

IN THIS ISSUE

It happened twenty years ago . . .

Volume I, No. 1 of the HEADLIGHT made its appearance in January, 1940. An editorial in that modest four-page newspaper said, in part:

"It was born in the hope that it could be made a vehicle of real service and usefulness to employees in every department, large and small . . . In brief, it will attempt to record, as well as its compass permits, the interesting highlights of their daily lives while keeping them informed about the progress of their industry and especially of their own company.

"While its producers modestly appreciate that its appearance is not likely to cause any dancing in the streets, they feel that the HEADLIGHT has before it a potential career of real service to its readers. To this they pledge the full measure of their abilities."

And the present HEADLIGHT staff reaffirms this pledge.

Back in those somnolent days before the full fury of World War II was loosed, the HEADLIGHT's pages were filled with news of a railroad and its people going about traditional tasks quietly, slowly recovering from the depression of the '30s. The newspaper picked up in a modest degree where the *New York Central Lines Magazine* had left off in 1932—a publication of imposing proportions that evokes fond memories among old timers on the Central.

During the 1940's the HEADLIGHT's columns featured news of Central people at war—those in the armed forces, and those at home, rising magnificently to the demands of wartime transportation.

After that came Korea, followed by years of crisis for the railroads. The HEADLIGHT's beam was focused on the challenges of the decade and the revolutionary efforts brought to bear upon the problems of railroading in the mid-twentieth century.

It's been a long haul from the first four-page edition of twenty years ago to the magazine you are reading now. The HEADLIGHT's appearance has changed in that time (see cover), but its principal goal has remained constant: To keep New York Central people informed about the progress, problems, plans and developments of their company so that they can carry out their jobs more effectively.

The following pages of the past twenty years make fascinating reading, with their stories of vast changes in every phase of life on the Central—changes which have played an important role in the growing economy of America.

Today, with the rest of the Central's people and operations, the HEADLIGHT stands at the threshold of a new decade . . . another era of growth and development as the nation expands.

A quick glance backwards reminds us of the challenges of the 1940's and 1950's . . . of the way these challenges were met. From these achievements we can step into the 1960's with great expectations and confidence in the way New York Central people will meet the future.

And as they meet that future, Central people will have not only the familiar "right to know" what's going on, but they will continue also to "need to know" what's happening on their railroad so that their future performance can measure up to the high standards of their past.

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THE COVER: This month's cover shows the four ways the HEADLIGHT has been dressed in its first 20 years . . . with each change in appearance keyed to improving the publication's service to Central people.

Headlight

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NEWS BRIEFS

FINANCIAL RESULTS . . .

of Central's operations in November, 1959, resulted in a net loss for the month of \$964,772, against net income of \$2,633,054 in the same month a year earlier. For the first 11 months of 1959, NYC net income amounted to \$2,651,108, compared with a net loss of \$1,135,000 in the 1958 period.

Carloadings on the Central in November amounted to 261,225. This was a decrease of 9,048—3.3 per cent from the same month of 1958.

Total NYC carloadings for the first 11 months of 1959 numbered 3,010,226. This is 108,660—3.7 per cent higher than Central carloadings for the first 11 months of 1958.

ST. LAWRENCE SEAWAY . . .

"is now a reality and the eastern railroads are not trying to fill it with dirt and rocks," said Arthur E. Baylis, NYC Vice President-Freight Sales & Service, in a recent address before the Chicago Traffic Club. "But neither do they intend to fill it with tonnage," he added. He was a member of a panel invited to discuss the Seaway.

"While the Seaway was built over the protests of the privately operated railroads, it is now here and we must recognize it as formidable competition which we must fight," he said. "It is simply another example of governmentally-financed transportation, heavily subsidized by taxpayers."

"To meet this competition," Mr. Baylis said, "the railroads have already reduced about six major commodity rates and reductions on another ten to 15 are planned during the winter months."

"The railroads can be badly hurt," he declared, "by this competition which may benefit a few and harm the many, but American industry around the Seaway also has much to lose through the dumping of foreign goods in this country in competition with our products—a trend already greatly accelerated during the first year of Seaway operation."

Mr. Baylis noted that during the past year some market "disruption" has been noted in many areas because "no longer do the inland manufacturers have the protection of the freight rate from the Atlantic coast to insulate them from foreign competition."

"We are all familiar," he said, "with the billion-dollar foreign-aid program launched after the war to aid in building up economic strength in war-torn countries. Now, in addition to this, we have also saddled the American taxpayer with a good part of the expense of the governmentally-supported Seaway

right-of-way to help bring into our back yard the foreign goods that we've paid for through our foreign aid taxes."

The St. Lawrence Seaway Development Corporation recently reported more than 17,400,000 tons of cargo were carried through the Seaway (Montreal to Lake Ontario) from April through October, 1959. It said the upbound movement increased by 128 per cent, and the downbound movement increased by 31 per cent. Bulk cargo comprised 91 per cent of the total movement.

CHOICE BEEF CUTS . . .

of prize-winning cattle from the 30th Annual Detroit Junior Livestock Show is being featured on New York Central dining cars this month. NYC's Dining Service department purchased 14 prize steers at the show, sponsored each year by several Detroit area industries (including NYC) among members of Michigan 4-H Clubs.

PER DIEM RATES . . .

on freight cars away from their home roads were increased Dec. 1, 1959. The old rate was \$2.75. New rate is \$2.88. This amount is charged against the Central (and other roads) for every freight car of another railroad on NYC lines after each midnight. With 120,000 such cars on the System each day, it can easily be seen how vital it is to move foreign line cars to their home roads as quickly as possible.

NYC PASSENGER STATIONS . . .

in Rochester and Buffalo have been acquired by two real estate investors. Central's Real Estate department last month announced that the New York firm of Atkinson & Troutman has bought the Rochester station outright and has acquired the Buffalo station on a long term net lease basis with an option to purchase.

The Rochester transaction includes the passenger station, its office wings, the station plaza and parking lot and the station's power plant. Some three and a half acres of land and 95,000 square feet of building space are included. The property is located near the center of Rochester, directly across from a new 800-car parking facility being erected and also immediately adjacent to a new inner belt expressway being completed. The Rochester station was built in 1908.

The Buffalo property includes the Buffalo passenger station, known as Central Terminal, and a 16-story office building. Central Terminal covers 11 acres and

NEWS BRIEFS CONTINUED

includes 150,000 square feet of concourse space. When it was opened in 1929 Central Terminal was estimated to have cost \$15 million.

According to Mr. Atkinson and Mr. Troutman, all of the station properties acquired will be developed for commercial purposes. Retail stores will occupy most of the passenger stations, the real estate investors said.

The central location of all the passenger stations and the good parking facilities surrounding the buildings makes their conversion into shopping centers highly practical, they said.

The transfer of the passenger stations will have no effect on Central's passenger service to the cities involved. Space has been reserved in both stations to handle passengers. The transactions also do not include the Central's right-of-way.

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NEW BRIDGE . . . over the Cal-Sag, Chicago, channel has been opened by the Central. It is the first of several new rail and highway bridges being constructed by various agencies to help barge traffic pass freely through the channel from Lake Calumet to the Illinois Waterway.

The new bridge was built under the direction of the U.S. Army Corps of Engineers at a total cost of \$2,400,000. The Central's share of the construction costs of the bridge, designed for the sole purpose of aiding barge traffic, was \$360,000. The structure will eliminate a bottle-neck in the channel.

The bridge carries a 310-foot single track supported by a 70-foot deck girder at each end. It will provide a 250-foot wide channel with 25 feet vertical clearance. In case of national emergency the piers are capable of carrying future towers to convert into a vertical lift structure with a vertical clearance of 40 feet.

NYC owns the property, which is operated as a freight line by the subsidiary Indiana Harbor Belt Railroad. The new bridge is located just south of the old structure, now being dismantled.

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WEST SHORE PASSENGER SERVICE . . . came to an end Dec. 10, 1959, following the granting of Interstate Commerce Commission permission for the move. Hearings on the Central's petition to make such cancellation had been held earlier in the year.

By the time West Shore passenger service on the line's River Division into Weehawken, N. J., came to a halt there were only 100 paying passengers riding its 22 trains. Central has been losing \$3,100 daily on the operation of those trains, which ran between Weehawken and West Haverstraw, N. J., in the New York commuter area. In the 1920's the West Shore carried 25,000 passengers a day. Patronage started to dwindle in the late '20's, however, as a network of publicly-built bridges, tunnels and highways

siphoned away the line's commuters.

When the connecting ferry service between Weehawken and New York was discontinued last March, only 3,000 people were commuting on West Shore trains. Since that time traffic has continued to decline, with many trains carrying more crew members than passengers.

The ICC order permitting the end of West Shore passenger service climaxes five years of effort by the Central to discontinue this money-losing operation. Public hearings and legal proceedings started in January 1955, when the railroad filed train discontinuance petitions with the New York State Public Service Commission and the New Jersey Public Utilities Commission. In December, 1954, Central had petitioned the ICC for permission to discontinue the ferry service across the Hudson River between Weehawken and New York.

• • •

NEW PARCEL POST RATES . . .

become effective Feb. 1, by approval of the Interstate Commerce Commission. The increases average 17.1 per cent, and are expected to provide additional postal revenues of about \$88 million a year for the U.S. Post Office Department. This is the first increase in parcel post rates since 1953 and is attributed to substantial increases in the Post Office's costs for wages, transportation and other items.

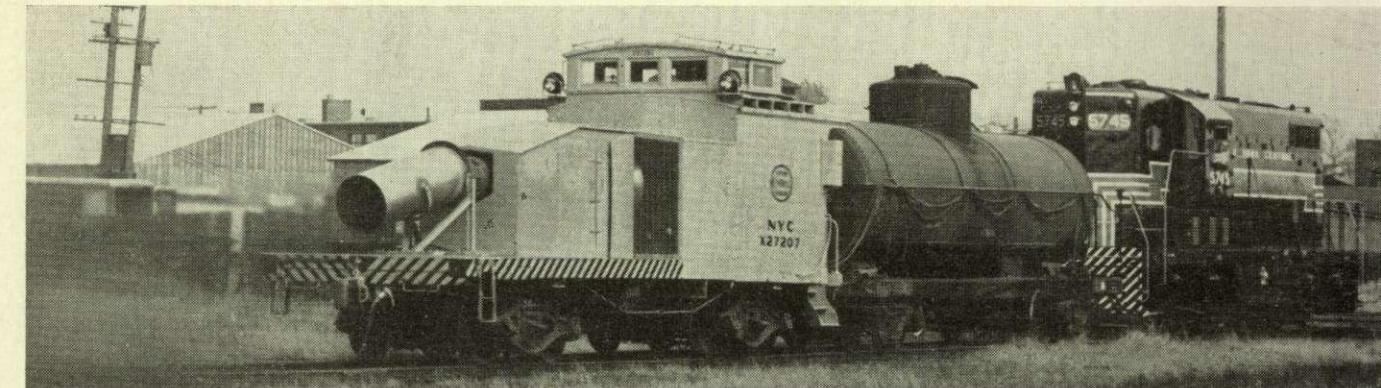
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LEGISLATION TO ASSIST RAILROADS . . .

has been urged by a special subcommittee of the House of Representatives. In a recently published report on its investigation of last summer into the adequacy of transportation in the event of mobilization, the Special Transportation Subcommittee of the House Armed Services Committee has declared that Congress should give serious consideration to legislation to ease the railroads' financial difficulties to enable them to build up their car supply and otherwise improve the facilities.

The subcommittee said the main reason for some transportation shortages was "financial," and hence it is "imperative that action be taken to alleviate these shortages in order that we will not be caught unprepared." The subcommittee added that no plans "for transport dependence can fail to take into account the railroad industry."

"The versatility and adaptability of rail transport, as thoroughly demonstrated on a worldwide basis under all kinds of conditions," the subcommittee declared, "is but one of the reasons why military logistical planning is built around the railroads for the bulk of its freight and passenger movements. The other forms of transport, important as they are to the total need, are auxiliary and supplemental to the railroads."



MERGED WITH A CABOOSE, JET ENGINE BECOMES A SNOW BLOWER ON THE CENTRAL.

Jet Plane Engine Blows Snow from NYC Tracks

Central scientists score again, adapting aircraft engine to one of railroad's toughest jobs

► A surplus jet engine, a spare caboose and the technical skills of New York Central research scientists have been combined to produce a new weapon in the railroad's annual battle against treacherous, track-clogging snow.

By developing a method of harnessing and aiming the powerful exhaust of one of a B-36 jet bomber's engines, Central scientists working at the railroad's Technical Research Center in Collinwood, O., have produced a snow blower which can blast freight yard tracks and switches completely free of snow and ice for a distance of 100 feet.

Fuel experts at the Research Center have avoided the problem of buying costly jet airplane fuel to run the blower by modifying it to operate on regular diesel fuel, which is far cheaper and in plentiful supply.

James J. Wright, Director of the Center, predicted today that the blower, which is in full service this winter, will speed up tremendously the clearing of snow-blocked yards and tracks and will reduce by "many thousands of dollars" the Central's annual snow-fighting bill.

Clears Adjacent Tracks

Riding down one track of an electronic classification yard, the operator of the snow blower guides the powerful exhaust blast of the jet engine from side to side, blowing snow from tracks on either side of him as he moves along at yard speeds, Mr. Wright said.

The exhaust, blasting from the jet engine at speeds in excess of 1,000 miles an hour, blows snow and ice directly out from under railroad cars, permitting



NOZZLE guides exhaust of jet engine in try-out before big snows of winter come. This feature allows engine's exhaust to blow adjacent tracks clear of ice and snow.

them to be moved again without danger of derailment.

The snow blower will be a great boon to the railroad when the blizzards hit this winter. "In past winters," Mr. Wright said, "we frequently have had to move the cars in a yard from one track to another as each track was progressively cleaned. By blowing the snow directly out from under the cars we will be able to avoid this laborious process when a two-foot snow block one of our yards."

The direction of the blast is controlled by a huge nozzle constructed at the tail of the jet engine. Controlled hydraulically from the modified caboose, this nozzle can be swung through a 60-degree arc from side to side and can be depressed from a horizontal position to 15 degrees below the horizontal.

Safety Devices Included

Its controls have been simplified also so that the engine can be operated by regular railroad personnel. Safety devices have been added to the engine which will shut it off if its operator fails

to control it correctly. The 5000-horsepower engine also has been equipped with sound baffles to reduce the noise of the intake air at full speed.

An added safety factor is a signal system involving red, yellow and green lights mounted on the caboose and visible at all times to the engineer of the locomotive. By changing the lights, the jet engine operator can instruct the engineer in proper safety movements.

Device Interests Air Force

This method of taking an engine from a jet bomber and harnessing it to a prosaic railroad caboose to keep the trains running through blizzards has stirred the interest of the United States Air Force and the Federal Aviation Agency.

Jet planes, both bombers and civilian, find the going tough when their runways are coated with snow and ice. Since the Central's first tests have proved so successful, the Research Center has been retained as a consulting agency to aid the Air Force and the FAA in developing a similar tool for clearing jet runways.



ANNUAL FREIGHT SALES AND SERVICE MEETING CONVENES IN CLEVELAND'S STATLER-HILTON HOTEL.

Service Improvements Highlight Sales Meeting

Freight salesmen set sights on 1960; bank on many improvements in service to help boost NYC's traffic volume

► Faster freight train schedules and other service improvements were among the highlights of discussion at the annual get-together of the Central's freight sales managers, held last month in Cleveland.

The meeting is held each year in a different on-line city, presided over by Arthur E. Baylis, Vice President-Freight Sales & Service. The sessions provide the men who guide NYC's freight sales efforts with an opportunity to review their performance and results of the past year and work out plans for the coming 12 months.

The 1959 meeting heard both good and bad news. On the minus side, the record showed the heavy impact of the long steel strike on Central carloadings. But on the plus side, Mr. Baylis told the meeting that "the on-time performance of our freight trains is better than it has ever been and it promises to improve even more." He predicted that 1960 would be a "relatively full business year" for the Central, barring resumption of the steel strike or other work stoppages. For the guidance of those attending, a voluminous "Knowledge-Pak" was distributed, containing charts and statistical tables illustrating past sales records and expected sales gains.

At day and evening sessions, the Central sales managers heard representatives of other departments of the railroads

report on how System-wide improvements have bettered the Central's services and how even faster, more efficient service will develop from improvements still to come.

Central's President, Alfred E. Perlman, addressed the meeting and told those present that the rail service they sell would continue to improve in the future. "I am very proud of our service right now," Mr. Perlman said, "but we aren't going to stop with improvements until we have the finest transportation machine in the world!"

One of the improvements on the railroad discussed by Mr. Perlman was the \$12½ million electronic classification yard now under construction near Indianapolis. When completed next summer, the new yard will supplant several small yards in the Indianapolis area and will materially speed up service throughout the Central's Southern District, which serves most of southern Ohio, Indiana and Illinois, as well as the St. Louis and Peoria gateways where traffic is interchanged with western railroads.

John F. Nash, Vice President-Operation, was also speaker at the meeting. Discussing improvements already in operation, Mr. Nash said, "Our electronic yard at Elkhart, Ind., not only has permitted us to speed up our service, but also has helped our western railroad connections cut a day off their delivery

time to the west coast. The yard now under construction at Indianapolis will do the same for our direct connections in the St. Louis area."

James E. Hawthorne, Assistant Vice President-Freight Sales & Service, described for the meeting how modern electronic computers and other up-to-date business machines and methods (such as more efficient car reporting) are helping to spur sales on the Central.

"The modern methods we now use to gather fast, accurate information on our service is helping our sales and service people to make additional sales," he declared.

Discussing NYC's new centralized rate bureau, Arthur J. Crookshank, Assistant Vice President-Rates, said this consolidation of a number of rate bureaus has permitted NYC to give much faster service on quoting and compiling rates. He also said the Central is studying its entire rate structure in an effort to draw up new rates which will help it meet government-subsidized competition even more effectively.

Flexi-Van progress reviewed

Roy L. Milbourne, Director of Flexi-Van Sales & Service, described how Flexi-Van, Central's method of coordinated rail-highway service, expanded widely throughout the System in 1959. He discussed additional Flexi-Van equipment purchases to be made in 1960 and predicted that the coming year would see Flexi-Van continue to grow "by leaps and bounds."

Otto W. Pongrace, Director of Industrial Development, explained how his department aids site-hunting industries to locate on the Central.

"The industrial development brochures and other information we distribute," Mr. Pongrace explained, "are the most complete of any similar data now being published. A firm seeking a site can check one of the Central's brochures and determine not only information about transportation, but also such

5:30 p.m. at Boston and Worcester, Mr. Nash said. The later cutoff time, which applies also to shipments using the Central's Flexi-Van coordinated rail-highway service, will permit Boston-area shippers to load the majority of their day's business for second morning delivery in either Chicago or St. Louis.

Rescheduling helps shippers

A 10 p.m. Flexi-Van loading deadline on Monday, Tuesday and Wednesday nights in Chicago—four hours later than the previous cut-off time—will provide second morning delivery on Wednesday, Thursday and Friday in New York for vans loaded as late as the close of the business day.

Other improvements include a two-hour cut in fast freight service between St. Louis and Syracuse, N. Y., assuring superior connections for shipments destined to New York State and New England points. Another schedule speedup between Pittsburgh and Chicago will guarantee second-morning deliveries in Chicago and to Chicago connections.

Among the other speakers at the business sessions were John M. Barriger, President of the Pittsburgh & Lake Erie Railroad; Ernest C. Nickerson, Vice President-Passenger & Merchandise; John B. Joynt, Vice President-Management Planning; Henry F. McCarthy, Vice President-Purchases & Stores; James O. Boisi, Vice President-Real Estate and Wayne M. Hoffman, Executive Assistant to the President.

A tour through the Central's Cleveland research laboratory, which developed such startling railroad innovations as a successful method of shipping missiles by rail, climaxed the three-day meeting.



MEETING leader was Arthur E. Baylis, Vice President-Freight Sales & Service.

vital facts as the supply of water, labor market, and even the quality of the soil of a possible site for a new plant."

Robert S. Eisenhauer, Director of Public Relations & Advertising, promised the sales representatives at the meeting that the recent consolidation of these two functions would provide them with even better sales promotion services to back up their own sales efforts. "In 1960," he added, "we plan to concentrate on telling the positive story of the Central's improved service through both public relations and advertising."

Discussing the speedup in Central's Boston-Chicago and Boston-St. Louis schedules, Mr. Nash said:

"We believe New York Central has the prime service route to and from New England. These improvements are just one indication of our determination to use that route to the fullest advantage in providing better and faster service to our customers."

Rescheduling of the Boston connection for through westbound trains to St. Louis and Chicago will change the deadline for loading of merchandise and forwarder shipments from 12:30 p.m. to



USING slides, James E. Hawthorne, Assistant Vice President, addressed group.

Boy Scouts Mark 50th Anniversary

More than 5,000,000 Cub Scouts, Boy Scouts, Explorers and their adult leaders will begin observance of the 50th Anniversary of the Boy Scouts of America during Boy Scout Week, Feb. 7 to 13.

"For God and Country" is the theme of the anniversary which will be observed in every city and town and most villages in the United States and territories.

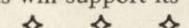
The high point of Scouting in 1960 will be the Fifth National Scout Jamboree when 53,200 boys and leaders will camp on a 2,000-acre ranch at Colorado Springs, Colorado, July 22 to 28. Included will be several hundred members from other nations who will be the guests of America's local Boy Scout councils.

Those remaining at home will conduct Cub Scout Jubilees, Boy Scout Jubilee Camporees and Explorer Jubilee Field Days the weekend the National Jamboree is in progress.

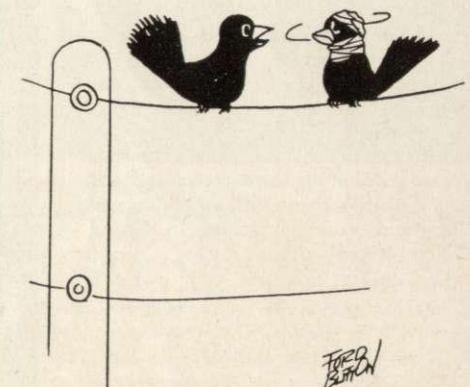
Another national highlight will be a "Report to the Nation" made at the White House by 50 Eagle Scouts, each representing a different state. And on February 8 the Post Office Department will release four-cent commemorative postage stamp marking the golden anniversary.

The National Good Turn for 1960 by the Boy Scouts of America will be their third non-partisan Get - Out - the - Vote campaign, conducted in cooperation with the Freedoms Foundation of Valley Forge.

Over 31,000,000 boys and adults have been in Scouting since 1910, and the 50th anniversary observance seeks to bring new levels of understanding for the movement so that more boys will join, more volunteer leaders will serve and more adults will support its work.

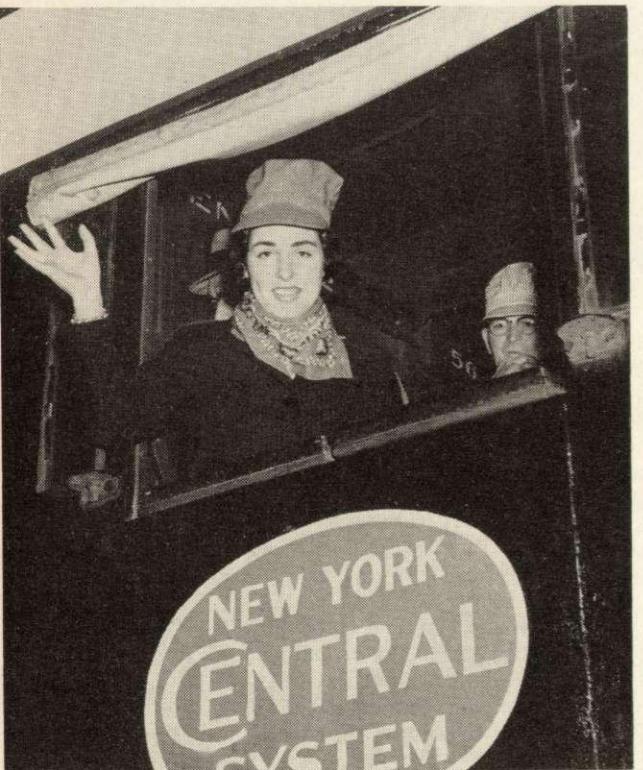


CARELESSNESS IS FOR THE BIRDS!



Pretty visitor . . .

from Germany is 17-year old Brigitte Schneider, who is attending New Castle, Pa., High School as an exchange student. As part of her program to become familiar with American industries, Brigitte was taken on a tour of the Pittsburgh & Lake Erie Railroad's facilities, including a ride in the locomotive cab from New Castle to Pittsburgh.



Headlight Highlights . . .

A member of . . .

the Village Lutheran Church English Handbell Ringers of Bronxville, N. Y. is Carolyn Litke (second from left), daughter of August Litke, the Central's Passenger-Freight Agent at Crestwood Station on the Harlem Division. The Bell Ringers were organized five years ago, and were the first in Westchester County. They have made numerous appearances along the eastern seaboard and appeared last month on the annual Christmas music program in Grand Central Terminal.



Far from home . . .

the New York Central trademark forms a backdrop for travelers in the colorful dress of Mexico as these boxcars carry their freight to our Good Neighbors south of the border. Passengers are waiting to board their train at Empalme Escobedo Jct., an important junction point about half way between Mexico City and Laredo, Tex., the U.S.-Mexican border crossing point for this route. Thanks for this photo go to Manuel Munoz, NYC representative in Mexico.



"A most remarkable man" . . .

is description given recently to Alvenus E. Sherry, NYC Agent at New Castle, Ind. Mr. Sherry is just starting his 68th year of service for the Central, the last half century at New Castle. In addition to his unusual record of service, Mr. Sherry is noted for being "alert, courteous, cheerful, popular and obliging." He says he has never wanted to be anything but a railroad man.



Stripping away concrete . . .

from existing columns in the baggage room of Grand Central Terminal, workmen start the preliminary phase of construction that will lead to the erection of the \$100 million "Grand Central City" skyscraper that will rise 59 stories on the 3½-acre site adjoining the Terminal. Full scale construction activity is expected to start in March.

At testimonial dinner . . .

given for popular Centralman Bill Kraus (right), Freight Salesman at Kankakee, Ill., Vice President Douglass Campbell (left), Chicago, received an honorary citizen certificate. Mayor of Kankakee, Ed. P. Madison, awarding the certificate, was only one of many people who attended the dinner and proffered their best wishes to Mr. Kraus. Speaker after speaker lauded him, and evening was climaxed by lavish salute from Congressman Leslie C. Arends (R.), Illinois.



Award of Merit winner . . .

in 1959 *Modern Railroads* magazine "Golden Freight Car" competition is NYC, represented by James E. Hawthorne (center), Asst. Vice President-Freight Sales & Service, and Richard C. Marshall (right), Asst. Director-Public Relations. *Modern Railroads'* Executive Vice President and Publisher, Frank Richter, presents awards, earned by NYC for ads about new centralized rate bureau, which judges felt combined best in sales management and promotion.

Letters Bring Pats on the Back for NYC People

The honesty and consideration of all Central employees was brought to the foreground by the action of one NYC Conductor, **E. W. Arsneau**. A passenger on the New England States from Worcester, Mass., to Chicago had left his overnight bag on the train. Mr. Arsneau, who found the bag, located the passenger and returned his belonging to him.

Announcer **Al Maestri** at the Bulletin Board, Grand Central Terminal, New York rated a pat-on-the-back from a woman traveler, Mrs. McGeough. She had arranged to meet her niece at GCT for the 3 o'clock train to Albany, N. Y. For some reason, they got their signals crossed and the niece boarded the train, leaving the woman stranded alone in New York, with no idea where her niece was. Mr. Maestri not only helped soothe the distraught woman, but also telephoned Harmon, made connections and located the niece on the 3 o'clock train. Says Mrs. McGeough: "This experience more than endeared the New York Central to me."

Courtesy helps

"Very courteous and helpful" is the compliment afforded NYC Brakeman **Norman Seelig** recently. Two Central passengers found the attention given them by Mr. Seelig worthy of commendation and add: that "it is a pleasure to ride your trains since you have gentlemen, as Mr. Seelig, in your employ."

Ohio Division Conductor **G. A. Neller** recently, through his initiative in offering a party of four men travelling from Cincinnati to Utica, N. Y., better accommodations, merited commendation. In writing concerning the matter, H. D. Stone, Manager of Sales and Marketing, Metals Division, Kelsey-Hayes Corp. of New Hartford, N. Y., says neither he nor his three traveling companions requested a change. However, because space had been difficult to get, they were not able to secure bedrooms, their first choice. Between Columbus and Cleveland, Mr. Neller offered to change them to bedrooms, good customer service that was accepted and appreciated.

In a letter of NYC Assistant Passenger Sales Manager at Detroit, **O. J. Steinhardt**, the following from a pleased Central passenger was stated: "This evening I had the pleasure of riding the Twilight Limited from Detroit to Gary, Ind. It has been months since I rode this train, and I enjoyed it so much that I feel compelled to tell you so. The entire ride was very smooth and comfortable. It enabled me to relax, read, take a nap and also enjoy an excellent steak dinner.

In addition, the Conductor and the dining car crew were all very courteous and obliging. My thanks for an enjoyable ride. I look forward to my next business trip on the NYC."

NYC Ticket Agent **Will E. Rogers**, Yonkers, N. Y., merited a pat-on-the-back recently from a Central customer, who had misread a NYC time table. The customer had planned to take the 12 noon train from Grand Central Station, N. Y., and meet his wife in Yonkers. However, he did not notice until it was too late to notify his wife at home that the train he had planned to take was a through train to Chicago and didn't stop at Yonkers. As his wife had already left for the train station, he called the Yonkers station, where Mr. Rogers was "very quick to grasp the problem," and asked Mr. Rogers, to tell his wife, when she arrived, that he would be taking the subway instead. Mr. Rogers did find the gentleman's wife and relayed the message, alleviating a complicated situation.

Good public relations were effected recently between New York Central and the Reserve Officers Association of the United States, Fort Benjamin Harrison, Ind., through Central employees **Larry J. Hennessey**, Assistant Sales Manager, **Joseph Gagen**, Chief Clerk, and **Joseph Robertson**, District Freight Salesman, Indianapolis. In a letter, Lt. Col. C. F. Hathaway, President of the Association, states: "Recently I had occasion to ask Mr. Hennessey to supply a film and speaker on railroading as the program for a meeting of our local chapter. I would like to express to you our sincere appreciation for the kind cooperation which we received. Mr. Hennessey arranged for the showing of your movie, 'The Big Train,' and Mr. Gagen and Mr. Robertson both spoke most capably on the problems confronting railroads today."

Cooperation does it

Through the combined efforts of **Earl W. Cookson**, Ticket Office Clerk, Beaver, Pa., and NYC employees of the Pittsburgh Baggage Office, a coat, which had been inadvertently left on Pittsburgh and Lake Erie Train 273 out of Pittsburgh, was promptly located and returned to its owner.

A "splendid representative" of NYC was the praise rendered **Arthur Scully**, Passenger Sales Agent at Chatham, N. Y., recently by a pleased Central customer. The action prompting the commendation was Mr. Scully's interest in helping the customer plan a vacation and his willingness to not only spend a

great deal of time getting vacation information, but also deliver the information personally to the customer's home.

The following letter from a pleased Central passenger speaks well for NYC and its employees: "On a recent vacation trip to Lake Placid, N. Y., we purposely selected rail travel over any other type of transportation, using the New York Central System between New York City and Lake Placid. The pleasant trips and courtesy which we experienced on your trains contributed so appreciably to the overall pleasure of that vacation that we wish to express our appreciation to you. In particular, we should like to mention specifically three of your employees. First is Conductor **Charles Jessie**, Train 165, Utica to Lake Placid, who used his personal car to take us from the station into downtown Lake Placid; and second are Conductor **Fred W. Simons** and Engineer **Nelson C. Royall**, Train 162, Lake Placid to Utica. Their friendliness resulted in a most pleasant trip from which we learned considerably more about the area through which we travelled than normally is the case."

Gratitude expressed

An extremely grateful Central commuter—New York to Scarsdale—wrote recently to NYC President, **Alfred E. Perlman**, thanking him; **Charles B. Fleming**, General Manager, New York District; and **Russell L. Sahm**, Division Superintendent, New York, for their help in aiding her recover her rosary beads, which had slipped into a crevice between the train seat and the wall. She also sent particular thanks to **George Wagner** and **Robert Crosse**, Relief Foremen at Grand Central Terminal, N. Y., "whose untiring efforts, under the personal direction of Mr. Sahm, recovered my beads, which from all indications were to be lost forever."



New York Central Headlight

HERE'S HOW THE Headlight IS PRODUCED

► Many HEADLIGHT readers have expressed interest in knowing how their magazine is put together. In response to this interest, and in connection with the publication's twentieth anniversary, observed this month, here is a photo story on the subject.

The HEADLIGHT is the only regularly published System-wide medium of intra-company communication on the New York Central. The magazine is published for all Central people—active and retired. The print order on each issue runs to 70,000. Active employees receive copies at their job locations; retired employees' copies are sent U.S. Mail.

The daily mail received at the publication office is voluminous, which is as it should be. For hearing from their readers is "breath-of-life" to any publication staff. So please keep your letters coming.



1 Many sources provide editor with material, among them informal contacts with other Central people (like Elevator Operator Larry Galvin); out-on-the-line trips; and meetings. Big volume of news and pictures also comes by mail, all to be evaluated. Space limitations make it impossible to use all of it, though most material is used sooner or later, even though in reduced form.

2 Magazine policy is set by editorial committee, here conferring with B. S. Converse (left), Assistant Vice President-Engineering. Others (from left): R. R. Hicks (Personnel); R. S. Eisenhauer (Public Relations & Advertising); Editor Norman Stone.



Fresh copy of magazine is read on train by Gus Moran (seated) and Phil Amodeo before Harlem Division run.

The purposes for which the HEADLIGHT is published include: 1. Keeping employees informed about company plans, progress and developments . . . 2. Interpretation of company policies to employees . . . 3. Promotion of understanding of company and railroad industry problems . . . 4. Explanation of NYC's financial position . . . 5. Promotion of mutual aims and interests of the New York Central System and all its people.

HERE'S HOW

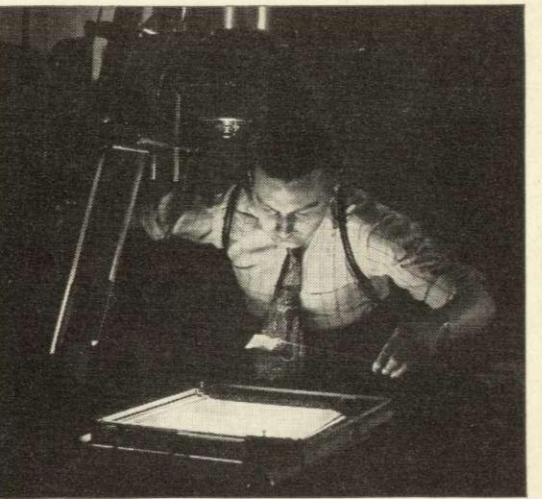
THE Headlight

IS PRODUCED

CONTINUED



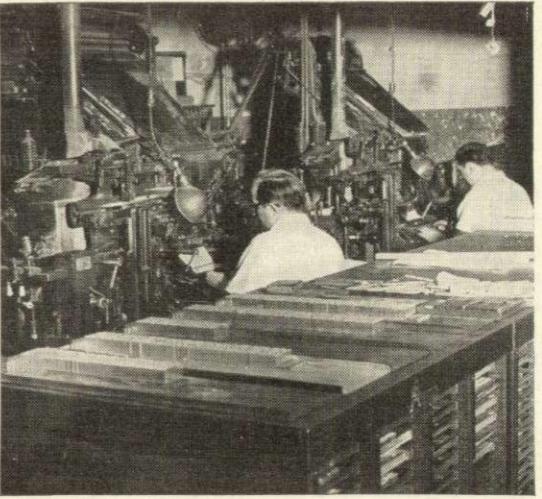
3 Pounding the typewriter's keys takes many hours of the editor's time as he develops feature articles, writes captions for photos and readies other material to be sent to the printer for setting in pages of type.



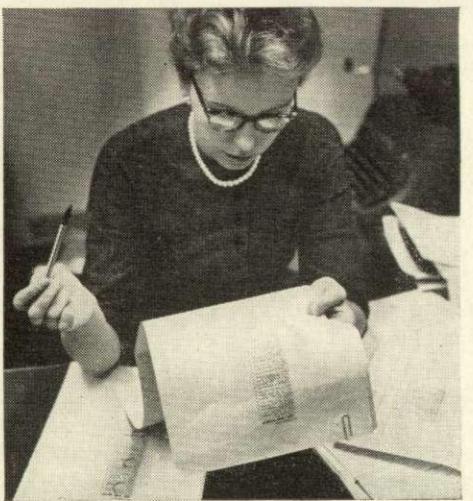
4 Photo work for magazine is prepared by Ed Nowak in studio. In addition to camera work, he must develop negatives and make prints to specifications set by editor to suit needs of publication's layouts.



5 At drawing board, editor explains his ideas for a story to Sydney Oxberry, who will then prepare a layout and do necessary mechanical work to ready photos for sending to engraver who will make cuts.



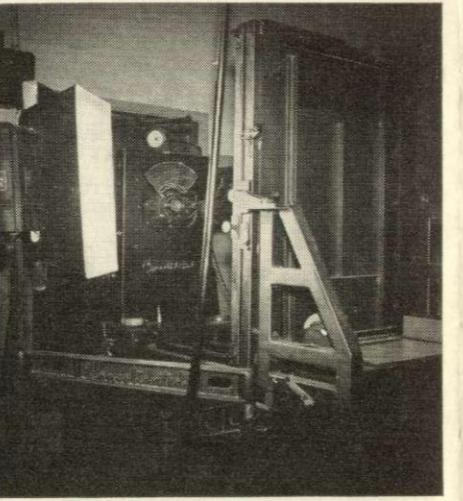
6 Linotype operators set type from manuscript copy. Little metal trays on counter top are called galleys. Type is held in them to pull first proofs so necessary typographic corrections can be made at this stage.



7 Reading galley proofs for mistakes is one of Kay Hickey's jobs. After she and the editor have made their corrections, galleys are returned to printer for the changes to be made.



8 Type, ready for press, is held in big steel frame called "chase" which is locked into position on press. All of magazine's pages are locked together in single form like this.



9 Big camera of Triangle Engraving Co. uses fine screen process to transfer photographs in reduced or enlarged form. A series of minute dots is basis of engraving method.



10 Negative is retouched by "stripper" before the image is transferred to sensitized metal plate. Here he works on last month's HEADLIGHT cover which carried a 1960 calendar as illustration.



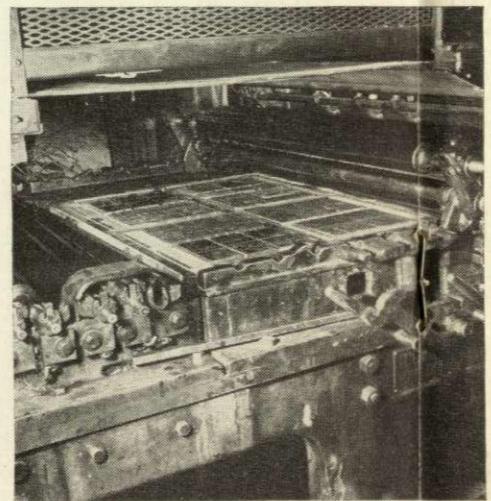
11 Making up pages is done in magazine office by stripping in pieces of galley proofs and proofs of newly made engravings. Printer uses these "dummies" as guide to making up the pages in type.



12 Production of magazine at Carey Press Corp. is supervised by (from left) Arthur S. Friedman, Catherine C. Sullivan, Carmen Fletcher, who work in close contact with HEADLIGHT'S staff.



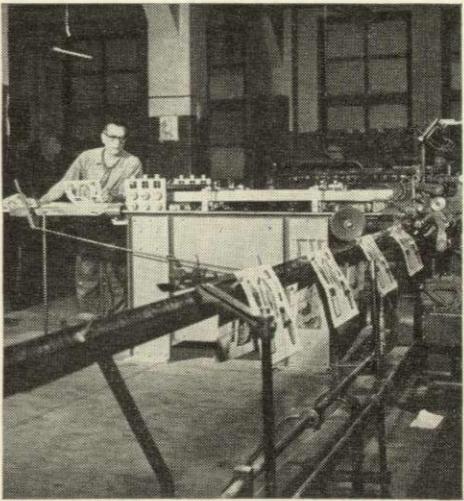
13 Lining up table with lights shining from under glass is used to make sure all columns of type and photo engravings are in correct position. It's done with first sheets run through press.



14 Locked in place on big multicolor press, magazine's pages are ready for press. Painstakingly careful make-ready operation assures clean and sharp impressions on the sheets.



15 Check of printed sheets is made by editor as they come through the press. Any printing flaws he may spot in the final product will be corrected by the pressman at right.



16 Stitching and trimming of individual copies into finished magazines is job of bindery, which also packs them in pre-specified quantities for shipment all around the railroad.

Editor of the HEADLIGHT is Norman M. Stone. Born in online Utica, N. Y., he has been a Central man over 17 years. Interest in graphic arts and journalism goes back to his boyhood days. He's had a basement print shop since age 13.

After high school he went to New York's City College, Fordham University and The New School.

His varied background includes experience as a law clerk, inspector of small arms for the British armed forces, staff member of high school and college newspapers, part-time correspondent for a daily paper and a village weekly, and building his home with his own hands.

Editorial Assistant is Katherine Moore Hickey. Headlight Highlights, Retirements, Appointments, Centralines, Pats on the Back are among the regular departments for which she is responsible.

She hails from Plainfield, N. J. After graduation from Skidmore College she went to work for the Columbia Broadcasting Corp., came to the Central in 1956.

Art Direction of the HEADLIGHT comes from free-lance Sydney Oxberry, whose skilled and experienced hand designs layouts, crops and retouches photos. He went through apprenticeship training in England before he started doing sketches for the British *Motor* magazine. After coming to this country, he worked as staff artist and art director on *Motor*, *Popular Science*, *Chain Store Age*, *American Machinist*, and others, as well as doing free-lance work. His spare time hobby is water color painting.

Photographs for the HEADLIGHT's pages come from many sources. But the majority are the work of Ed Nowak, a familiar figure throughout the NYC System, with camera in focus. Ed hails from Rochester, N. Y. He studied at the University of Michigan and the School of Modern Photography. He worked for Eastman Kodak Co., a Rochester photo studio and a top New York fashion photographer before joining the Central in 1944. At the end of 1954 he set up his own photo studio, but continues to fill most of the HEADLIGHT'S picture needs.

Central Men Find Opportunity to Help Others Now that They're Retired

► What happens when a man leaves the New York Central after more than 44 years as a Yard Conductor and Yard Master . . . or after 40 years as a Yard Conductor? If he's a kind-hearted, energetic man like Hubert J. Doan, 68, or Ed Jones, 64, he becomes one of the most important people in the world to a group of elderly men who live in Building 14 of the Danville, Ill., Veterans Administration Hospital.

Doan and Jones are Red Cross Gray Men who visit the hospital every Tuesday afternoon with 14 other retired railroaders living in the Danville area. They are all members of the "Old Rails" and they have done things to entertain the 128 World War I veterans in Building 14 which have never even been tried before, though Danville's recreation program is extensive and varied.

For instance, they run a railroad in the lounge. It has rolling stock representing every line on which members of the Old Rails have worked—including the New York Central, of course. The retired railroaders who own and operate it for the pleasure of the patients make it one of the most exciting miniature trains in existence with their reminiscences of events in their careers.

Colorful stories abound

Ed Jones can tell stories like the one about the time he was riding on top of a freight and was knocked down between the cars. He walked unconscious for four blocks and was found by the crew at a cigar store, still unconscious.

Sometimes the Red Cross volunteers of the Old Rails invent things for entertainment, like the card game Jones made up—or the quiz games invented by Illinois Terminal retiree Lee O. Norman. Sometimes they take a game like baseball, which looks impossible for the elderly patients to play, and change a few of the rules.

Hubert Doan, who managed one of New York Central's semi-pro teams in 1926 and 1927, invented the changes in rules and equipment which have enabled many of Building 14's patients to become players in one of the most unusual leagues in baseball history. Doan, who played on the Danville VA Hospital's first baseball team in 1913, thought the game might bring interest and excitement into the lives of the patients, many of them confined to wheel chairs. With the approval of the hospital staff he arranged for a smaller than standard baseball diamond and, using a larger than normal baseball, the veterans and the

Red Cross Gray Men now spend sunny afternoons at their favorite sport.

The Old Rails joined the Red Cross volunteer program at Danville VA Hospital a year and a half ago. There were seven of them then and two have died since, but others have joined the group, including two of the wives who came to help their husbands with the Gray Man program.

They do more than plan group activities for the patients. They are real "buddies" to these elderly men who seldom have visitors and receive little or no mail. Sometimes Mr. Doan and Mr. Jones may spend an afternoon watching television with a few of the veterans, talk about the things that interest them, pitch horseshoes for a while or sit down for a quiet game of checkers. And does it help? The staff at the Danville hospital say these visits from the Old Rails are one of the best things that has ever happened in Building 14.

The hospital visits are part of a very busy life for Doan and Jones. Doan is active in Little League Baseball in Danville, with two grandsons in this league and two others who played on the Danville Amvets championship team of 1950. He has been Secretary-Treasurer of the Old Rails for three years and is active in church work.

Jones, President of the Old Rails, is a pianist who occasionally plays for the patients on a piano kept clean and polished for him by a volunteer custodian. He is a man of many hobbies, including gardening, woodworking, bridge and dancing.

What happens when a man retires from railroading? A lot of things, if he's Hubert Doan or Ed Jones.



1913 DIAMOND STARS of the Soldiers' Home, first semi-pro club in Danville, Ill., posed in their sharp new uniforms for this photo before a game. Hubert J. Doan is the third man from the left in the first row. He is still an active baseball coach.



COACHING THE HOT CORNER, Umpire Hubert J. Doan, Red Cross Gray Man, Danville, Ill., helps with outdoor sports at the Danville Veterans Hospital. Now a retired Central man and member of the "Old Rails," 49 years ago he started the first semi-pro baseball team at the hospital. Since then, baseball has been an important part of his life and now almost a half century later he still is bringing happiness to patients by coaching games.

isched for him by a volunteer custodian. He is a man of many hobbies, including gardening, woodworking, bridge and dancing.

What happens when a man retires from railroading? A lot of things, if he's Hubert Doan or Ed Jones.

from the cab

This column is a fling at a new HEADLIGHT feature, in which you'll find random ramblings, bits of news, spots of humor, and touches of homely philosophy (by a homely philosopher, of course). We'll be interested in readers' reactions and hope to hear from them about it.

Have you wondered where all our passengers of former years have gone? Part of the explanation comes from an announcement of the International Civil Aviation Organization, reporting that an estimated 96 million passengers were transported in airplanes during 1959. That does not include passengers carried in the Soviet Union and Red China. The number is ten per cent higher than in 1958 and three and one-half times more than in 1949!

And a look at the highways explains where many others have turned for transportation. One traffic expert has said that if all the cars in the nation were placed end-to-end, sure enough some nut would pull out and try to pass them.

Which reminds us that there's a line on the ocean which by crossing you can lose a day. There's one on the highway where you can do even better.

According to the National Safety Council, the safest place you can be is on your job. The most dangerous is in your home. The most common types of industrial accidents are falls and sprains. What causes them? The Safety Council says: "Most accidents are caused by people—when they don't think, or think wrong!"

One of the commonest topics of conversation nowadays is industrial automation. Teddy Roosevelt never heard the word in its present sense, yet he had an answer for its critics.

Once as he watched steam shovels scooping up earth for a dam, someone said, "Think of the jobs we could create if we put men out there with shovels."

"Yes," Mr. Roosevelt replied scathingly, "and we could multiply that number a hundredfold if we equipped them with teaspoons."

A quotable individual we know once said: "Never in all history has pessimism ever built anything or won a single victory. The world of achievement has always belonged to the optimist." —N.M.S.

ONE OF A SERIES Safety Memo . . .

A practical Safety and Accident Prevention Program is the result of careful planning, but above all, it means adherence to and compliance with the rules and the prudent use of Good Common Sense. These rules are the results of learning from past mistakes and neither you nor I can afford to become one of those mistakes.

Let us all think and work the safe way, follow the rules and strive for an accident-free year in 1960.

A. W. Laskoske

A. W. Laskoske
Vice President & General Manager
Indiana Harbor Belt RR



RAIL QUIZ

Answers on page 20.

- NYC's Ohio Central Division is now part of the Western or Southern District?
- Is the compartment occupied by the Engineman and Fireman in a Diesel-electric locomotive called a cab, a pilot house or a control room?
- Which of the following six cities on the Central had regional offices before the new centralized Rate Bureau was inaugurated: Boston, Chicago, Cincinnati, Cleveland, Detroit or New York?
- How many Flexi-Van highway trailers are carried on a railroad flatcar—one, two or three?
- In railroad man's vernacular, is a

cinder cruncher a Fireman, a Switchman or a Shopman?

- The new electronic freight yard at Avon, Ind., on the Southern District will take the place of two, four or six small obsolete yards in the Indianapolis area?
- As of 1956 had railroad wages (average straight time hourly earnings) increased more or less than 100 per cent in the preceding 15 years?
- Are the holes in a tie plate round, hexagon or square?
- Is an A-unit Diesel-electric locomotive used exclusively in passenger train service, freight train service or both?

In one hour more than 1,000 freight and passenger trains start on their runs all over the United States, and an equal number pull into terminals. The freight trains in this hour move 3½ million tons of all kinds of goods some 20 miles. If a 40-ton freight car and a 40-ton truck were placed side by side on level track and adjoining roadway and given a 60-mile-an-hour shove, the freight car would coast five times as far as the truck because of the far less friction encountered by steel wheels on steel rails.

New St. Louis-New York Service Starts

The Central this month inaugurates a new freight train, *The So'Westerner*, to provide faster service from St. Louis to New York. *The So'Westerner* will have its inaugural run January 14, after ceremonies at the Central's East St. Louis Yard.

Departing from St. Louis at 6:30 p.m. at the close of the business day, *The So'Westerner* will arrive in New York at 7 a.m. in time for second morning deliveries. Actual transit time for the freight is only one business day. The Central provides the only direct rail service into New York's Manhattan Island.

Inauguration of the new train emphasizes Central's intent to give the St. Louis Gateway the finest freight service possible, Alfred E. Perlman, NYC President, said in announcing the new train.

Shippers from the southwest will be able to speed up their deliveries to the New York market by connecting with *The So'Westerner* at the St. Louis Gateway. Through connecting freight service, *The So'Westerner* will also provide faster freight service from St. Louis to points in New England.

Commenting on the new train, Arthur E. Baylis, Vice President—Freight Sales

& Service of the Central, said:

"A major transport link has been forged with the inauguration of *The So'Westerner*, bringing closer the producing areas of St. Louis and the Southwest with the consumer's market of the eastern seaboard. With its accelerated schedule, the new train will enable St. Louis-southwest shippers to compete on equal delivery time with firms hundreds of miles closer to the East."

In regular operation, *The So'Westerner* will move out of St. Louis with both standard freight cars and Flexi-Vans, Central's rail-highway units.

Southern District Fireman Wins NYC Valor Medal

Quick thinking and selfless disregard for his own life enabled Central Fireman Russell A. Weller, Anderson Yard, Ind., to prevent the possible death of a 75-year-old woman, who had collapsed across a track in an NYC yard, and thereby unanimously won for Mr. Weller the Central's highest award for heroism—the medal of Valor.

The act of heroism which won the medal for him is described in the following excerpt from a letter written by William B. Salter, General Manager of the Central's Southern District, recommending the award.

Fireman Weller was working on a yard assigned to Anderson Terminal which was switching the siding at Delco with seven cars. The yard crew was dropping four cars behind three. The Conductor was in Delco Tower, the Fieldman was riding on the fourth car to get the pin and the Head Brakeman was riding on the steps of the engine to ride up to the switch. Due to heavy growth of weeds along the track neither the Conductor, Fieldman nor Head Brakeman were in a position to observe from a distance any object which might be fouling the Clark Transfer Track into which the drop was being made. However, Fireman Weller, from his position in the cab of the engine, which was directly opposite from the Transfer Track, observed what he thought was a person lying across the track directly in the path of the moving cut of four cars which had been dropped. He immediately called for the Engineer to stop the engine and without thought of his own safety or well-being he jumped out of the cab window to the ground and raced



Bellefontaine, O., Examiner photo

PRESENTATION of Medal of Valor was made to Russell Weller (left) by George W. Birk, Assistant General Manager of NYC's Southern District. At right is Mayor J.O. Smucker of Bellefontaine, O., who participated in the presentation ceremony.

to where he had seen the object across the track, which proved to be Mrs. Lena Short. When he picked up Mrs. Short and with her jumped from the track, the cut which was moving approximately ten miles per hour was within one car length from running over both Mrs. Short and Fireman Weller.

After Fireman Weller had rescued

Mrs. Short from certain death and at great risk to his own life, Mrs. Short advised that she was suffering from diabetes and high blood pressure and while she realized that she had fallen, she was unable to move."

Mr. Weller, had been with New York Central since 1947 as a Locomotive Fireman on the Southern District.

Easy does it...

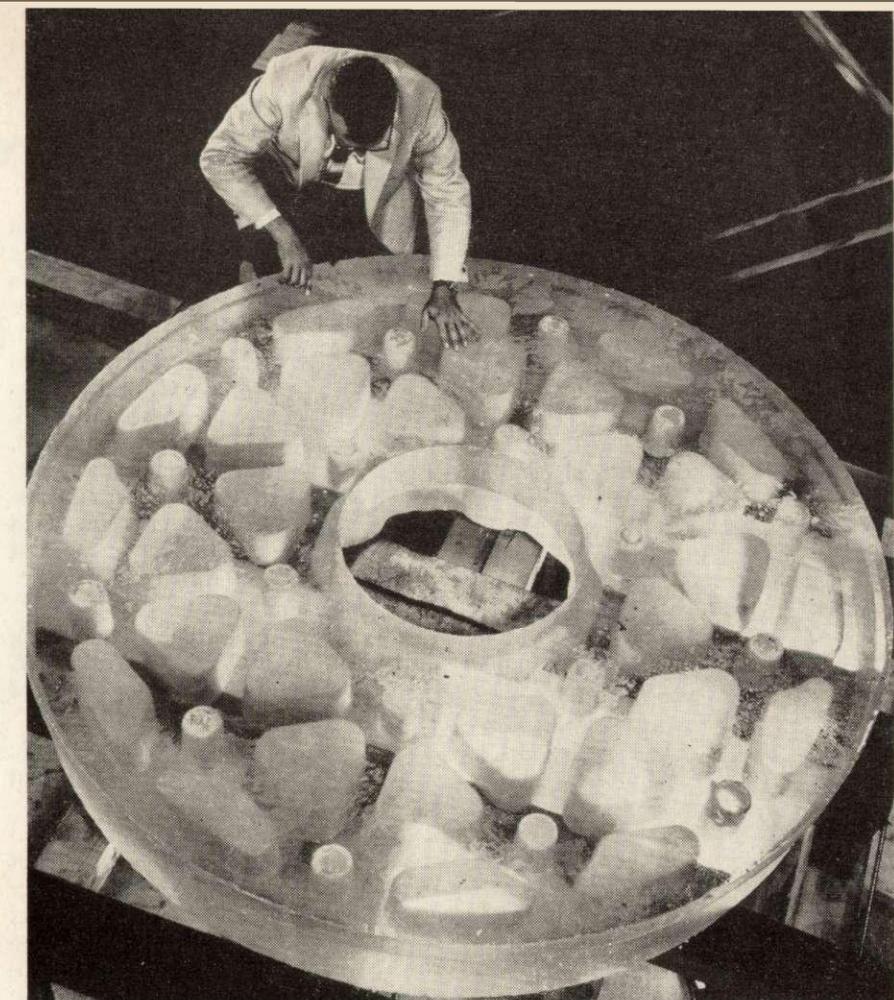
and another delicate telescope lens rides the Central safely

► New York Central's specialized freight handling services recently were called into play for a unique and valuable shipment—the largest glass telescope mirror blank made in the last 25 years. The 84-inch, 4,000-pound blank, manufactured by the Corning Glass Works, left Corning, N. Y., via NYC, for its journey to the Kitts Peak National Observatory near Tucson, Ariz.

On its arrival at Tucson, the blank was transferred to a special optical shop for grinding and polishing to the precise specifications necessary for astronomical use. The grinding and polishing job is expected to take two years, according to Dr. A. B. Meinel, Observatory Director. Another year of final polishing, after the mirror has been mounted in the telescope and fixed on a star, will be necessary before it is ready for astronomical research.

Packed in a special felt-lined crate, the mirror blank was loaded into a Central boxcar under the supervision of NYC and Corning experts. The valuable shipment was routed on Central trackage to East St. Louis, Ill., then delivered to western railroads for the rest of the trip.

The shipment is a repeat of an historic occasion for the Central. In 1926, a



FINAL INSPECTION is given big glass mirror blank by Dr. A. B. Meinel, Director of the Kitts Peak National Observatory in Arizona, before starting grinding and polishing. Weight-saving honeycombed pattern is visible through glass surface.

special NYC flatcar left Corning carrying the world's largest telescope mirror—the 200-inch reflecting disc now in use atop California's Mt. Palomar.

Progress in the handling of such special shipments during the intervening period was dramatically demonstrated by the 84-inch mirror shipment, Whereas

the Mt. Palomar mirror required a special depressed-center flatcar and specially designed protective rigging, the Kitts Peak disc travelled in a standard 50-foot boxcar equipped with modern load protection devices—one of over a thousand such cars in regular daily service on New York Central.



CAREFULLY CRATED, GIANT TELESCOPE MIRROR BLANK IS LOADED IN NYC BOXCAR AT CORNING, N.Y., FOR SAFE JOURNEY WESTWARD

Employees Assume Posts Throughout NYC

SYSTEM POSITIONS

Robert W. Carroll has been appointed Secretary of New York Central Railroad by NYC's Board of Directors, succeeding **Charles T. Ireland, Jr.** Mr. Ireland resigned his Central post to become Executive Vice President of Allegheny Corp. Mr. Carroll started working for NYC in 1942 and has been located in New York in various posts since that time.

Robert S. Eisenhauer, former Director of Public Relations, New York, has been named Director of Public Relations & Advertising. Mr. Eisenhauer has been with NYC since 1953, when he came to the company from Chesapeake Industries, New York, where he was Public Relations Director.



R. W. Carroll



R. S. Eisenhauer

Anapolis, Robert T. Fortin, has been named Assistant Manager of Stores at

New York in the Purchases & Stores department. Mr. Fortin joined the Central in 1953 as Assistant Engineer, Springfield, O., and since then has been Instrumentman and Junior Engineer at Springfield, Bellefontaine, O., and New York.

New Director of Material Handling Equipment, New York, is **Walter W. Hartz**. He was formerly Supervisor of Material Handling.

New Resident Engineer at Gary, Ind., is **John A. Carey**, formerly Assistant Division Engineer, Toledo, O.

In the Engineering department, two appointments have been made. **Robert D. Lowery**, former Assistant Engineer at Chicago, has been named Designer at the same location. **Paul E. Gullett**, who was Assistant Engineer-Track at Indianapolis, is now Materials Engineer at the same location.

WESTERN DISTRICT

Joseph P. Flynn has been named District Public Relations Director at Cleveland. Mr. Flynn formerly held the post of Community Relations Representative. In 1943, Mr. Flynn began his New York Central career as Clerk in the President's office, New York, and he joined the railroad's Freight Sales and Service department in 1956.

Ernest A. Anesi has been appointed Master Mechanic, Toledo, O. Formerly Assistant Master Mechanic at Harmon, N. Y., Mr. Anesi started his Central career at Harmon as Electrical Apprentice. Since that time he has held positions of Diesel Inspector, New York, Diesel Electric Supervisor,

Buffalo and New York, General Foreman at Harmon, N. Y., and Syracuse. **SOUTHERN DISTRICT**

At Louisville, Ky., **Leonard Walker** has been appointed General Yardmaster. He was formerly Yardmaster at the same location.

NORTHERN DISTRICT

Max A. Preston, formerly Division Examiner at St. Thomas, Ont., has been appointed Trainmaster there.

FREIGHT SALES & SERVICE

New Assistant Director of Rates at New York is **Jerry E. Gobrecht**. He had been Group Coal Chief in the Central Rate Bureau at New York. He joined the Central at Cincinnati in 1950.

ACCOUNTING DEPARTMENT

Raymond J. Henderlong, former Auditor of Machine Accounting, New York, has been appointed Manager of Machine Accounting there. His former post as Auditor of Machine Accounting has been taken by **James D. Ryan**.

At Detroit, **Vernal H. Sevey** has been named Assistant Auditor of Machine Accounting. He was formerly Methods Analyst, same location.

New Manager of Machine Systems at New York is **William L. McFarland**.

New Assistant Auditor Car Accounts is **Joseph J. Maher**, located at Buffalo. Mr. Maher formerly held the post of System Analyst, also at Buffalo.

EASTERN DISTRICT

Joseph P. Flynn has been named Dis-



J. P. Flynn

WIDOW OR WIDOWER

At New York, in the Public Relations & Advertising department, a number of changes have been announced. **Richard C. Marshall**, former Director-News Bureau, has been named Assistant Director of Public Relations. **Charles G. Warnick**, who was District Director of Public Relations at Cleveland, has been named Assistant Director of Advertising. **Harold J. Schneider**, formerly Advertising Assistant, has been named Office Assistant for the department.



R. C. Marshall



C. G. Warnick

John A. Smith has been appointed Purchasing Agent (fuel) at New York. He was formerly Manager-Research Laboratory at Collinwood, O.

Succeeding Mr. Smith at Collinwood as Manager-Research Laboratory is **Richard H. Shackon**, who was formerly Assistant Manager-Applied Research at the laboratory.

Former Division Engineer at Indi-

Employees Honored For 50 Years' Service

BENEFIT FACTS

By LEONARD H. ROSE, Director of Employee Benefits

Family Relationships Defined

In addition to other requirements, relationship to the employee must be established before a railroad employee's wife, husband, widow, widower, child, or parent can receive benefits under the Railroad Retirement Act. This article discusses the conditions for determining these family relationships.

Wife or Husband

To be considered a "wife" or "husband" for the purpose of receiving a spouse's annuity, a person must:

Have been married to the employee for at least 3 years or be the natural parent of the employee's child; and

Be "living with" the employee—that is, either be a member of the same household as the employee; or be receiving regular contributions from the employee for support; or be entitled by court order to receive contributions for support from the employee.

Goodman, Ernest P., Chief Clerk, Transportation department, Rochester, N. Y. Always having worked in Rochester, Mr. Goodman began as a Messenger-Laborer-Clerk in 1909.

Guest, Thomas W., Locomotive Engineer, Erie, Pa., Mr. Guest signed on the Central as a Fireman, Erie, Pa., in 1909 and became an Engineer in 1912.

Helwig, Albert T., Locomotive Engineer, Toledo, O. Mr. Helwig's career on the Toledo (East) Division started in 1909 as a Fireman. He became an Engineer in 1912.

Hughes, George F., Locomotive Engineer (P & L E Railroad), McKees Rocks, Pa. His half century of railroading started at the same location in 1909 as a Fireman.

Klarenbeck, George, Locomotive Engineer, Corning, N. Y. A Centralman since 1909, Mr. Klarenbeck began working for the Central as Fireman and Engineer, same location, and became an Engineer in 1913.

Miller, Chester L., Agent, Earl Park, Ill. Mr. Miller's entire Central career has been on the Indiana Division, starting as Signalman-Operator, Chicago.

Pierce, Leon A., Passenger Conductor, Boston. Mr. Pierce started as a Brakeman, working out of Boston in 1909, becoming a Train Baggage Man in 1917, and Conductor in 1943.

Shepard, Chester W., Yard Clerk, Elyria, O. Mr. Shepard's Central career has been centered in Elyria as both Yard Clerk and Crew Dispatcher since he started there in 1909.

Smith, Frederick B., Signalman, Mo-

month before marriage to the employee; or

Have been entitled, or on application would have been entitled, to a disabled child's benefit under the Social Security Act in the month before marriage to the employee.

In addition, a widower must have been receiving at least half of his support from his wife at the time of her death, or at the time her annuity began.

Child

To be considered a "child" for the purpose of receiving a survivor annuity, a person must:

Have been married to the employee for at least 3 years or be the natural parent of the employee's child; and

Be "living with" the employee—that is, either be a member of the same household as the employee; or be receiving regular contributions from the employee for support; or be entitled by court order to receive contributions for support from the employee.

In addition, a husband must have been receiving at least half of his support from the employee at the time her annuity began.

Widow or Widower

To be considered a "widow" or "widower" for the purpose of receiving a survivor annuity, a person must have been "living with" the employee at the time of his death and must:

Have been married to the employee for at least 1 year before his or her death; or

Be the natural parent of the employee's child; or

Have legally adopted the employee's child (or the employee adopted his or her child) while married to the employee, and while the child was under age 18; or

Have been married to the employee at the time both of them legally adopted a child under age 18; or

Have been entitled, or on application and attainment of retirement age would have been entitled, to a widow's, widower's, or parent's benefit under the Social Security Act in the

Parent

To be considered a "parent" for the purpose of receiving a survivor annuity, a person must have been receiving at least half of his or her support from the employee at the time of the employee's death and must:

Be a natural parent of the deceased employee; or

Be a stepparent by a marriage contracted before the employee reached age 16; or

Be an adopting parent by whom the employee was legally adopted before reaching age 16.

hawk Division. On the Mohawk Division since he joined NYC in 1909 as an Operator and Signalman, Mr. Smith became a Signalman in 1932.

Thran, Maurice H., Rate Clerk, 33rd Street Station, N. Y. 50 years ago Mr. Thran became a Messenger-Clerk at Franklin Street, N. Y. In 1946 he entered his present position of Rate Clerk.

Centralines

S. T. Kuhn Retires As Mechanical Chief

The December meeting of the Railway Business Women's Association, Detroit Chapter, contributed two Christmas gifts from each member and guest for the Little Sisters of the Poor and the inmates of the Retarded Children's Home at Lapeer, Mich. . . . **Rocco Agrusti**, NYC Mohawk Division Fireman, has been elected National President of the Railroad Evangelistic Association—an Interdenominational association . . . The Grand Central Branch, N.Y., of the Railroad YMCA has honored **John G. Castle**, Assistant Director, Labor Relations, New York, as one of its Men of the Year for 1959. A national leader in the Railroad YMCA Movement, Mr. Castle is one of the most interested and useful members of the Branch Board. He has been a member of the Branch for thirty years and of its Board for eleven. He now serves as Chairman of the Personnel Committee and is a member of two other Board committees . . . Recently elected to the Chesterton, Ind., Town Board, is **James H. Dutton** (D.), who is NYC Assistant Real Estate Agent . . . **John J. Quinn**, District Signal Inspector, Eastern District, has been re-elected to the Pittsfield School Board, Pittsfield, Mass., for the third consecutive four-year term.

The 729th Railway Operating Battalion will hold its annual reunion in Pittsburgh, Pa., on August 18, 19 and 20, 1960, at the Penn Sheraton Hotel. For information write: George H. Caulton, Box 29, New Britain, Pa. . . . Guest speaker at the Kiwanis Club of Little Falls, N.Y., was **Dan J. Shields**, Central Freight Agent, Utica, N.Y. Mr. Shield's subject was problems facing the railroads of the country . . . **Douglass Campbell**, NYC Vice President at Chicago, represented the railroad industry recently on Chicago television station, WGN-TV, on a program originating in Chicago, "Your Right to Say It." The subject for discussion was "Are We Overtaxing the Railroads?"

Among eleven men chosen as "Downriver Fathers of the Year" for having done the most for their community and being the best all-around fathers to their families was Central-man **Fred L. Blodgett**, Electrician, Detroit. The candidates were nominated by more than 100 business, fraternal and civic organizations . . . The 15th Annual National Convention of the Railroad Evangelistic Association will be held in Portland, Ore., on October 7-10. All railroad men and their families are invited to attend. Reserva-

tions can be made by writing to **R. L. Cooper**, 1757 Lawrence St., Eugene, Ore., with one dollar deposit . . . **Frederick H. Baird**, retired Assistant Vice President-Passenger Sales and Service, New York, spoke recently to the Lions Club of New York. The main theme of his speech was: "Give the railroads an even break—permit them to operate on the same footing with their competitors subject to the same rules, favors and same judges—and you will have fast, efficient, dependable commuter service." . . . New member of the Greater Boston Railroad Community Committee is **Kenneth L. Guyton**, NYC Assistant Freight Sales Manager, Boston . . . A large assortment of railroad historical material from the archives of the New York Central has been turned over to the Albany Institute of History and Art for public display and reference. The collection, which includes more than 1,000 items, ranges from paintings, documents and old schedules to coaches lanterns, locomotive bells and odd pieces of railroad equipment . . .

Representing New York Central in many capacities is **J. Baynard Jerome**, Director Foreign Freight Sales, New York. Mr. Jerome has recently been appointed Chairman, Rail Transportation Committee and Member, Port of New York Public Affairs and Port Promotion Committee, Foreign Commerce Club of New York; and Chairman, Rail and Truck Sub-Committee and Member, Warehouse Sub-Committee of the Import and Customs Committee of the Commerce and Industry Association of New York . . . **Alfred E. Perlman**, President of New York Central System, recently gave a talk at the fall meeting of the M. I. T. (Massachusetts Institute of Technology) Club of Northern New Jersey. Mr. Perlman was graduated from M. I. T. in 1923.



RETIREMENT of S. T. Kuhn (left) is feted by J. F. Nash, Vice President-Operation.

7. More than 100 per cent (from 80.3 cents in 1941 to \$2.25 in 1956).
8. Square.
9. Both passenger and freight train service—it's the unit with a cab.

See Carloading Rise

Looking ahead into 1960 and the prospects of the railroad industry for the year, the Association of American Railroads has forecast an increase of 5.9 per cent in railroad carloadings in the first quarter of the year, compared with the same period of 1959.



Recently Retired

Following is a list of New York Central employees who have retired from active service recently. The figure to the right of each name indicates the years of continuous service spent with the Central.

NEW YORK DISTRICT

Ackley, G. G., Telegrapher, Hoboken, N. J.	45
Altschu, W. G., Elevator Operator, Grand Central Terminal, N. Y.	17
Clarkson, L. V., Fireman, River Division	40
Conefrey, P., Mail and Baggage Porter, Grand Central Terminal, N. Y.	31
Coward, H., Machinist, Harmon, N. Y.	51
Critzer, E. B., Engineer, Harlem Division	48
Daguino, S., Laborer, Mott Haven, N. Y.	16
DeLuca, J., Foreman, Brewster, N. Y.	48
Downes, C. J., Conductor, Hudson Division	39
Drayton, R. M., Lieutenant, New York, N. Y.	40
Emery, N. S., Pipefitter, Harmon, N. Y.	41
De Dario, A., Oiler, Suspension Bridge, N. Y.	15
Delaney, W., Clerk, Boston	20
Delroy, P. E., Section Foreman, Mohawk Division	45
Derby, J. M., Assistant Foreman, West Springfield, Mass.	49
Dezee, M. J., Machinist, Buffalo	36
Donato, N. J., Brakeman, Mohawk Division	43
Donley, A. J., Head Clerk, Buffalo	45
Drash, J. H., Yard Brakeman, Rochester	42
Dressler, J. J., Yard Conductor, Buffalo	40
Fox, C. J., Fireman, Buffalo Division	41
Hannah, R. C., Chief Clerk, East Syracuse, N. Y.	49
Hardt, H. L., Road Foreman, Selkirk, N. Y.	44
Hurley, J. M., Fireman, Mohawk Division	49
Jackson, R. J., Yard Conductor, Selkirk, N. Y.	28
Kennedy, P. S., Conductor, Mohawk Division	46
King, H. E., Hostler, Rochester	36
Renzi, G. A., Laborer, Peekskill, N. Y.	41
Ricks, J., Foreman, Grand Central Terminal, N. Y.	41
Skaates, M. A., Assistant Chief Clerk, Grand Central Terminal, N. Y.	46
Timms, G. A., Yard Brakeman, Weehawken, N. J.	42
Walsh, W. E., Delivery Clerk, Weehawken, N. J.	36
Ward, J. P., Wireman, New York, N. Y.	34
Weisner, J. F., Sheet Metal Worker, Harmon, N. Y.	37
Williams, A. D., Foreman, Brewster, N. Y.	46

EASTERN DISTRICT

Adams, M. M., Mrs., Clerk-Stenographer, Utica, N. Y.	27
Allen, F. W., Towerman, Boston	47
Arico, J., Engine Cleaner, Allston, Mass.	37
Bartch, C. F., Diagram Clerk, Buffalo	33



AMID FAMILIAR SURROUNDINGS, Louis V. Clarkson (fourth left), Marine Engineer at Weehawken, N.J., retires. Among those proffering their congratulations is William G. Navara, Supvr., Marine Operation, also offers a handshake and Mr. Clarkson's Certificate.



HONORING Ernest Stevens (second right), General Inspector, Dining and Sleeping Car Service, Chicago, and his wife (seated) are New York Central friends Abram H. Smith (second left), department Manager and John P. Dowey, Chicago Supt. of that department.



THREE CAR department employees, Syracuse, retiring are Mrs. Ann Winters (second left), Enroute Attendant; Machinist Louis Pandozzi (center); and Enroute Supv. Mrs. John Gleason, Gen. Car Foreman James A. DeLitto (left) and Asst. Supt. Charles W. Cole watch.



HARMON, N.Y., celebrates multiple retirements as NYC Asst. Superintendent of Shops Eugene S. Mountain (right) and Asst. Foreman Thomas Tramaglami (second right) honor (from left): Foreman Bill Queen; Foreman Bill Blyth; Pipefitter Nat Emery; Chemist Stanley Savacool with Francis L. Hoffman, Superintendent of Harmon Shops; Sheetmetal Worker Joseph Weisner; and Machinist Herbert Coward—all are located at Harmon, N.Y. Mr. Tramaglami is also Local Vice President of Machinists' Union.

RECENTLY RETIRED
(CONTINUED)

Lane, T. E., Brakeman, Buffalo Division 42
Larkin, J. L., Operator, Geneva, N. Y. 47
Lee, S. C., Conductor, Syracuse Division 48
Lefebvre, T. J., Signalman, Mohawk Division 47
Lemanski, J. F., Freight Carman, Gardenville, N. Y. 42
Maresch, A. F., Foreman, Framingham, Mass. 36
Marks, C. J., Brakeman, Syracuse Division 48
Morse, E. J., Mrs., Ticket Clerk, Worcester, Mass. 31
Mutch, J. W., Relay Inspector, Syracuse 43
Peterson, A., Engineer, Syracuse Division 41
Peterson, A. V., Engineer, St. Lawrence Division 41
Porter, H. J., Engineer, Boston Division 42
Porter, W. M., Second Cook, Buffalo 30
Purdy, T., Machinist Helper, DeWitt, N. Y. 22
Putnam, R. B., Engineer, Mohawk Division 39
Rusch, J. A., Agent, Jordan, N. Y. 48
Schaefer, W. A., Engineer, Buffalo Division 48
Sindici, G., Laborer, St. Johnsville, N. Y. 35
Slivinski, S. D., Laborer, Batavia, N. Y. 34
Spalma, S., Truckee, Rochester 17
Strapp, G. W., Blacksmith, East Rochester, N. Y. 10
Swiantek, A. G., Checker, Utica, N. Y. 43
Swiers, W. J., Conductor, Albany Division 46
Tilton, N. F., Carpenter, Syracuse 30
Travers, E. C., Conductor, Albany, N. Y. 43
Tucker, E., Oiler, Allston, Mass. 36
Warren, J., Stationary Fireman, Rochester 11
White, A. J., Yard Brakeman, Allston, Mass. 42
Widrig, W. D., Freight Conductor, St. Lawrence Division 48
Wieszczenki, F., Inspector Repairer, Buffalo 33
Wilson, F. R., Carman Helper, East Syracuse, N. Y. 34
Yanz, R. A., Examiner and Record Clerk, Albany, N. Y. 49
Young, R. N., Chief Rail Inspector, Buffalo 32



IN FULL REGALIA is Central employee Joseph Pisanelli, Conductor at Grand Central Terminal, N. Y. Showing him Certificate is Gerald P. Butler, Trainmaster.



AT LUNCHEON honoring Viola E. Kinsley, Chief Clerk, Communications dept., New York, are General Superintendent, Communications, John L. Niesse (right) and Director of Communications Robert C. Karvatt-N. Y.



TOWER U retirements at Grand Central Terminal, N.Y., honored by Trainmaster Frank Ward (second left) are (from left): Frederick Gerard—Leon Roquet, Tower Dirs.; Leverman Joseph Schramm and Tower Dir. Irvin Jacobson.



PROUD MOMENT is observed as Elder F. Whitmore (right), Gang Lineman, New York District, is presented Certificate by Chief Line Supvr. Herman E. Niehaus.

WESTERN DISTRICT

Adam, V. B., Telegrapher, Kanakee, Ill. 49
Anderson, E. F., Chief Clerk, Chicago 43
Bowman, R., Waiter, Chicago 17



ENGINEHOUSE FORCE at Montrose, N. Y., gathers to bid farewell to Joseph P. McLeod (fifth right), Enginehouse Foreman. Mr. McLeod, who has an enviable record of regularity and efficiency with NYC, started his railroad career in 1912.



HAPPY OCCASION was retirement of Trainmaster John R. Mitchell, Selkirk, N. Y., attended by Div. Supt. David B. Fleming.



FATHER-SON duo shown as Trainmaster Richard E. MacDonald, Jr. congratulates Richard E. MacDonald, Sr., Conductor, at Utica, N. Y.

McArthur, D. L., Engineer, Lake Division	50
McCowan, C. C., Waiter, Chicago	42
McGonnell, J. E., Engineer, Lake Division	44
McMillen, F., Chore Boy Operator, Cleveland	34
Mosher, G. M., Agent, Swanton, O.	38
O'Connor, M. J., Checker, Chicago	47
Olson, A. B., Foreman, Ashtabula, O.	35
Palinski, W. W., Hostler, Elyria, O.	37
Penna, R. J., Inspector Repairer, Ashtabula, O.	49
Rapiljenovic, N., Crane Operator, Collinwood, O.	39
Ruddy, E. M., Miss, Clerk, Cleveland	38
Schaefer, E. E., Freight Conductor, Lake Division	39
Scullen, K. V., Miss, Cashier, Youngstown, O.	47
Simone, L., Car Inspector, Nottingham, O.	46
Stahnke, A. W., Painter, Collinwood, O.	47
Stewart, G. S., Conductor, Western Division	43
Sullivan, E. M., Mrs., Clerk, Fort Wayne, Ind.	42
Sullivan, P. C., Switchman, Ashland, O.	50
Thornton, C. W., Supervisor of Track, Cleveland	46
Van Pelt, C. V., Freight Conductor, Lake Division	48
Wilson, A. F., Conductor, Western Division	41
Wolf, F. F., Brakeman, Lake Division	55
Pursian, P. M., Chief Clerk, Beech Grove, Ind.	46
Wright, S., Section Foreman, Fredonia, N. Y.	47
Zimmerman, F. D., Laborer, La Porte, Ind.	33

SOUTHERN DISTRICT

Anderson, G. E., Engineer, Ohio Division	42
Archer, D. G., Conductor, Indiana Division	40
Baer, W. J., Agent, Celina, O.	47
Bell, C. C., Engineman, Ohio Division	46
Boyd, W. E., General Foreman, Columbus	47
Bramlett, H. S., Machinist, Beech Grove, Ind.	23
Corwin, H. M., Clerk, Findlay, O.	40
Costin, H. M., Miss, Telephone Operator, Bellefontaine, O.	42
Derby, R. B., Clerk, Terre Haute, Ind.	42
Durham, H. H., Section Laborer, Ansonia, O.	14
English, J. W., Engineer, Ohio Central Division	46
Fallon, M. E., Miss, Clerk, Indianapolis	43
Grieb, E. A., Mrs., Telephone Operator, Springfield, O.	33
Hauke, G. D., Engineer, Ohio Division	33
Haynes, A., Laborer, Indianapolis	43
Hendrix, E. A., Fireman, Ohio Division	18
Hinkle, E. G., Brakeman, Ohio Division	34
Hollingsworth, W. H., Clerk, Beech Grove, Ind.	16
Crawford, B., Locomotive Engineer, Canada Division	44
Duncan, A., Mrs., Clerk, Detroit	40

NORTHERN DISTRICT

Augustyniak, J., Freight Car Inspector, East Youngstown, O.	43
Barnhart, H. F., Laborer, Montrose, Ont.	31
Beitelsches, W. R., Car Inspector, Jackson, Mich.	31
Bittner, A. F., Assistant Engineer, Detroit	18
Byers, G. P., Mrs., Cashier, Benton Harbor, Mich.	51
Cassidy, A. J., Electrician, Jackson, Mich.	18
Chappel, C. G., Machinist, Bay City, Mich.	42
Compton, J. E., Locomotive Engineer, Michigan Division	52
Foster, G. R., Engineer, East Youngstown, O.	39
Frantz, J. T., Trainman, East Youngstown, O.	37
Gallo, J., Laborer, Newell, Pa.	47
King, E. F., Car Inspector, Dickerson Run, Pa.	42

PITTSBURGH & LAKE ERIE

Ahrens, A. A., Car Inspector, East Youngstown, O.	37
Chamar A. A., Engineer, East Youngstown, O.	47
Clements, C., Machinist, McKees Rocks, Pa.	48
Guzel, M., Inspector, Gibson, Ind.	43
Spisak, G., Inspector Repairer, Hammond, Ind.	38
Young, W. J., Switchtender, Nor-paul, Ill.	41

INDIANA HARBOR BELT

Bella, W. A., Terminal Trainmaster, Blue Island, Ill.	43
Brining, G. W., Chief Clerk, Gibson, Ind.	39
Durrett, B. B., Trainman, Struthers, O.	46

CHICAGO RIVER AND INDIANA

Cienecki, A., Laborer, Chicago	23
Clayton, R., Janitor, Chicago	36
Jenkinson, E. F., Engineer, Chicago	48



ACCEPTING his Certificate with a smile is NYC Cashier Carl E. Zeitner (left), Grand Central Terminal, N. Y. Well-wisher is Mgr. of Reservation and Ticket Sales Edwin N. Adams.



FAITHFUL SERVICE is honored as Marquerite L. Golder, Clerk, Utica, N. Y., is given Certificate by D. D. Sellers, District Auditor of Expenditures, New York.



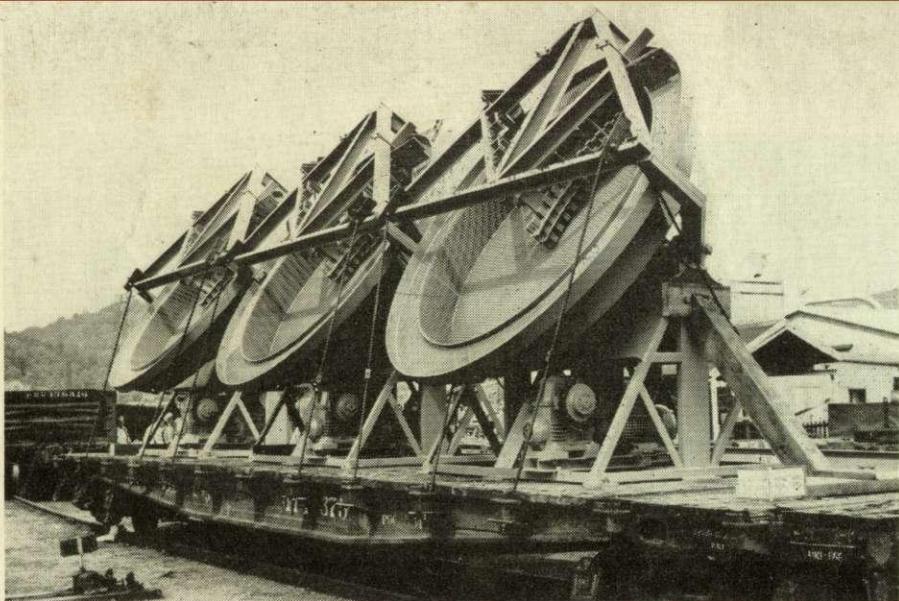
RECIPIENT of NYC Gold Pass is Henry C. Merle (center), Janitor at Syracuse. Presenting pass is Stationmaster Durward R. Powers (right). As Mr. Merle's son, NYC Fireman, looks on.



ENDING 42 years service with the Central is Engineer Frank M. Ream (right), Springfield, O. Offering him hearty congratulations is Road Fore. Roy E. Beemer.



AT MOTT HAVEN, N. Y., Telephone & Telegraph Mntr. Sidney W. Hamlin (center), is honored by Comm. Supt. Leo Ritter (left), and Communications Supv. Frank O'Connor.



Mix - up . . .

is what will ultimately come of this unusual shipment. These are mixing discs, used in preparing a mixture of roasted zinc concentrates, fines, flue dust and coke breeze for sintering machines. After sintering, the material is sent into electric furnaces for reduction to zinc. Each disc can turn out 25 tons of mix an hour. They were shipped from the Dravo Corp., Neville Island, Pa., via Pittsburgh & Lake Erie Railroad to the St. Joseph Lead Co., at Josephtown, Pa.



Silver Anvil . . .

is presented by Mayor Charles Boswell (left) of Indianapolis to Wilbur F. Davis, NYC Division Superintendent there. Award is a replica of the American Public Relations Association's Silver Anvil Award and was presented to Mr. Davis as Chairman of the Railroad Community Committee of Indianapolis. Award was made to the Eastern Railroad Presidents Conference, parent body of the community relations organization, for the work of such committees as an "outstanding public relations performance in the field of transportation and travel."

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