam approaching from the west. After lighting his flare he waved his lantern in a warning signal to the engineman of the oncoming train.

The east-bound train was the 15-car Interstate Express, bound from Chicago to Boston and traveling at 77 miles an hour. In the cab, Engineman C. E. Howard saw Mr. Phillips' signals. He immediately applied the brakes. By the time the train came alongside the derailed freight cars it was almost stopped, so that a slight scrape to the locomotive and first seven cars was the only damage done. No one was injured.

It was apparent that a serious mishap would have occurred except for Brakeman Phillips' prompt action and Engineman Howard's quick response to the warning signal.

Wide World photo

AT HOME in Syracuse after preventing serious mishap, Brakeman Charles Phillips tells his wife, "I was just doing my job."

C. M. Yohe Retires From P&LE Post

Curtis M. Yohe retired Dec. 31 as President of the Pittsburgh & Lake Erie Railroad. Mr. Yohe had been President of the NYC-affiliated road since 1952. He is succeeded in the post by NYC President William White, who had been Chairman of the P&LE Board of Directors. That position has been discontinued.

Mr. Yohe

Mr. Yohe started his railroad career as a Clerk with the P&LE in 1912, after graduation from Cornell University. After a series of promotions he was appointed Purchasing Agent of the road in 1920. In 1928 he was named Assistant to the President of the New York Central. The following year he was elected Vice President of the P&LE, succeeding his father, James B. Yohe, who had risen from Trainmaster to that position during his 46 years with the railroad.

Mr. Yohe will continue to serve as a member of the P&LE Board of Directors.

TRAFFIC TIP

(Fill out and hand to your supervisor)

_____ *(date)*

I understand that

_____ *(name of prospective customer)*

whose address is _____

☐ may ship some freight

☐ may make a trip

(please sign your name) _____

(Position) _____

(Location) _____

Pats on the Back

Letters have been received by the Central commending:

William McDonnell, Passenger Representative, Grand Central Terminal, for the courtesy and willingness with which he helped an Army officer recently released from the hospital obtain tickets at the holiday-crowded ticket office.

Gene Daly, Passenger Representative, South Bend, Ind., for his helpfulness to a passenger who missed his train because of consulting an out-of-date timetable.

William Malbouef, Conductor on the New England States, for finding and delivering a passenger's auto keys which had been left on the train.

Harlem Division train crews on runs between New York and Chatham, N. Y., for their "consistent courtesy and helpfulness" to passengers.

Clarence Bartley, Train Porter on the Mercury between Detroit and Chicago, for his helpfulness to an elderly passenger who had difficulty in walking to the dining car.

Joseph Martin, Depot Passenger Agent, Grand Central Terminal, for his courteous and helpful assistance to a family meeting a passenger on the Ohio State Limited who was confined to a stretcher.

Conductors and **brakemen** on the Harlem Division who have been "unfailingly courteous and helpful" to an 88-year old commuter who has used NYC service between New York and White Plains, N. Y. for 50 consecutive years.

W. W. Llewelyn and **Harry Sur,** Passenger Representatives, Columbus, O., for the prompt and courteous manner in which they arranged train accommodations for a passenger stranded by cancellation of his airplane flight.

W. E. Rogers, Ticket Agent, Yonkers, N. Y., for lending money to a passenger for a ticket to Albany, N. Y., when the passenger found he had no cash or blank checks with him.

J. J. Frawley Ends 51-Year Career

After 51 years of railroading, James J. Frawley has retired as a Vice President of the New York Central.

Mr. Frawley

Mr. Frawley began his New York Central career at Buffalo at the age of 14, working 12 hours a day, seven days a week, for $20 a month. His duties consisted of going around to the homes of engineers and conductors to rouse them in time to report for their runs.

He studied telegraphy in his spare time and won his first promotion as a Telegrapher. He worked in every station and signal tower between Buffalo and Cleveland. He points out with pride that his name still appears on the seniority rosters of Central telegraphers and dispatchers.

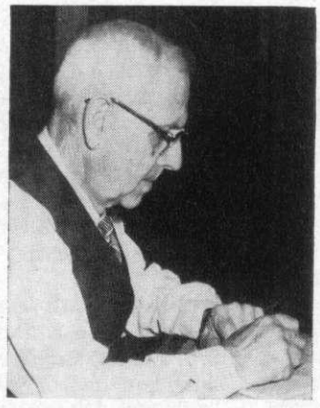
Advancing through the positions of Dispatcher, Trainmaster, Assistant Superintendent and Superintendent, he was named Assistant General Manager at Cleveland in 1945. In 1947 he moved to Syracuse as Assistant General Manager, later becoming General Manager.

He was transferred to New York as Assistant Vice President, Operations and Maintenance, in 1949, and in 1951 became Vice President, Operations and Maintenance, his assignment until Dec. 15, 1952, when he assumed special duties in connection with studies of NYC passenger services.

Monthly Roll Shows Recent NYC Retirements

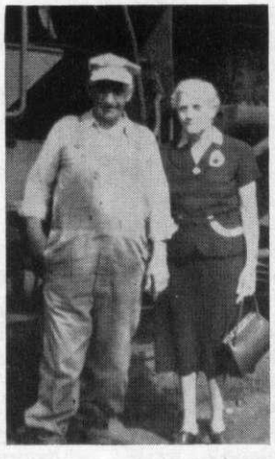
Following is a list of New York Central employes who have retired from active service recently. The figures to the right of each name indicate the years and months of service spent with the Central.

Acitelli, James, Car Repairer, Ashtabula, O.	34	3
Allen, Fred, Crossing Watchman, Bellevue, O.	35	9
Amoroso, Domenick A., Section Foreman, Pittsburgh, Pa.	30	9
Barlow, John F., Train Dispatcher, Boston, Mass.	31	2
Beach, Raymond M., Locomotive Engineer, Pennsylvania Division	44	3
Beach, Riley E., Car Inspector & Repairer, Rensselaer, N. Y.	36	4
Bentkowski, Bernard, Carpenter, Suspension Bridge, N. Y.	30	6
Bergen, Frank J., Chief Clerk, Amsterdam, N. Y.	41	6
Berger, Leo J., Conductor, Mohawk Division	42	1
Berry, Myron C., Signal Maintainer, Chrisman, Ill.	35	3
Biegen, Frank E., General Cleaning Foreman, New York, N. Y.	47	0
Birdsall, DeWitt E., Locomotive Engineer, River Division	48	5
Blaseus, Clarence H., Car Inspector & Repairer, Linndale, O.	35	0
Blessing, Belmont E., Locomotive Engineer, Mohawk Division	37	11
Blisch, William H., Brakeman, Cleveland, O.	30	11
Boboski, Albert, Car Repairer, Detroit, Mich.	30	9
Bogart, Clarence L., Telegrapher, Ohio Central Division	50	4
Boston, George W., Freight Agent, Monongahela, Pa.	46	10
Bousquet, Edward N., Chief Signal Inspector, Cleveland, O.	43	4
Brinkworth, John J., Vice President, Chicago, Ill.	51	4
Brooks, Ralph W., Locomotive Engineer, Indiana Division	36	11
Brown, Arthur R., Supervisor, Detroit, Mich.	38	8
Brown, Royal K., Boilermaker, Collinwood, O.	37	10
Burns, Lawrence P., Machinist, Rensselaer, N. Y.	40	3
Burton, Russel I., Section Laborer, Jacobs Creek, Pa.	10	8
Burrus, John R., Section Laborer, Niles, Mich.	31	0
Buzsinski, Andrew, Machinist Helper, Air Line Junction, O.	24	1
Caldwell, William, Section Foreman, Belle Center, O.	39	9
Campbell, Murton C., Machinist, Beech Grove, Ind.	53	2
Carpenter, John E., Freight Agent, Aliquippa, Pa.	48	2
Carson, Lewis H., Coach Repairer, Beech Grove, Ind.	36	2
Chance, Emmett W., Agent, Beech Grove, Ind.	30	6
Chapman, James G. C., Section Laborer, St. Lawrence Division	30	7
Childs, Earl W., Electrical Worker, Mohawk Division	35	2
Chmiel, Jacob, Laborer, Jackson, Mich.	37	1
Clark, Harry F., Conductor, Toledo, O.	37	4
Cluff, Charles J., Tugboat Engineer, New York, N. Y.	35	4
Colvill, John G., Chief Clerk Columbus, O.	43	9
Cox, Charles, Locomotive Engineer, P&LE Division	44	3
Craig, Richard B., Conductor, Harlem Division	44	7
Craw, John L., Gang Foreman, Indianapolis, Ind.	44	4
Crist, Joseph E., Signal Helper, Jersey Shore, Pa.	29	7
Critelli, John, Watchman, Manitou, N. Y.	39	5
Cron, John H., General Boiler Foreman, Beech Grove, Ind.	40	6
Cuconato, Joseph, Coremaker, Elkhart, Indiana	41	10
Cundari, Constantine, General Foreman, Blue Island, Ill.	44	8
Cunningham, Earl F., Locomotive Engineer, Toledo Division	47	2
Cunningham, William N., Locomotive Engineer, Toledo Division	44	2
Cusack, Frederick H., Division Freight Agent, Kalamazoo, Mich.	47	1
Czubik, Albert, Boilermaker Helper, West Detroit, Mich.	30	11
Dahmer, Henry A., Assistant Treasurer, New York, N. Y.	42	8
Danielson, William D., Supervisor of Track, McKeesport, Pa.	48	6
Danze, Joseph E., Clerk, Boston, Mass.	44	5
David, Charles S., Assistant Signal Inspector, Beaver, Pa.	44	1
Davis, George B., Supervisor Bridges and Buildings, Columbus, O.	45	4
Davis, Richard V., Supervisor Air Brakes and Steam Heat, Cleveland, O.	40	1
Denison, Sylvester H., Assistant to General Manager, Syracuse, N. Y.	42	1
Denk, John W., District Freight Transportation Inspector, Indianapolis, Ind.	46	10
Dennehy, John H., Locomotive Engineer, Ohio Division	43	1
Dempsey, Edward M., Yardmaster, Detroit, Mich.	41	2
DeRevere, Percy, Yardmaster, Mott Haven, N. Y.	47	0
Disadoro, Gaspar J., Janitor, Utica, N. Y.	34	4
Dobbs, Ira D., Chief Clerk, New York, N. Y.	43	7
Donohue, Frank P., Conductor, Hudson Division	47	11
Dunham, Edward E., Traveling Freight Agent, Newark, N. J.	50	7
Elliott, Vernon B., Conductor, Michigan Division	43	0
Ellis, Elisha, Carman, Beech Grove, Ind.	28	7
Embree, Warren J., Agricultural Representative & Live Stock Agent, Columbus, O.	17	10
Farengo, Anthony, Laborer, West Albany, N. Y.	12	6
Farmer, Francis V., Signal Maintainer, Canton, N. Y.	35	7
Fish, Frank H., Conductor, Toledo Division	44	0
Fleming, Edward F., Stationary Fireman, East Syracuse, N. Y.	11	3
Foland, Ruth L., Miss, Chief Clerk, Albany, N. Y.	42	9
Foltyn, Joseph, Car Oiler, Wesleyville, Pa.	39	4
Foster, Orman F., Telegrapher-Leverman,, Detroit, Mich.	43	8
Fout, Joseph B., Section Foreman, Kenton, O.	46	7
Fradenburgh, John A., Chief Clerk, West Albany, N. Y.	38	11
Frawley, James J., Vice President, New York N. Y.	51	2
Fry, Ward, Locomotive Engineer, Michigan Division	46	3
Gallagher, John F., Brakeman, Cleveland, O.	30	10
Garver, Herman F., Conductor, Lansing, Mich.	46	6
Gates, Clenney E., Brakeman, Erie Division	37	5
Gaunt, Robert A., Car Repairer, Detroit, Mich.	27	8
Gawronski, William, Machinist Helper, East Buffalo, N. Y.	30	1
Gehring, George, Tunnel Watchman, Canaan, N. Y.	28	10
Gentleman, Thomas, Conductor, Englewood, Ill.	27	0
Getchie, Steve, Locomotive Engineer, Ohio Division	40	11
Glady, John F., Telegrapher, Detroit, Mich.	10	0
Green, Arthur, Train Director, Gibson, Ind.	40	3
Greenawalt, Lester B., Gang Foreman, Elkhart, Ind.	30	10
Griffin, Oscar L., Supervisor of Bridges and Buildings, Mattoon, Ill.	36	1
Guilfus, Lavern, Conductor, Syracuse Division	41	11
Haggas, John L., Carpenter, Utica, N. Y.	31	2
Haire, Elmer T., Locomotive Engineer, Michigan Division	51	10
Hammond, Leonard, Car Inspector, Jeffersonville, Ind.	35	3
Haze, Charles, Laborer, Jacobs Creek, Pa.	28	3
Henderson, John O., Conductor, Cleveland Division	44	10
Hepenstal, George M., Transfer Agent, New York, N. Y.	48	11
Hess, Arthur E., Locomotive Engineer, Toledo Division	47	6
Hines, Stephen H., Agent, Coxsackie, N. Y.	51	9
Holland, Harry, Agent, North Liberty, Ind.	53	2
Horn, Frank E., Engine House Foreman, Galion, O.	31	0
Hossfeld, Carl W., Carpenter, Foreman, Niles, Mich.	35	10
Howdren, John M., Locomotive Engineer, Detroit Division	35	11
Huffman, Harry M., Traveling Auditor, New York, N. Y.	46	4
Hull, Percy L., Conductor, Indianapolis, Ind.	43	1
Hunter, Charles H., Locomotive Engineer, Michigan Division	43	10
Hurd, Philip R., Clerk, Newberry Junction, Pa.	33	8
Hurnyi, Michael, Powerhouse Mechanic, McKees Rocks, Pa.	36	8
Hutton, Edwin R., Assistant General Passenger Agent, Chicago, Ill.	43	4
Jackson, Charles E., Laborer, East Youngstown, O.	42	1
Jackson, James, Stationary Fireman, Detroit, Mich.	10	6
Jessen, Reinhardt, F. C., Locomotive Engineer, Mohawk Division	42	3
Jones, Lillian J., Telephone Operator, New York, N. Y.	30	8
Kerberg, Clarence, Leading Car Inspector, Indianapolis, Ind.	39	8
Kern, John G., Brakeman, Danville, Ill.	35	8
Kerth, Leland C., Chief Clerk, Cincinnati, O.	42	1
Kile, Elmer G., Section Foreman, Ohio Central Division	33	7
Klein, Fred, Car Repairer, West Detroit, Mich.	33	5
Knott, Clarence H., Ticket Agent, Saginaw, Mich.	43	6
Kose, Frederick M., Conductor, Detroit Division	44	4
Krandel, Joseph W., Car Repairer, Glassport, Pa.	24	6
Kroger, Robert H., Assistant Chief Examiner, New York, N. Y.	46	3
Krom, Earl S., Telegrapher-Clerk, Oneonta, N. Y.	45	4
Lafe, William, Machinist, Collinwood, O.	31	5
Lammes, John, Locomotive Engineer, Rochester, N. Y.	35	3
Landsperger, Elmer C., Yardmaster, McKeesport, Pa.	35	5
Larrick, Otto, Electric Foreman, Columbus, O.	40	0
Laterra, Giuseppe, Cooper, New York, N. Y.	41	2
Ledley, John J., Engine Dispatcher, North White Plains, N. Y.	46	8



RETIRING after 48 years with NYC is Edward J. DeLauriers, NYC Freight Cashier at Bradley, Illinois.

GOOD WISHES for W. J. Treloar (left), Manager Mail and Express Service, on his retirement were expressed by successor W. M. Smith.



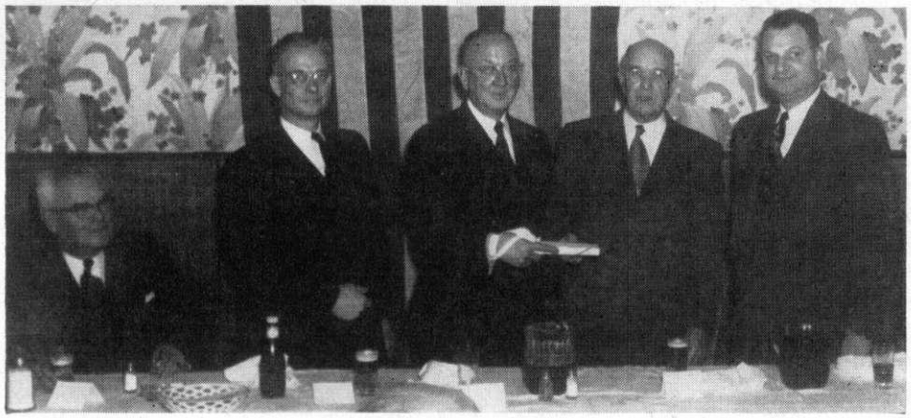
WITH HIS WIFE, after his last run for the Central is James A. Lewis, engineer at Stoneboro, Pa. At the right is Engineman Louis A. Schreck, Syracuse Division. Together these men have a total of 86 years of service on the New York Central.

A COMMITTEE representing the Erie Division Conductors and Brakemen presents W. R. Titus (seated), retiring Conductor, with a wrist watch. Standing (left to right) are: F. Wanyek, W. F. Scott, E. B. Cooke, D. W. Andrews, and T. Garvey.

HONORED at fifth annual dinner of Toronto, Hamilton & Buffalo Employes' Pension Club in Hamilton, Ont. were (front, left to right): T. McCormack, Foreman; J. Prince, Foreman; J. E. McNamara, Telegrapher; J. Cousins, Boilermaker; W. Haynes, Boilermaker Helper; W. Moore, Shedman. (Rear, left to right): P. W. Hankinson, General Manager; J. E. Simpson, Telegrapher; G. Cooke, Sectionman; P. McInerney, Engineer; G. Mooradian and M. Ward, Sectionmen; W. R. Dowrei, Conductor; J. Ashworth, Janitor.

H. R. PATTERSON (left), Signal Supervisor, Buffalo Division, received gift from fellow employes presented by L. C. Lahmann, Assistant Signal Supervisor, at a testimonial dinner held at Hotel Lafayette. W. H. Newman (seated), Mr. Patterson's predecessor, was toastmaster.

51 YEARS WITH the P&LE found Frank C. Clements (right), Wheel Gang Foreman of McKees Rocks, Pa., being served by sons, Harry (left), and Edmund, both doctors in McKees Rocks, at a buffet dinner.



T. F. CURRY was given gift at testimonial dinner attended by more than one hundred friends and fellow employes of the Substation Department, New York. From left: A. E. Archambault, Electrolysis Engineer, R. J. Osborn, Superintendent of Power; R. P. Vanderwende, Foreman; Mr. Curry, and W. H. Stapleton, Supervisor of Substations.

LeGrande, Otto, Car Repairer, Mattoon, Ill. 42 2
Lindahl, Harry, Passenger Representative, Minneapolis, Minn. 27 7
Lindsay, Anson W., Signalman, Frankfort, N. Y. 47 2
Longerich, Fred, Pipefitter, Brightwood, Ind. 47 7
Loos, Clement D., Agent-Telegrapher, Cedar Grove, Ind. 49 2
Lordan, Francis T., Machinist, St. Thomas, Ont. 39 4
Lowery, Joseph R., Yardmaster, East St. Louis, Ill. 33 7
Luebke, Max C., Brakeman, Erie Division 50 5
Lyons, Frank M., Ironworker Foreman, Buffalo, N. Y. 32 5
McAuliffe, Francis A., Passenger Representative, New York, N. Y. 46 0
McBride, Ellsworth A., Trainman, Pittsburgh, Pa. 34 6
McFall, Wiley L., Yardman, Norpaul, Ill. 37 0
McGraw, Francis J., Yardmaster, DeWitt, N. Y. 48 2
McHugh, John S., Agent, Massena, N. Y. 41 11
McNamara, Thomas E., Captain of Police, Chicago, Ill. 35 11
McPherson, Isabelle R., Mrs., Reclaim Clerk, Buffalo, N. Y. 44 1
McTigue, Dennis J., Trucker, Albany, N. Y. 42 1
Macomber, Lake E., Assistant to Comptroller, New York, N. Y. 44 5
Maloney, Ellen L., Miss, Assistant Chief Clerk, Detroit, Mich. 45 7
Manning, Joseph E., Locomotive Engineer, Mohawk Division 46 4
Markey, John L., Conductor, Detroit Division 46 4
Marra, Charles, Mason Helper, New York, N. Y. 27 6
Marsh, Henry F., Brakeman, Mohawk Division 39 0
Martino, Guiseppe, Section Laborer, Grand Central Terminal 43 0
Mastropaolo, Gus, Laborer, Selkirk, N. Y. 20 0
May, Thomas J., Foreman, Collinwood, O. 36 3
Mendoza, Juafalupe F., Section Laborer, Western Division 28 2
Merritt, Eugene W., Clerk, Albany, N. Y. 26 3
Miller, Fred J., Chief Claim Agent, New York, N. Y. 41 0
Miller, George A., Section Foreman, Knox, Ind. 36 8
Molloy, James P., General Accountant, Chicago, Ill. 50 4
Moshier, Charles C., Telegrapher, Ohio Division 11 7
Nall, Roger M., Supervisor of Track, College, Pa. 30 8
Navarre, Frank S., Repair Track Inspector, Detroit, Mich. 34 3
Nelson, Colonel, Laborer, Sharonville, O. 10 7
Newman, Ralph E., Carpenter, Greensburg, Ind. 48 5
Noel, Benjamin H., Conductor, Terre Haute, Ind. 37 7
Nordland, Adolph F., Tug Dispatcher, New York, N. Y. 37 3
O'Connell, Daniel B., Lieutenant of Police, Detroit, Mich. 32 4
Oliver, William J., Signal Maintainer, Syracuse, N. Y. 28 0
Onyans, William I. L., Chief Clerk, Detroit, Mich. 51 2
Orell, Walter S., Machinist, West Springfield, Mass. 30 6
Orphey, Peter F., Relief Foreman, Gibson, Ind. 43 5
Osgood, Charles H., Locomotive Engineer, Toledo Division 44 2
Oyler, Raymond W., Locomotive Engineer, Western Division 43 2
Page, Martha D., Mrs., Clerk, Yonkers, N. Y. 31 9
Parrota, Donato, Section Laborer, Dickerson Run, Pa. 41 10
Paul, Ralph S., Locomotive Engineer, Kankakee, Ill. 42 11
Peth, August F., Electrician, West Albany, N. Y. 11 0
Pezdir, Andrew, Boilermaker Helper, Collinwood, O. 28 9
Pfister, Charles A., Foreman, West Albany, N. Y. 50 8
Philabaum, John E., Pumper, Pittsburgh, Pa. 35 6
Platt, Thomas E., Boilermaker, McKees Rocks, Pa. 12 9
Picman, John, Car Repairer, Nottingham, O. 35 10
Placito, Charles, Section Laborer, Canandaigua, N. Y. 32 3
Pontey, Basil F., Office Engineer, Detroit, Mich. 41 7
Prall, Joseph, Conductor, Mohawk Division 47 2
Prince, Fred J., Boilermaker, Kankakee, Ill. 31 5
Pritchard, Richard W., Storekeeper, Rensselaer, N. Y. 47 9
Pyrz, Frank, Carpenter, Norpaul, Ill. 36 0
Quinlin, Nellie C., Miss, Forewoman, Pittsburgh, Pa. 46 1
Ratliff, Herschel E., Car Retarder Operator, Cincinnati, O. 47 2
Reed, Arthur T., Clerk, Cohoes, N. Y. 34 6
Reed, Charles C., Power Supervisor, Cleveland, O. 23 9
Retzke, William F., Locomotive Engineer, Toledo Division 46 4
Rice, Albert A., Car Repairer, West Detroit, Mich. 38 10
Richards, Martin L., Assistant Superintendent Freight Equipment Distribution, New York, N. Y. 45 5
Ristau, William C., Clerk, West Albany, N. Y. 28 8
Robbins, Lorne, J., Assistant Superintendent, Detroit, Mich. 41 9
Roberts, Carl W., Air Brake Repairer, Mattoon, Ill. 44 1
Roberts, Robert, Traveling Auditor, New York, N. Y. 31 5
Roe, William R., Assistant Engineer, New York, N Y. 37 2
Ronan, William J., Yardmaster, East Buffalo, N. Y. 50 0
Ryan, Edward J., Yardmaster, Blue Island, Ill. 34 3
Saddington, Fred H., Section Laborer, Oswego, N. Y. 12 3
Sakoski, Antoni, Machinist Helper, East Buffalo, N. Y. 30 2
Sanders, William E., Carpenter, Watertown, N. Y. 12 3
Santoro, Gennaro, Watchman, Fort Montgomery, N. Y. 28 8
Schott, Walter J., Hostler, Riverside, O. 39 4
Schultz, Allen, Tugboat Engineer, New York, N. Y. 38 2
Scott, Frederick B., Clerk, New York, N. Y. 41 7
Scott, James A., Conductor, Mohawk Division 42 2
Shafer, Charles L., Chief Clerk, Alliance, O. 43 6
Shamel, James E., Signal Inspector, Mattoon, Ill. 41 6
Sharpe, Roy W., Scale Inspector, Sandusky, O. 43 4
Shaver, James, Car Repairer, Bay City, Mich. 25 0
Sherman, William R., Carpenter, River Division 33 8
Shimer, John H., Inspector, Indianapolis, Ind. 30 3
Smith, Ernest J., Telegraph Clerk, Buffalo Division 28 11
Smith, Willard O., Electrician, McKees Rocks, Pa. 49 11
Smolyan, Joseph, Section Laborer, McKees Rocks, Pa. 10 7
Sneckenberger, Earl S., Yardmaster, New Castle, Pa. 33 6
Spoor, William P., Conductor, Syracuse Division 33 4
Stallings, James R., Car Repairer, Corning, O. 30 8
Stanic, John, Mail Trucker Foreman, Cleveland, O. 31 4
Stevenson, John R., General Freight Claim Agent, Buffalo 45 2

Between you and me

STARTING A NEW YEAR

This is a new year, and new ones roll around pretty fast. From many standpoints, 1953 was a good year. There was pretty much full employment and a very high rate of production; prices held fairly stable; the shooting war in Korea stopped. All in all, history will record 1953 as a pretty good year.

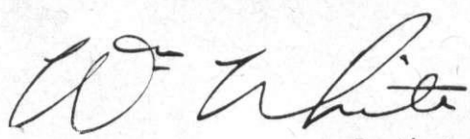
Toward the end of 1953 business dropped off a bit, and that was because we had been producing many goods at a higher rate than they were being consumed. Also, countries that had been devastated by war have increased their production and are no longer so dependent upon our country.

Strange as it may seem, the low birth rate of the thirties is now having an economic effect in that the rate of new family formations is declining. Economists tell us that the increasing birth rate starting in the late thirties and continuing right up to the present time will, in a few years, result in a greatly increased rate of family formation and cause the high industrial capacity of our nation to be used to the full.

We expect, however, that this year production will not be as great as in 1953, and consequently the volume of traffic will be somewhat reduced. We are in a period of adjustment. We cannot always have boom times. Such periods of readjustment in our economic life have a sobering effect because they mean less employment.

On New York Central we still have much to do in improving our track structure and reducing the number of bad order cars. The extent to which we can carry out our maintenance programs will be dependent upon a great many factors, but most important from the standpoint of our employes are the factors that determine how large a share of the available business we can secure and how efficiently and economically we perform our service. Every individual employe has a stake and a responsibility—his stake is a good job at good pay; his responsibility is a job well done.

With teamwork and cooperation we can go far. Although the odds may be a little more difficult, we hope that the new year will be one of accomplishment and that we will get nearer to our goal of making New York Central stand for QUALITY RAILROAD SERVICE and PLEASING THE CUSTOMER.



President

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Is This Tax Necessary?

Remember the signs that were put up in rail terminals during the war? "Is This Trip Necessary?", they asked. It was the government's way of discouraging non-essential travel to make more room for military passengers.

There was another way—a much more forceful one—which the government employed to discourage travel during the war. It slapped a 15 per cent tax on rail, bus and plane tickets.

This measure really worked. It did the job for which it was intended. The trouble is: it's still doing it. Today, with the war long since over, this wartime tax is still in effect. And, though the railroads now need *more,* not fewer, passengers, the tax is still keeping people off the trains.

During the war, a tax was also placed on common carrier freight transportation — meaning, principally, railroad freight transportation. This tax was pegged at three per cent. It's still in effect, too.

Both these taxes go out of their way to penalize the railroads and the people who use them. That means they also penalize the people who work for the railroads—by cutting into railroad business and thus reducing the number of railroad jobs.

The passenger tax applies only to public transportation. It doesn't hit travel by private auto. By adding 15 cents to each dollar of a rail ticket's cost it pulls people away from the trains and pushes them and their cars onto the already crowded highways. Furthermore, it soaks—among others—those least able to pay. People who can't afford a car can't dodge the tax when they travel.

The freight tax induces shippers to buy their own trucks or barges and go into the transportation business—not because they can do it more efficiently or economically than railroads or the other common carriers, but because they can duck the transport tax when they haul their own goods. Once they've invested in their own fleets, their traffic is lost to the common carriers for a long time to come.

When you look at either the passenger or the freight tax and consider these deadening effects on the transportation industry, you can't help asking, regardless of the revenue yielded to the government, "Is This Tax Necessary?"

The railroad industry answers that both taxes not only aren't necessary, they're unfair and unhealthy and should be repealed. The railroads are urging Congress to put a long-overdue end to these war-born levies.

25 Years Ago

From the *New York Central Lines Magazine* of January, 1929:

• Riverside Yard in Cincinnati was back in full service after extensive remodeling. Project was described in a newspaper article as "one of the greatest physical changes in Cincinnati's history."

140
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