

NEW YORK
Central
Headlight

FEBRUARY-MARCH, 1958



Apprentices learn skills for future . . . page 4

Things are tough — but...

The February and March issues of the HEADLIGHT are combined this time into a single number as part of New York Central's efforts to reduce costs as much as possible during the present period of financial stress. Subsequent issues will contain fewer pages and the July and August issues will be combined into one, as has been the practice in past years.

In this way, the HEADLIGHT can contribute a substantial saving through reduced production costs, yet it can continue to serve New York Central people by providing them with accurate news of the plans and progress of their railroad.

However, this is no time to sit down and cry because things are tough. It's a time to roll up sleeves, pitch in and accomplish the task at hand — which is to save the Central from the crisis in which it finds itself.

Facing the facts reveals that 1958 will probably be a tough year for NYC. Last year wasn't rosy, and its continuing problems loom larger in the months ahead. Freight traffic volume has continued to fall. In January this year it was about 15 per cent below the same month of last year. And 1957 was well below the year before that.

Inflation has continued to boost the price of nearly everything the Central buys to run the railroad, including the most precious item on the list — Labor. Dire circumstances have forced the Central to reduce the number of employes on the payroll over the last five years. But the dollar amount of that payroll remains almost the same!

Problems very serious

Through the HEADLIGHT's pages, and from other sources, Central men and women have had many opportunities to learn something about the serious problems facing their railroad and their industry. Until those problems are solved they'll hear a great deal more, for they are problems that have brought the railroad industry to the brink of disaster.

One of the many reasons for which we are proud of our country is that its people always rise to greatness in time of crisis, when they understand the problem and know what is needed from them. This is as true of railroaders as much as it is of the American people as a whole.

Attack on many fronts

On many fronts, railroaders are striving to get their industry off the sidetrack of crisis, back on the main line to stability and success. Perhaps the most important front of all, however, is right on the firing line where transportation actually is produced and sold. That means in the everyday work of each individual railroader . . . not only in buckling down to work harder or tightening the belt when necessary, but (and here is where the railroader of today can rise to the greatness worthy of his inheritance) in working diligently to restore his own faith and that of everyone he knows in the basic soundness, vitality and importance of his industry and his railroad.

It isn't enough to recall that a century ago railroads played a big part in the nation's expansion. Today's Americans must come to realize that the lifeblood of their commerce and their national defense continue to flow on steel rails.

The only way they can learn this is by the way railroaders serve the public. And that service, in turn, is the net result of every railroader's individual effort.

You may have heard the story of a crowd in a big stadium in a western city at night. Suddenly the lights went out. While waiting for them to be restored, a speaker suggested over the public address system that everyone present light a match. First there was a tiny flicker in one place, then another, and another. Area after area followed until the whole stadium was bright with matchlight. How about lighting your match today?

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THE COVER: Machinist Ralph Allemán shows Apprentice Joseph Zelazny how to align main generator of diesel at Collinwood, O., apprentice school. For more about how NYC trains men for future, see page four.

HEADLIGHT

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Employees' Traffic Tips Sought

NEW YORK CENTRAL SYSTEM

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VICE PRESIDENT,
FREIGHT SALES AND SERVICE

466 LEXINGTON AVENUE
NEW YORK 17, N. Y.

MEMO TO ALL NEW YORK CENTRAL EMPLOYEES:

This is an invitation...a call to you from the Freight Sales and Service department to join us in the "Fight for Freight in '58." Under this slogan, all of the Central's Freight Salesmen are waging a fight to reverse the trend of declining business that has plagued the railroad since last spring.

It's no secret that business has not been good. Carloadings have continued a steady decline and now are running quite a bit below a year ago.

We'd like to enlist your help in meeting this serious challenge to the very survival of New York Central. How can you help? By keeping an eye out for any lead to potential new business and using the Traffic Tip cards now being distributed throughout the NYC System.

The Sales department isn't the whole railroad, but the whole railroad is the sales force. On past occasions, many New York Central people who are not employed specifically as salesmen, have discovered leads to new business that otherwise would have been shipped another way. We are confident this can happen again, if every Central employe will consider himself a salesman for his railroad. Industries in your town ship and receive freight. Do you know any that could use New York Central and don't -- or that could use it more? Local businessmen of your acquaintance who ship and receive merchandise and supplies may be good prospects for Central service -- and they may be particularly interested in the new Flexi-Van rail-highway service about to be launched. Maybe somebody you know is looking for a location for a factory or warehouse. The Central can help him find a good site.

You don't have to work out details of such Traffic Tips yourself. All you have to do is provide the lead and the Sales department will do the rest.

You never can tell all the factors that make up a customer's mind when he's routing a shipment, but you can become one of those factors by talking up Central service as much as possible and watching out for Traffic Tips that can lead to new business.

There's nothing like more freight on the rails to solve the kind of problems now facing the Central. With your help in our "Fight for Freight in '58" we can find the solution.

Sincerely,

A. E. Baylis

Here's a tip...

that I think may lead to some new business for the Central:

Name of potential shipper _____ (PLEASE PRINT)

Firm _____

His Address _____

City _____

State _____

This new business will probably be:

Carload Freight LCL Flexi-Van New Industrial Location

Kind of commodity: _____

My name is _____

Title _____

Department _____

Date _____ Location _____

TRAFFIC TIP CARDS like the coupon at left are being distributed throughout the NYC System for the convenience of Central employes in sending in leads to potential new freight business. If you don't yet have a card, use the coupon to send in your tip to Mr. Baylis' office in New York.

Apprentice schools provide skilled Central men for the future

By George C. Churcher
Supervisor of Training—Mechanical

It was Benjamin Franklin who once said, "A man who hath a trade hath an estate." The test of time has not weakened the basic correctness of wise old Ben's statement.

The age of space exploration notwithstanding, in most modern industries the best way for skilled mechanics to learn their trades is still through the apprenticeship system, which includes learning by doing as well as by study. In fact, variations of mechanical apprenticeship have found their way into scores of other fields as "on-the-job training."

New York Central has been a pioneer in apprentice training since 1872, when the Central's first formal apprentice school was set up at Elkhart, Ind. The railroad's apprentice system was expanded in 1906 and has been growing ever since. Today there are 15 permanently organized apprentice centers on the NYC System, where young men are acquiring skills that will be valuable to them and to the Central.

Full-time apprentice schools now are operated by the Central at Harmon,

N. Y., DeWitt Yard (Syracuse), Collinwood, O., Beech Grove, Ind., East Rochester, N. Y., and West Detroit.

Part-time schools are located at Mott Haven Yard (New York), Allston, Mass., Sharonville Yard (Cincinnati), Bellefontaine, O., Mattoon, Ill., Buffalo, McKees Rocks, Pa. (P&LE), Chicago (CR&I and CJ) and Gibson, Ind. (IHB).

The basic philosophy of apprenticeship includes the perpetuation of quality, integrity and ingenuity of skilled craftsmen through a planned system of instruction.

Apprenticeship creates craftsmen for the future. And at the same time it makes for more substantial citizenship, helps to strengthen the industrial economy of our country, improves relations between management and labor, and imbues young men with a sense of the importance and dignity of the craft in which they are investing their future.

Apprenticeship is the period in a young man's life during which he devotes several years to the learning of a skilled trade. In addition to conscientious study, the apprentice also learns how to do a job under the careful tutelage of an older man who has already gained a store of experience he can share.

All skilled trades have two characteristics in common. First: they demand a variety of manual skills. Second: they require theoretical knowledge relating to those skills. As champion of the ways of meeting the requirements of these characteristics, the apprentice system has yet to be unseated.

On the Central there are Regular, Helper and Special apprentices. Regulars and Helpers specialize as to trades—electrical, machinist, sheet metal, etc. They are learning trades to be applied in locomotive and car shops and yards.

Regular apprentices are chosen from high school graduates between 16 and 23. They serve eight periods of six months each.

Helper apprentices are chosen from Central employes who have a minimum of two years' prior service as mechanic's helpers and who are not over 35 years old. (The one exception is Boilermaker Helpers, who may start up to 40 years of age.)

To be considered for an apprenticeship with the Central, an applicant must



LEARNING by doing is vital part of an apprentice's training. Marvin Braschler (right) learns how to be a Machinist under the experienced eye of Stephen Biel, who has applied his skill to the Indiana Harbor Belt for 40 years.



MACHINE'S mysteries are revealed to apprentices by old hands. From left: Joseph Graham; Apprentice David Dayton; Foreman Joseph Kuhn, E. Rochester.



WINDING armatures for electric motors is skill learned by Electrician Apprentice Prentice Donnelly at Harmon shop, under tutelage of veteran Electrician Henry Roscoe.



NEW APPLICANT for entrance into the Apprentice Training Program must pass examination by committee representing management and labor unions who make sure of his fitness.



SIGNING of indenture completes entry into NYC program. Instructor Harry Fletcher checks form with new Apprentice James Radke, East Rochester.

be able to read and write English, understand the basic rules of arithmetic and pass a number of tests designed to indicate mathematical and mechanical aptitudes.

Labor unions work closely with the Central's management in the operation of the apprentice program. At each location where there is a Central apprentice school there is also a local committee of management and labor representatives. One of the duties of these committees is to see that applicants understand fully the terms of apprenticeship and sign an agreement which binds the apprentice and the Central to complete the bargain.

Then the apprentice starts his dual role of workman and student. He gets plenty of homework, too, to supplement his classroom work. Most of the material used in NYC schools has been developed by the Central's Mechanical department experts in various subjects. Standard textbooks are also widely used in the courses.

During the term of his apprenticeship, an apprentice is rotated through a

schedule of shop work, assigned for varying periods of time to work with experienced men. The older men to whom apprentices are assigned are selected for their mechanical ability, plus the ability to impart their knowledge to others. For their shop work and classroom work apprentices receive an hourly wage which is increased each six months as the apprenticeship progresses.

Regular apprentices on the Central go through a four-year course, while Helper apprentices are trained in three years.

Special apprentices on the Central are young men who hold degrees from engineering colleges or other technical schools. They work at on-the-job training assignments in various departments of the railroad for varying periods of time in a program designed to develop in such trainees a broad background of railroad experience with which to supplement their formal education.

Watching over the System-wide apprentice training program is a Labor-



POINTING out electrical methods, Instructor George Leck aids students John Sullivan (center) and George Hric at the Apprentice School on the P&LE at McKees Rocks, Pa.



AT DRAWING BOARD, Marvin Braschler (left) and Gerald Pistorius go over principles of mechanical drawing with the help of Indiana Harbor Belt Instructor Kenneth Achgill (center).



WIZARDRY of electric circuits becomes clear to Al Adamcik (left) and Harry Kaszak under guidance of George Leck (right) P&LE Apprentice Instructor, McKees Rocks, Pa.

Apprentice schools provide skills... CONTINUED

Management General Committee on Apprenticeship. It consists of two general chairmen from each NYC System Federation of labor unions and three representatives of management. The committee chairman is one of the management members and its secretary is a labor representative.

The General Committee on Apprenticeship functions as an advisory board in matters of apprentice training. Among other duties, it recommends rules for apprentices on the job and in the classroom and carries out provisions of an agreement between the railroads and the Railway Employees department

of the AFL-CIO.

New York Central, in 1945, became the first railroad to establish a joint management-labor sponsorship for its apprentice program and other railroads have since followed NYC's example.

The success which the Central's apprentice program has enjoyed for many years is primarily due to the cooperative spirit between management and labor that dominates the General Apprentice Committee on the System-wide level and the local committees at apprentice school locations.

The Central's apprentice training program is accredited by state appren-

tice councils throughout the NYC System as well as by the Bureau of Apprenticeship of the U.S. Department of Labor. In some cities, the railroad's apprentice schools are used as part of local school adult education programs.

A recent survey of the educational background of Central apprentices turned up the fact that many of them are at the same time attending colleges and technical schools in the evening, enrolled in courses in engineering, mathematics, business administration, design and other subjects which should greatly increase their chances for advancement in their railroad careers.



CLASSROOM work is not overlooked in training of Central apprentices. Instructors B. R. Schultz and A. Conrad move from group to group to help students. In addition to class work and shop practice the apprentices also get plenty of homework.



STUDYING fuel system of diesel at Collinwood, O., shop, from left: Machinist John Malone; Apprentices Joseph Lanckiewicz, John Landon; and Sheetmetal Worker Paul Long. The school at Collinwood is one of NYC's biggest.

NYC Machinist Lands Loot

A NYC mechanic, Archie Devine, has been declared winner of the \$10,000 second prize in the New York *Herald Tribune's* Tangle Town contest.

Mr. Devine joined the Central in 1940. During World War II, he served in Europe as a member of the 9th Army Engineers Corps, and in 1945 returned to duty with the railroad. At present, he is employed in the Car department of the Mott Haven yards in New York.

A native of Glasgow, Scotland, Mr. Devine came to the United States in 1927. Married, and the father of a four-year old son, Michael, he lives with his wife in Elmsford, N. Y.

As to the prize money, Mr. Devine said, "First of all, I'll put something toward the mortgage on the house. Then I'll set up a trust fund so that Michael's education will be provided



ARCHIE DEVINE DISPLAYS PRIZE CHECK

for. If there's anything left after taxes, I'll take the family to Florida. We've taken our vacations there for three years in a row and we like it a lot."

Damage Prevention Drive Launched

The Central's Freight Claim Prevention Bureau has launched a program for 1958 calling for a 15 per cent reduction in freight claim payments, and a ten per cent reduction in overspeed impacts. Impact registers will be used to measure performance.

Although all phases of freight loss and damage are constantly under attack, a number of special drives have been set up and will be launched in connection with the Association of American Railroads' National Campaign in this field.

The program calls for the following:
 March & April — Careful Car Handling
 April (Special) — National Perfect Shipping Month
 May & June — Defective and Unfit Equipment
 June (Special) — Proper Weighing
 July & Aug. — New Furniture Damage
 Sept. & Oct. — Full drive for Careful Car Handling
 Nov. & Dec. — Protection of Perishables.



NOVEL CLASSROOM for apprentice instruction at Harmon, N. Y., is converted railroad coach, equipped with full training facilities and parked near Harmon shops. At Cincinnati, apprentices go to classes in a converted NYC caboose.



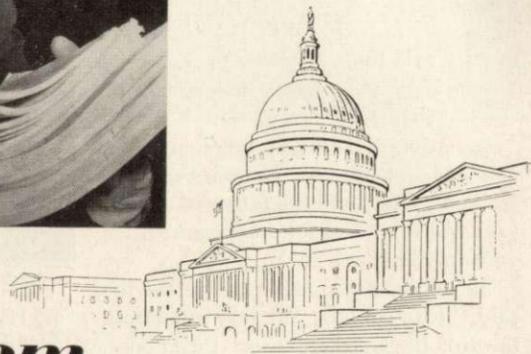
FINAL STEP in an apprentice's training comes on day he receives certificate attesting to his successful completion of NYC course. At Harmon, N. Y., certificate presentation (from left): Instructor A. Braun; Shop Supt. L. F. Hoffman; Apprentice H. J. McCann; local Electrical Union chief Peter Puglia; Training Supervisor G. C. Churcher. At this point, apprentice becomes technician.



Dream Comes True . . .

for 12-year-old rail fan Bobby Lessels of Rome, N. Y., as he waves from diesel locomotive of NYC's train No. 38, which took him to Albany recently. Some time ago he was promised the ride as a reward for his alertness in reporting a toppling load of lumber on a Central freight train, thus preventing what could have been a serious accident. Shown with him in the cab is NYC Engineer Raymond Field.

TESTIFYING on examples of regulations that keep railroads from making changes needed for survival, NYC President Alfred E. Perlman shows U.S. Senate committee 10-pound, 30,000-word cost study made by NYC to meet request of N.Y. State Commission. Study cost Central \$335,000, but it brought little result.



Railroads need freedom to apply business principles, senators are told

The railroads should be freed to work their own way out of the passenger deficit problem by being allowed to apply sound business principles to their passenger services, Alfred E. Perlman, President of the New York Central, said on Jan. 14, in testimony before the Surface Transportation Subcommittee of the U.S. Senate Committee on Interstate and Foreign Commerce. The subcommittee, headed by Senator George A. Smathers (D-Fla.), is investigating the problems of the railroad industry.

Testifying on the subjects of the passenger and mail service deficits, Mr. Perlman suggested alternate proposals for making the passenger business economically sound. Neither would require subsidy or government financial support. The proposals:

- 1) Remove all regulation in the pricing and operation of passenger service trains.
- 2) If regulation is to be continued, give the federal government, through the Interstate Commerce Commission, rather than individual state commissions, final regulation of all passenger service, both within individual states and between states. This could be done through a simple amendment to the Interstate Commerce Act, giving the ICC the power

and duty to provide that the railroads be permitted to earn their full costs plus a fair return on any passenger service, or that they be given the right to discontinue that service.

Mr. Perlman suggested an additional requirement that if any public body or group were willing to pay for continuance of a service as a matter of public convenience, on the basis of full costs plus a fair return, the ICC could order continuation of that service.

"In that way, losing services the people did not want enough to pay for would be dropped, and those that the public really required would be continued," the Central's President said in his testimony.

Changes recommended

In the portion of his testimony on changes in legislation which would permit the railroads to eliminate their heavy deficits in transporting U.S. mail, Mr. Perlman similarly advocated 1) that the railroads either be freed from the obligation to carry the mail, permitting them to negotiate or bid for this service as the truckers do now, or 2) require the ICC to see that the railroads are paid promptly and fully, with back interest, the full costs of the service plus a fair return on their in-

vestment in facilities for mail service.

Mr. Perlman stated that all of his recommendations were based on the announcement by Senator Smathers that the hearings were to give attention "to constructive action to allow the railroads to help themselves." Mr. Perlman outlined steps which the Central has taken to help itself, including the building of new pushbutton yards, installation of hundreds of miles of electronically controlled track, and establishment of the industry's most comprehensive technical research program.

In order to help themselves solve the passenger deficit problem, which now threatens them with disaster, railroad managements must first of all be given freedom to do the job as businessmen, using sound business principles, and free from the shackles of cumbersome and conflicting regulation, Mr. Perlman said.

"We would like to try to operate the railroad passenger service according to the laws of economics, not have it operated according to the dictates of local pressures," the Central's President told the committee.

He pointed out that the railroads, which are usually interstate systems, are subject in their passenger services

to the daily, detailed regulation of commissions in each state—each of which is primarily interested in regulating the railroads in a way to advance the local interests of its particular area. The New York Central, for instance, has 11 state commissions regulating it—each with different viewpoints and interests and often telling the railroad opposite things, Mr. Perlman said.

"This multiplicity of conflicting regulations is the height of absurdity, in the face of the plain economic fact that this interstate railroad is a single, integrated, interrelated operation, each part of which affects the other and which must be managed and operated as a whole," Mr. Perlman said in his statement to the subcommittee.

If given freedom to solve the problem itself, through removal of all passenger service regulation, the New York Central would do these things, Mr. Perlman said:

First, base prices for each service on the cost of producing the service plus the same reasonable return on investment other utilities receive. The railroad would have the greatest incentive

Who Is Responsible?

As things stand now, 48 state commissions and the Interstate Commerce Commission all regulate our railroad passenger service. Added to this, the courts, which must arbitrate between these bodies, have no clear cut mandate from Congress as to the rules these various commissions should follow.

Thus we can be nibbled to death in 49 places at once, and no one is responsible when the patient dies. The nibbling away of our great interstate railroad system can go on for a little while longer; the railroads can stagnate and deteriorate and continue to die slowly. But unless you take steps now, don't expect to wave a magic wand when an emergency or catastrophe is upon the country and expect to have up-to-date, modern and efficient railroads to do your bidding. Then it will be too late!

Alfred E. Perlman, before U. S. Senate subcommittee investigating railroad economic situation.

not to overprice its services because it needs to retain whatever profitable service there may be.

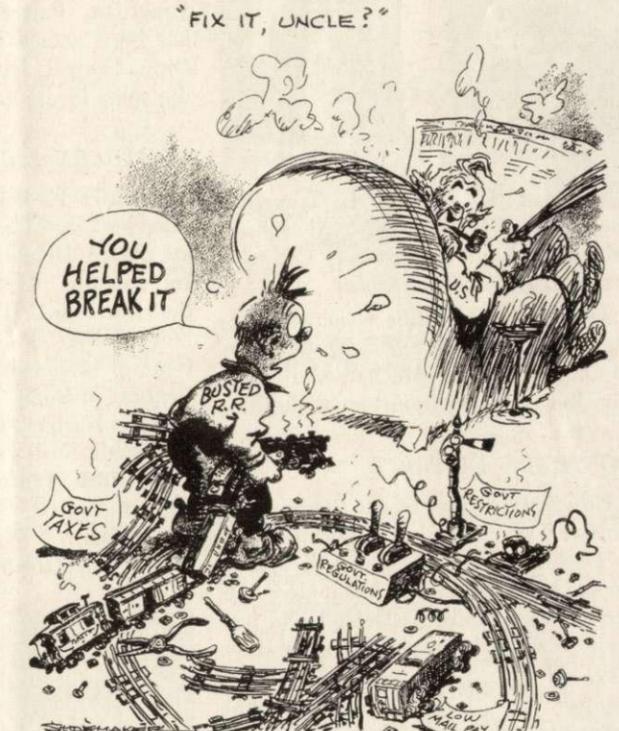
Second, where the public declined to patronize its service at such compensatory prices, the railroad would be free to experiment, seeking new means of getting business, discontinuing rail

service, or substituting other means of meeting the public's demand.

Third, any service that gave promise of being profitable would be promoted to the utmost, because the Central's continued existence as a private corporation is dependent solely on its ability to produce profits.



NEWSPAPERS throughout the nation have given broad coverage to plight of Central and other railroads following testimony by NYC and other rail presidents before U.S. Senate committee. In addition to editorials and news stories,



many cartoons have appeared, highlighting the case. At left is one from New York Daily News. At right is cartoon from New York Herald Tribune. Both are reprinted here with papers' permission and graphically tell the railroads' story.

New Assignments Announced for Central Men

EASTERN DISTRICT

Frank K. Mitchell, Jr., Division Superintendent, Indiana Division, Indianapolis, has been named Division Superintendent at Buffalo, N. Y., succeeding **Harry D. Johnston**, who has retired after a Central career that spanned 42 years. Mr. Mitchell joined the Central in 1939 as a Machinist's Apprentice at Beech Grove, Ind. Returning to NYC after World War II service in the China-Burma-India theatre, he was named Assistant Superintendent at Van Wert, O., in 1952, and Assistant Superintendent at Indianapolis in 1954.

William H. Shearer has been named Division Superintendent at Watertown, N. Y. Beginning his railroad career as a Messenger at Detroit in 1916, he has served as Trainmaster at Detroit and Jackson, and as Superintendent at Detroit, and became District Transportation Superintendent at Detroit in 1956.



Mr. Mitchell



Mr. Shearer

Vincent C. Gayliard, Traveling Car Agent, Syracuse, N. Y., has been named Assistant Supervisor, Power & Train Operations, Syracuse.

Joseph S. Fadale, General Foreman, DeWitt Yard, Syracuse, has been appointed Master Mechanic, Buffalo Division, with headquarters at Buffalo.

NORTHERN DISTRICT

Edwin H. O'Keefe has been named District Transportation Superintendent at Detroit. Mr. O'Keefe's rail career began in 1917 when he joined the Central as a Clerk at Detroit. He has been Assistant Superintendent at Bay City, Mich., Superintendent at St. Thomas and Jackson, and General Superintendent and Assistant General Manager at Detroit.

John J. Danhof, Jr., Division Superintendent, Watertown, N. Y., has been appointed Division Superintendent

at St. Thomas, Ont. Joining the Central as a Timekeeper at Toledo, O., in 1939, Mr. Danhof has been Trainmaster at Anderson, Ind., and Englewood, Ill., and Assistant Superintendent at Buffalo, N. Y.



Mr. O'Keefe



Mr. Danhof

WESTERN DISTRICT

Edward D. Daley, Chief Supervisor Motor Service, New York, has been named Supervisor Freight Stations & Motor Service at Cleveland.

Donald A. Traczyk, Clerk, Stanley Yard, has been named General Yardmaster at Sandusky, O.

Fred L. Wolfe, Acting Lieutenant of Police, Western Division, has been appointed Lieutenant of Police with headquarters at Chicago, and **Henry H. Joachim**, Patrolman, Columbus, O., has been named Lieutenant of Police, Ohio Central Division, remaining at the same location.

SOUTHERN DISTRICT

Wilbur F. Davis, Division Superintendent, St. Thomas, Ont., has been appointed Division Superintendent at Indianapolis. Mr. Davis, who joined the Central in 1918 as Telegraph Operator at Erie, Pa., has been Assistant General Manager at Cleveland, and General Manager of NYC's subsidiary, Indiana Harbor Belt and Chicago River & Indiana Railroads.

William Armond, Methods & Procedure Analyst, New York, has been named District Personnel Assistant, Indianapolis. **Donald J. Engle**, Engi-



Mr. Davis



Mr. Armond

neering Draftsman, Indianapolis, has been named Assistant Engineer at that location.

NEW YORK DISTRICT

Robert W. Mustard, Master Mechanic, Collinwood, O., has been appointed Mechanical Superintendent, with headquarters at New York.



Mr. Engle



Mr. Mustard

SYSTEM

Charles E. Defendorf, Assistant Chief Engineer, Chicago, has been appointed Chief Engineer, succeeding **Foster H. Simpson**, who has retired after 42 years of service with the railroad. Mr. Defendorf began his NYC career in 1936 as a Designer and Detailer in the office of Designing Engineer, New York. He has been Assistant Engineer of Structures at Detroit, Assistant Engineer of Buildings at Chicago, and Engineer of Buildings, Chicago.

Howard W. McAllister, Supervising Agent, Cleveland, O., has been named Chief Supervisor of Motor Service, Transportation department, New York.



Mr. Defendorf



Mr. McAllister

ACCOUNTING

Patrick F. Myers, Assistant District Auditor of Expenditures, Boston, has been appointed District Auditor of Expenditures at that location. **Norman A. Andersen**, Head Clerk, Boston, has assumed the duties of Assistant District Auditor of Expenditures at the same location.

Elliott F. Brusseau, Assistant Engineer, Boston, has been named Assis-

ant Valuation Engineer at that location. Mr. Brusseau succeeds **Victor E. Gaudreau**, who has retired after a Central career of 40 years that began as a Clerk in Boston.



Mr. Carroll



Mr. Myers

FREIGHT SALES & SERVICE

Raymond K. Carroll, District Freight Salesman, New York, has been named District Freight Sales Manager, Watertown, N. Y. **John G. Kethro**, District Freight Salesman, Springfield, Mass., has been named District Freight Sales Manager, with headquarters at New Haven, Conn., succeeding **C. Edgar Zeender**, who has retired after 37 years of service with New York Central.

CLAIM

Jack A. Spooner, Assistant Chief Claim Agent, Cleveland, has been named to the same position at New York. Succeeding him at Cleveland is **Lorne H. Bell**, who has been District Claim Agent, Cleveland.

Robert J. Kelly, District Claim Agent, Toledo, O., now assumes the duties of District Claim Agent, Cleve-



Mr. Spooner



Mr. Bell

land, and is succeeded at Toledo by **Grant W. Quigley**, who has been District Claim Agent at Jackson, Mich. At Jackson, **William E. Elliott**, Assistant District Claim Agent, Chicago, assumes duties of District Claim Agent.

PITTSBURGH & LAKE ERIE

Thomas R. Fitzpatrick, Assistant Vice President, Freight Sales & Service, Pittsburgh, for both the New York Central and the P&LE, has been appointed Vice President of the Pittsburgh & Lake

Group Named to Head Flexi-Van Sales and Service

As the launching of NYC's new Flexi-Van service draws near, **Roy L. Milbourne**, Executive Assistant to the Vice President, Freight Sales & Service, New York, has been appointed to the newly-created position of Director, Flexi-Van Sales & Service, New York. Flexi-Van is the new rail-highway service which will be operated by the Central and its trucking subsidiary, the New York Central Transport Co.

Mr. Milbourne, who joined NYC in 1920 as a Clerk in the Freight department at Toledo, O., has held various positions in the Chicago area. In 1953 he was transferred to New York as Assistant to the General Freight Traffic Manager, a post he held until 1956 when he became Executive Assistant to the Vice President, Freight Sales & Service.

Three other appointments have been made to newly-created position of Manager, Flexi-Van Sales & Service. Assuming the new duties in New York is **Edward J. Paronett**, Assistant Man-

ager Industrial Development; in Chicago, **Clarence P. Rahn**, Administrative Assistant; in Detroit, **Clarence H. LaFond**, Assistant to Assistant Vice President, Freight Sales & Service.



Mr. Milbourne



Mr. LaFond



Mr. Paronett



Mr. Rahn

Erie, and will continue to make Pittsburgh his headquarters. Mr. Fitzpatrick joined the P&LE in 1909 as a Stenographer in the Freight Traffic department. He has been Freight Traffic Manager, and, in 1940, his responsibilities were enlarged to include representation in that capacity of the entire New York Central System.

Succeeding Mr. Fitzpatrick is **Frank P. Soen**, who has been Freight Sales Manager of both the New York Central and the P&LE, at Pittsburgh. In 1922, Mr. Soen joined the Operating department of the Central, and was transferred to the Traffic department in 1924, advancing within it to positions of increasing responsibility at New York, Boston, Cleveland and Chicago.



Mr. Fitzpatrick



Mr. Soen



Answers on page 23

RAIL QUIZ

1. The new electronic spectrometer at Collinwood, O., is used to — determine weather resistance of ties, predict diesel engine trouble before it starts, or find the best colors for railroad signals?
2. What were three big steps toward modernization made by the Central in 1957?
3. What is a party ticket issued specifically to cover the movement of a special baggage car called—a block ticket or a contract ticket?
4. 40,000, 400,000 or 4 million carloads represent the 1958 sales goal of the NYC Freight Sales & Service department?

HEADLIGHT HIGHLIGHTS



Smiling Farewell . . .
to New York as she boards 20th Century at Grand Central is stage and screen star Rosalind Russell. Taking leave of absence from the Broadway play, "Auntie Mame," Miss Russell is on her way to Hollywood to recreate role in forthcoming movie.



Helping Hand . . .
was extended to Santa by NYC's Gene Boyd (left) and Ralph Courtney, Enginemen at Mattoon, Ill., who are shown with some of the 50 rocking chairs they made from scrap lumber and discarded furniture. Brightly painted, the chairs made pleasing gifts for needy children at Christmas time.



Model Train Exhibit . . .
at Grand Central starts its run as New York Central President, Alfred E. Perlman (right), throws switch that starts trains rolling to collect funds for the Fresh Air Fund. Sponsored by the New York *Herald Tribune*, all contributions to the Fund are used to assure underprivileged city children of a healthful summer vacation in the country each year. Coins are dropped in moving cars by the throngs that pass through the busy Terminal each day.



Teamwork . . .
of Frank K. Pickett, NYC Trainmaster, Columbus, and Symphony's Kay Wolford, insures smooth running of recent "Railroad Night at the Symphony," sponsored by Railroad Community Committee, whose membership comprises five railroads serving Ohio capitol city.

Guest Expert . . .
Norton F. McGuire, District Road Foreman of Engineers, NYC System, Detroit, shows members of 4-H TV Electrical Club how model engine works on television program at Detroit. Produced by Michigan State University under guidance of Club Leader Jim Culver, right, program shows the many ways in which electricity serves us every day.



NYC Army Reservist . . .
members of 753rd Transportation Battalion, Railway Shops, which is headquartered at Central Shops in Beech Grove, Ind., participated in recent National Resources Conference. Standing, center, is Edgar L. Longworth, Locomotive Fireman; at left, Gerald M. Bates, Crane Operator, both at Bellefontaine, O.

Happy Carolers . . .
are members of the newly-formed Glee Club of NYC's Athletic Association of Manhattan, who gave series of programs at Grand Central during the holiday season under direction of Carmine Nappi (third from left), Statistician, Passenger Transportation, N. Y.

New Yard Named to Honor Robert R. Young

Central's new electronic freight classification yard at Elkhart, Ind., will be named Robert R. Young Yard, in honor of the railroad's late Board Chairman.

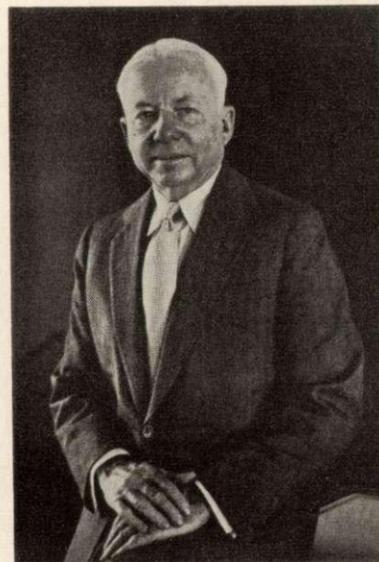
The new yard, at this writing, is undergoing test runs and is scheduled to enter full operation March 6, after a formal dedication ceremony.

Under construction at the same time has been a second new freight yard, this one at Youngstown, O., on the Pittsburgh & Lake Erie. Expected to be completed later in the spring, this yard and Robert R. Young Yard will bring about important improvements in NYC System service.

In a statement issued at the time of Mr. Young's death, January 25, NYC President Alfred E. Perlman said:

"The tragic death of Robert R. Young is a great loss to New York Central. In the three and a half years he served as Board Chairman he selflessly devoted his entire energy to the economic and physical problems of the Central, and he left it a better and stronger railroad than he found it. His death, in addition, is an immense loss to the railroad industry, whose progress he so dynamically influenced.

"The standards of leadership Mr. Young displayed can serve as a guide to all of us who continue to devote our efforts to making the Central the better, stronger railroad he envisaged. Instead of changing policies because he is no longer with us, we can build a fitting monument to his memory by striving to attain his most cherished goal—the res-



Robert R. Young

toration of economic stability to the railroad industry and the emergence of New York Central as a railroad second to none."

Mr. Young's death closed one of the most colorful chapters of modern railroad history. His thinking and actions were responsible for many of the industry's innovations.

Born of pioneer stock in 1897 in the Texas Panhandle town of Canadian, he early displayed the qualities of leadership that were to mark his later years.

After graduating from Culver Military Academy and attending the University of Virginia, Mr. Young in 1916 landed a job as a day laborer in a duPont gunpowder factory. He also

was married the same year. Rising through the ranks at duPont, and later at General Motors Corp., he became an Assistant Treasurer at General Motors. He resigned in 1929 to become associated with John J. Raskob and Pierre duPont in their private investment company.

In 1931, Mr. Young and a partner opened the securities firm of Young, Kolbe & Co. In 1937, in association with Allan P. Kirby, he was successful in the purchase of the Van Sweringen holdings, which had floundered on the rocks of bankruptcy during the depression days of the early '30s.

The leading asset of this purchase was control of Alleghany Corp., a railroad holding company. Alleghany's holdings included Chesapeake & Ohio Railway and other railroads. Mr. Young served as Chairman of Alleghany from that time until his death. He also served as Chairman of Chesapeake & Ohio until 1954, when he resigned to become Chairman of New York Central.

In 1947 Mr. Young founded the Federation for Railway Progress to promote better understanding of railroads and to publicize their progress.

Throughout his railroad career, Mr. Young fought for railroad service improvements and for an economic climate in which all elements making up the railroad industry—employees, customers and shareowners—could prosper while giving the public improved transportation service.

Tribute To Grand Central Terminal

is made with the presentation of a plaque designating the world-famous building a landmark of New York. Smilingly affixing the plaque on the exterior of the building at 42nd Street is Stephen T. Keiley (right), Terminal Manager. Helping Mr. Keiley is Ralph Hayes, Director of New York Community Trust, administrator of philanthropic funds responsible for the presentation of descriptive plaque as part of its program to pay tribute to buildings of historical and architectural distinction in New York City.



NEWS BRIEFS

JANUARY OPERATIONS

... of the Central resulted in a net deficit for the month of \$3,972,104, compared with net income of \$653,817 in the same month last year. Taxes and passenger service losses, which are in effect fixed charges, worked as a particular drain on the railroad during the month. The Central pays more state taxes than any other railroad in the United States—\$36 million a year. This is due in large measure to the abnormally great amount NYC pays in taxes in New York State—\$21 million a year, by far the largest tax payment of any railroad in the State. Moreover, in New York City, taxes are increasingly crushing on passenger facilities, which are devoted solely to a service on which NYC only loses money. NYC's passenger deficit is now running about \$4.5 million a month, and in 1957 amounted to \$50 million.

NEW WAREHOUSE

... of the A&P chain stores has been opened on the Central at Elmsford, N. Y. Built to serve Westchester County stores, the warehouse is expected to produce 2,500 to 3,000 carloads a year. Two separate buildings have been constructed — one for groceries and meat with two tracks; one for perishable goods with one track.

PETITION HAS BEEN FILED

... before the Interstate Commerce Commission to increase the 10 cent fare on the Weehawken to 42nd Street Ferry to 49 cents, and increase the 20 cent fare on the Weehawken to Cortlandt Street Ferry to 99 cents. In making the announcement, Ernest C. Nickerson, Vice President-Passenger Sales & Service, commented: "Although the question of the discontinuance of these ferries is in litigation in federal courts, this great reduction in earnings for the Central (i.e. decline of more than \$30,000,000 in net income from the 1956 earnings) is clear indication why we cannot wait for the outcome of this legal proceeding to alleviate enormous out-of-pocket losses — \$1,500,000 a year — we sustain in providing ferry service." Patronage of the two ferry lines, for which the Central maintains seven ferries, has dwindled continuously. For the first nine months of 1957, only 783,631 riders used the service, whereas 12,401,645 riders used the lines in 1938.

The petition points out that the Central asked ICC permission on December 14, 1954, to discontinue the

ferry lines, which authority was granted by the Commission in September, 1956. At a rehearing on May 15, 1957 this decision was unanimously affirmed by the ICC. However, the State of New Jersey took this decision to a three-judge U.S. District Court for the District of New Jersey, which held that the ICC lacked jurisdiction to allow the Central ferry discontinuance. This Federal Court decision is being appealed to the U.S. Supreme Court by the Central. Mr. Nickerson further noted that the attorney representing the State of New Jersey in the ferry discontinuance case before the court criticized the railroad because it had not attempted to increase ferry rates to develop additional revenue.

CARLOADINGS

... on the Central from Jan. 1 through Feb. 17 this year amounted to 409,760—down 20 per cent from the same period a year ago. On the P&LE in the same period this year carloadings totaled 47,309—down 44 per cent from 1957.

ENTIRE NATIONAL ECONOMY

... started 1958 on a down beat. Of particular interest to NYC, steel producing, coal consuming and automobile manufacturing areas hit levels far below last year. Not only is the country in the midst of a general business decline, but competition from other forms of transportation and other railroads continues to grow more intense, calling, in turn, for greater sales effort by the Central. NYC salesmen are making determined drive to get more business and can use help of every other Central employe.

RED CAP SERVICE

... maintained by the New York Central has been resulting in an annual loss to the railroad of approximately \$500,000. In order to reduce this deficit, which is the difference between the hourly wage rates paid to the Central's Red Cap personnel and the income the road receives from the 25 cents-a-bag fee, Red Cap handling charges have been increased in 18 passenger stations of the Central from 25 cents a bag to 35 cents. Major New York Central—served cities in which the new charge will not be applicable are Chicago, Boston, Columbus, Cincinnati, Indianapolis and St. Louis. In these cities, the Central is not the operator of the terminal.



CENTRAL STUDENTS, currently enrolled in ICS courses, include Ronald Flynn (left), Night Chief Clerk, West St. Freight Station, Syracuse; and Donald L. Brown, Instrumentman at Toledo, O., both doing homework.

Discount Offered NYC Employees On Correspondence Courses

Central employes may now enroll in Courses of International Correspondence Schools at ten per cent reduction on tuition. As an added feature, they may pay for such courses through easy payroll deductions.

A new agreement has been signed by the Central and ICS, setting up the plan.

For over 54 years Central employes have added to their formal education through ICS courses. Today many are doing the same thing, studying specific specialized units, or completing work for a high school diploma.

ICS, largest correspondence school

in the world, offers its students 259 separate courses, many particularly geared to subjects of railroad interest.

The cost of an ICS course may be recovered by a Central employe under the railroad's Tuition Refund Plan, if all the other requirements of the Plan are also met.

ICS courses offer many opportunities for self-advancement. The new, convenient payroll deduction plan and discount add to the ease with which Central men and women may take advantage of these opportunities.

Use the handy coupon to get full details of ICS courses in which you may be interested.

INTERNATIONAL CORRESPONDENCE SCHOOLS

Explain fully about your course marked X:

Box 33073M, Scranton 15, Penna.

- | | | | |
|--|--|--|--|
| <input type="checkbox"/> Railroad Administration | <input type="checkbox"/> Diesel Electric Locomotive | <input type="checkbox"/> Radio | <input type="checkbox"/> Television |
| <input type="checkbox"/> Accounting | <input type="checkbox"/> R. R. Diesel Engineer & Fireman | <input type="checkbox"/> R. R. Apprentice Training | <input type="checkbox"/> R. R. Car Repairer |
| <input type="checkbox"/> R. R. Air Brake | <input type="checkbox"/> R. R. Diesel Machinist | <input type="checkbox"/> R. R. Engineering | <input type="checkbox"/> R. R. Rate Clerk |
| <input type="checkbox"/> Blueprint Reading | <input type="checkbox"/> Electrical Engineering | <input type="checkbox"/> Roadmaster Section Foreman | <input type="checkbox"/> Supervision |
| <input type="checkbox"/> Bridge & Bldg. Foreman | <input type="checkbox"/> Electronics | <input type="checkbox"/> Machinist & Toolmaker | <input type="checkbox"/> Surveying & Mapping |
| <input type="checkbox"/> R. R. Car Inspector & Air Brake | <input type="checkbox"/> Mathematics & Mechanics for Engineering | <input type="checkbox"/> Mechanical Engineering | <input type="checkbox"/> Telephony |
| <input type="checkbox"/> Carpentry & Millwork | <input type="checkbox"/> Plumbing & Heating | <input type="checkbox"/> Personnel — Labor Relations | <input type="checkbox"/> Traffic Management |
| <input type="checkbox"/> Chemistry | <input type="checkbox"/> Welding—Gas & Electric | <input type="checkbox"/> High School | |
| <input type="checkbox"/> Civil Engineering | | | |
| <input type="checkbox"/> Commercial | | | |
| <input type="checkbox"/> Construction Engineering | | | |
| <input type="checkbox"/> R. R. Diesel Electrician | | | |

Name _____ Age _____
 Home Address _____
 City _____ Zone _____ State _____
 Occupation _____ Name of Railroad _____

The Safety Zone

By Donald E. Mumford
 Director of Safety

When I was small and belonged to our church's young folk group, our minister told an impressive story about Tommy, an eight-year-old.

Tommy had recently performed an unusual number of errands and chores for his mother, and felt he was entitled to pay for this extra effort. So one night his mother found a bill on the coffee table. It read:

"Three trips to the store—Mommy owes me 30 cents. Emptying four waste baskets—Mommy owes me ten cents. Sweeping the garage—Mommy owes me 25 cents . . ." There were other charges, and Mommy read each of them carefully, but said nothing.

At breakfast next morning, Tommy found this bill at his plate:

"For loving care in dressing him warmly and well, and for cooking him all his favorite dishes, Tommy owes Mommy—nothing. For understanding forgiveness of his faults, without punishment, Tommy owes Mommy—nothing. For watching—without leaving him Tommy owes Mommy—nothing."

Tommy, hot tears of shame scalding his eyes, could read no more on the list. He could only run to Mommy's arms and sob out how much he loved her and he never, never wanted any old money for what he did—ever.

He learned a lesson all might well remember, for it applies to safety, too. The care we take, the acts we perform, the "trouble" to which we go to help the cause of safety, can not be evaluated in terms of money. Such efforts pay off in something we can't buy.



"Newlyweds!"

New York Central Headlight

Employee Benefits

By Leonard H. Rose
 Director of Employee Benefits

Many Central employes have expressed interest in learning what the monthly payments are for railroad employes and their beneficiaries under the Railroad Retirement Act. Each individual's payments depend, of course, upon his earnings before retirement, but information recently released by the Railroad Retirement Board includes average monthly payments for the various types of benefits paid by the Board.

They are:

Reason for Retirement	Monthly Payment
Age	\$116.97
Disability	104.57
Retirement before effectiveness of Retirement Act	84.24
Wives' and Husbands' Annuities	48.05
Widows' and Widowers' Annuities	53.14
Widowed Mothers' Annuities	67.11
Children's Annuities	43.50
Parents' Annuities	52.35
Other Survivor Annuities	50.53

In September, 1957, the Railroad Retirement Board paid out a total of \$59,000 to persons entitled to these benefits. This did not include payments made by the Board for unemployment, sickness or maternity benefits, the cost of which is borne entirely by the railroad companies.

Pats on the back

● "Good will of NYC employes lightens a traveler's load," was the headline on a recent article in the *Buffalo Evening News*. The story tells how a German woman, speaking very little English, with five children and a great deal of luggage, thought she could get from Buffalo's Central Terminal to Washington, D. C. on \$1. When this was discovered by NYC employes, a collection of \$10 was taken up by a baggage clerk, 2 red caps, 3 Pullman conductors, 3 ticket salesmen and a New York Central police lieutenant—another example of teamwork among Centralmen.

● Rush delivery of a much-needed crib brought about a letter of commendation from Mrs. John Zipser, New York City, to **Douglas D. Jones**, Clerk at the

A capsule history of New York Central—No. 12

Heritage of Progress

After purchasing the Boston & Stonington, Commodore Vanderbilt next became interested in the New York & Harlem Railroad. Some time after 1850, he began picking up, at bargain prices, Harlem stocks and bonds, and in 1857 he was made director of the company. Vanderbilt's name was so potent that the mere fact he had become a director caused others to buy into the company and financial confidence in the Harlem rose for the first time in years.

Up to that time the Harlem had been a sorely troubled railroad. Much of the railroad's difficulties had been brought about by the harassment of one of the most corrupt municipal governments New York City had ever known. Just before Vanderbilt was made a director, the Harlem had become involved in one of its periodic crises with the City Council. The Council had passed one resolution requiring the railroad to halt the use of steam below 42nd Street; another to impose a license fee of \$100 on each railroad car used in the city; and was holding hearings

on a proposal to reduce fares on all city railroads. However, the Harlem managed to ward off the Council's attack and when, in 1863, it elected the Commodore its president, a new chapter in the history of the railroad industry was ready to be written.

The first undertaking of the new President of the Harlem was to restore, not only investors', but also the general public's confidence in his new charge. He aimed at making the Harlem a first-rate railroad—one that would ultimately stretch from New York to Albany and issued a circular to that effect. But the plan was never carried out, for the Harlem had acquired a formidable rival in the Hudson River Railroad, and Vanderbilt soon decided that that shorter, water-grade line would make a better link to the West.

Although the Harlem never fulfilled the Commodore's highest plans for it, it became important in its own right—as a part of the present day New York Central.

Westchester Avenue Freight Station in New York City. Mr. Jones not only had the crib delivered to Mrs. Zipser, after she made an urgent call to the station to see if it was there, but also followed up the delivery by later calling her to see if the crib had arrived at her home.

● Porters **Charles Jones** and **Fred Rowell**, and the conductors on the Central train from Boston to Albany, October 16, were commended in a letter from a passenger who was suffering at the time as a result of a previous accident. She was aided by these men who were not only "very kind and helpful," but went so far as to wire her family and doctor to meet her at the end of her trip.

● Employes at the Calumet Park Stock Yards, Calumet City, Ill., can be proud of the praise they earned in a letter written by four satisfied customers: "To All

the Employes Who Were Working on Sunday, Nov. 17. Those two women (with two children) who came to pick up a horse at your stockyards that morning want to say thank you again for all the help that you gave us. We truly appreciated your kindness and we want you to know that we, the children and the horse all got home safely and without one little bit of trouble of any kind."

● A personalized guided tour of the dining car and kitchen given his two children on the Mercury from Detroit to Buffalo by **Frank Bowdin**, Dining Car Steward, and **Ferdinand McMiller**, Waiter, merited a laudatory letter from a University of Michigan staff member, who wrote: "I think you are to be commended for having two such courteous and capable employes, and I hope you will take the opportunity of passing along to them these comments."

Central Gal Pulls Switch on 'Man's Job'

"It's not exactly washing dishes, but it pays a darn sight more," says Mrs. Irene Ingison, referring to her job as a Switchtender at the Central's freight yards in Syracuse.

The fact that she is the only female member of her local Brotherhood of Railroad Trainmen doesn't bother Mrs. Ingison at all. "Why should it?" she asks. "It's a woman's world."

Wearing trainmen's coveralls, T-shirt and boots, the 5-foot, 119-pound, red haired trainman—oops, trainwoman—works the night trick, yanking those hand-operated rail switches that route trains through the yards.

Mother of a 17-year old boy, Mrs.

Ingison joined the Central during World War II, when able-bodied men with civilian status, were hard to find. Many other women did the same thing, of course. Unlike the others, however, Mrs. Ingison stayed on after V-J Day, and has been on the job for 14 years.

"The train crews used to gawk and stare when they first saw me. Now they take it in their stride. They just think of me as one of the fellows," she says.

She considers her job a most ladylike task. "Most women are flabbergasted when they find out what I do for a living. It used to kind of get me. But now I'm proud of it."

"What's My Line?"—take note.



READY TO DO HER SHARE in getting NYC freight rolling quickly, Mrs. Ingison stands at switch in Syracuse yard.



CENTRALINES

Norman M. Jorgensen, Assistant Coal Sales Manager, Detroit, has been elected president of the Michigan Coal and Rail Sales Club for 1958 . . . **Francis G. Sweeney**, Accounting Analyst, New York, has been named a District Commissioner of the Washington Irving Council of Boy Scouts of America, which serves most of New York's Westchester County . . . Other Boy Scout news has been made by **Arthur E. Baylis**, Vice President, Freight Sales & Service, New York, who has been named Chairman of the Transportation and Communications division of the 1958 finance campaign for the Scouts' Greater New York Councils . . . **Harry H. Pries**, Clerk, Transportation department, Lyons, N. Y., has been elected to the office of Supervisor of the Town of Lyons. Mr. Pries, who has been with the Central since 1925, is the first Democrat to hold this position in almost 40 years—a testimonial to his personal popularity.



Mr. Jorgensen

In Newark, N. J., the Freight Sales & Service department has stepped to the fore with civic activity. **Emmett**

Lindauer, District Freight Sales Manager, has been named to a second six-year term as a member of the Springfield, N. J., Town Planning Board. **Joseph A. Callaghan**, District Freight Salesman, has been named chairman of the rail committee for the Newark Traffic Club, and **Patrick N. Clifford**, District Freight Salesman, has been named co-chairman of the committee to plan the annual dinner of the North Jersey Traffic Club at Paterson, N. J.

William C. Dakers, Stenographer, Dining Service, New York, has been elected to serve as Master of Globe Masonic Lodge, No. 588 for 1958. Mr. Dakers previously held this honored office during 1956.

Eugene Replogle, Signal Maintainer, Elkhart, Ind., has been elected to serve as chief signalman of the Elkhart local of the Brotherhood of Railroad Signalmen . . . **Dennis G. Bogan**, Freight Agent, Herkimer, N. Y., addressed a recent meeting of the Kiwanis Club in that city. Speaking on "Freight Claim-Carload," Mr. Bogan pointed out that damage to carload freight represents approximately 87 per cent of the Central's freight claim payments and that whatever can be done to reduce freight claims is an absolute saving and all efforts in this direction are very worthwhile . . . **John L. Muckenhaupt**, Assistant District Perishable Freight Sales Manager, New York, has been elected president of the Perishable Freight Agents Association of New York . . .

Laura Terry, daughter of **Walter E. Terry**, Bartender on the 20th Century

Limited, has been appointed Director of Demography (which is the statistical study of populations with emphasis on birth, marriage, health, morals, etc.) in the Social and Economic Department of World Affairs of the United Nations. Making her headquarters at Munich, Germany, Miss Terry will spend two years abroad. Her father, who has been a member of NYC's Dining Service department since 1917, is rightly proud of his talented daughter, a graduate of the University of Illinois.



Miss Terry



Illinois Central Magazine



TEST being conducted on a new dry gear lubricant is attentively watched by 4-H members during tour.



MODERN LABORATORY techniques in use at NYC's new Technical Research Center at Collinwood are explained and demonstrated to 4-H members by Donald Malloch, Central's Manager of Material Inspection.

4-H Group Visits NYC

Sponsored by the Eastern Railroad Presidents Conference, 84 members and officials of the 4-H Club were taken on a two-day tour of rail and livestock marketing facilities in Cleveland, O.

A highlight of the tour was a visit to the Central's Technical Research Center at Collinwood. As future farmers and shippers, the prospective rail freight customers were interested in seeing the rail facilities and having a first hand look at the innovations and improvements scheduled for railroading which are constantly being developed at Collinwood.



DIFFERENT VIEW of railroading is taken from cab by two 4-H visitors.



MODERN METHOD of testing stress and strain in rails with application of a photo-elasticity test is demonstrated by New York Central Metallographer Eugene J. Palinkas (center). This is one of many innovations in constant use at the new laboratory.



Asst. Hoebick

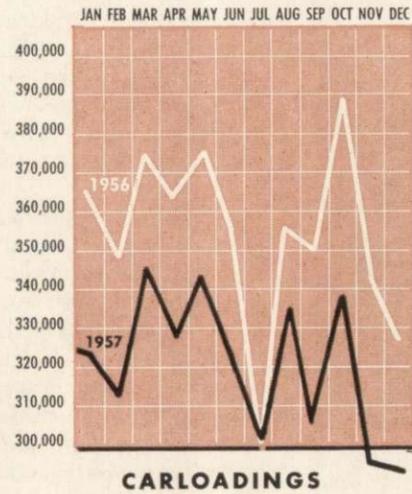
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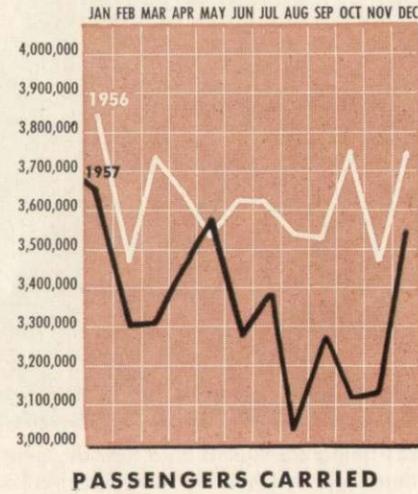
FACTS



is what's left after all the bills are paid



show how Central's freight business is



are key to Central's passenger business

Final figures for 1957 are charted above, showing how the Central wound up the year in net income, freight carloadings and the number of passengers carried.

Net Income for December was \$204,857, compared with \$6,899,425 in the same month a year ago. For the full year of 1957 it brought the total net income to \$8,423,078, compared with \$39,104,259 for 1956. Inflationary pressures on costs, the straightjacket of archaic regulations and the general

business decline all played a part in the NYC result for the year.

Carloadings for 1957 totaled 3,828,459, after December turned in 266,493 cars. The year's total was down 9.9 per cent from 1956. First 21 days of January showed a continuing decline, with 178,979 cars, compared with 209,783 in the same period a year ago—a drop of 14.7 per cent, and another indication of the need for every Central employe to be constantly on the lookout for more freight traffic.

During 1957, every commodity shipped via New York Central showed a decline in carloadings with the single exception of sugar shipments.

Passengers Carried in 1957 on New York Central trains totaled 40,026,332, a decline of 7.9 per cent from the 43,459,232 of 1956. In November Central trains carried 3,127,696 passengers (down 10.1 per cent from November, 1956) and in December 3,549,576—a drop of 5.0 per cent from the same month in 1956.



Round Table Discussion...

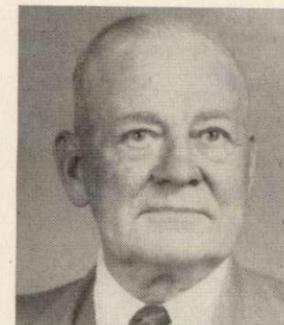
of railroads was conducted recently in Boston where John C. Patten (second right) NYC's Assistant Vice President, Freight Sales & Service, Boston, met with other members of the Railroad Community Committee and officers of the New Bedford, Mass., Board of Commerce. The railmen rapped Federal regulations that are "inequitable and unrealistic and cost the U.S. public more than \$1 billion annually." Shown with Mr. Patten are from left, C. P. O'Rourke, Boston & Maine Commercial Agent; Ernest W. Kerwin, President of Board of Commerce; James C. Nagle, New Haven District Freight Agent; and Alfred R. Thackeray, Executive Secretary of the Board of Commerce.



THREE-WAY HANDSHAKE is unofficial close of Turrill D. Shonts' (center) NYC career as Director of Car Utilization. Well-wishers at his retirement party are John F. Nash (left), Vice President-Operation, and Augustus Hart, Assistant Vice President-Transportation, New York City.



CHIEF ENGINEER, New York City, Foster H. Simpson, retires from Central after 42 years of service.



41 NYC YEARS end with retirement of Earle E. George, Assistant Manager, Freight Tariff Bureau,

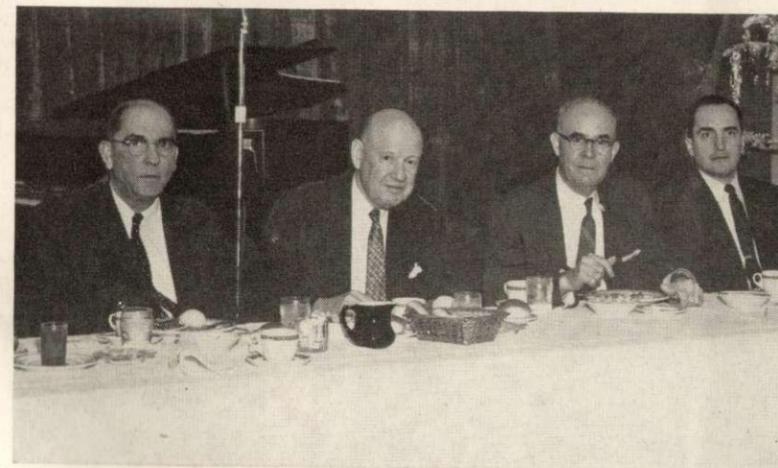


Recently Retired

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

NEW YORK DISTRICT

Baptist, N., Car Cleaner, Grand Central Terminal	14	Hart, C. J., Painter, Grand Central Terminal	15
Barathy, Mrs. G. N., Charwoman, New York	11	Harvey, W. E., Painter, Electric Division	38
Beisinger, P. A., Tinsmith Foreman, Electric Division	51	Henion, G., District Freight Claim Agent, New York	49
Bez, G., Mason Foreman, Grand Central Terminal	21	Hesse, J., Engineer, Grand Central Terminal	49
Bowery, C. H., Car Cleaner, Grand Central Terminal	40	Hody, M., Car Inspector and Repairer, Mott Haven, N. Y.	47
Burger, C., Switchtender, Weehawken, N. J.	14	Hutchings, L. J., Assistant General Superintendent, New York	41
Calvey, D. F., Pipefitter, New York	45	Jurjevich, N., Floatman, New York	34
Cameron, A. J., Jr., Gateman, Bergenfield, N. J.	15	Katz, L., Car Cleaner, Grand Central Terminal	31
Carlson, O. M., Carpenter, Weehawken, N. J.	34	Kenny, William G., Architectural Designer, New York	45
Carroll, P. J., Coach Carpenter, Grand Central Terminal	40	Kleniewski, L., Car Inspector, Grand Central Terminal	45
Casale, M., Laborer, Poughkeepsie, N. Y.	28	Koopman, G. W., Assistant Cashier, New York	47
Ciardi, G. J., Car Cleaner, Grand Central Terminal	21	Lamanna, R., Watchman, New York	41
Conklin, T. P., Watchman, Peekskill, N. Y.	29	Lapolla, T. M., Boilermaker, Harmon, N. Y.	44
Connors, F. J., Dynamoman, Electric Division	39	Luce, Mrs. M. E., Demurrage Analyst and Secretary, New York	40
Crichlow, J. W., Car Cleaner, Grand Central Terminal	42	Matthews, Miss M. E., Clerk, New York	32
Davidson, Mrs. C. D., Timekeeper, New York	36	McKinney, A. P., Car Cleaner, Grand Central Terminal	13
Discalla, P., Watchman, New York	38	Moran, M. M., Fireman and Engineer, Harlem Division	45
Donohue, J. P., Repairer, Mott Haven, N. Y.	38	Nerland, E. N., Assistant Passenger Sales Manager, Chicago	51
Gabbani, G. C., Car Cleaner, Grand Central Terminal	15	Nugent, J. F., Foreman, Weehawken, N. J.	39
Goodman, L., Station Porter, New York	39	Olkoski, J., Car Inspector, Grand Central Terminal	45
Griffin, T. F., Carpenter, Weehawken, N. J.	41	Peczynski, A., Oiler, Grand Central Terminal	40
		Richardson, J. N., Car Cleaner, Grand Central Terminal	15



HOLIDAY DINNER is given Morris Singletary (second right), upon retiring as Supervisor of Stations and Services, Cleveland. Among guests are (from left): William T. Alexander, Jr., General Manager; Carl W. Sunderbrink, Assistant Vice President Freight Sales and Service; Mr. Singletary; and Curtis D. Buford, Assistant General Manager—all of the Western District.



VETERAN EMPLOYEES, Harry Zarr (right), Equipment Maintainer, Utica, N. Y., and James Moore (center), District Lineman, also Utica, receive congratulations and certificates from Trainmaster Richard MacDonald.

Richardson, S. J., Car Cleaner, Grand Central Terminal, 42
 Roberts, O. J., Laborer, Hudson, N. Y., 35
 Roth, R., Car Cleaner, Grand Central Terminal, 33
 Sacco, F., Laborer, Castleton, N. Y., 36
 Sadosky, J., Car Inspector, Grand Central Terminal, 41
 Schiavi, M., Laborer, White Plains, N. Y., 15
 Shea, P. F., Car Cleaner, White Plains, N. Y., 13
 Siccardi, V., Car Cleaner, Grand Central Terminal, 13
 Sino, A., Cooper, New York
 Slosar, M., Pipefitter, Grand Central Terminal, 38
 Stobbie, F. T., Car Inspector, Grand Central Terminal, 42
 Sywak, J., Carman, Mott Haven, N. Y., 47
 White, L. S., Assistant Engineer, Detroit, 47
 Wiechmann, G. J., Car Cleaner, Grand Central Terminal, 32
 Williams, M. H., Stevedore, New York, 14
 Willis, J., Stevedore, New York, 18
 Young, F. W., Real Estate Engineer, New York, 47

EASTERN DISTRICT

Albright, A. C., Agent, Model City, N. Y., 46
 Arduini, G., Laborer, Albany, N. Y., 24
 Attridge, R. T., Engineman, East Rochester, N. Y., 52
 Baker, J. H., Clerk, Boston
 Barnes, J. H., Inspector and Repairer, Utica, N. Y., 35
 Bartels, F. L., Checker, Rochester, N. Y., 37
 Beacham, J. C., Brakeman, Syracuse Division, 35
 Brand, H. G., Conductor, Pennsylvania Division, 47
 Canale, S., Crossing Watchman, Albany, N. Y., 11
 Chudyk, A., Carman, East Rochester, N. Y., 29
 Conroy, J., Mail Porter, Springfield, Mass., 12
 Croce, P., Section Laborer, Little Falls, N. Y., 33
 Cross, F. H., Agent, Carthage, N. Y., 39
 Davis, L. E., Engineer, Pennsylvania Division, 41
 Day, E. C., Agent, Elba, N. Y., 46
 Delisle, E. F., General Storekeeper, Rochester, N. Y., 45
 Donlon, W. J., Road Foreman of Engines, Albany, N. Y., 44
 Field, H. H., Assistant Manager Baggage Service, Buffalo, 42
 Folwstone, J. A., Machinist, Syracuse, 5
 Foreman, F. G., Patrolman, Buffalo, 37

Green, E. L., Laborer, Oswego, N. Y., 29
 Grodell, W. P., Clerk, Rome, N. Y., 40
 Guinan, M. H., Train Dispatcher, Buffalo, N. Y., 40
 Harrington, W., Crossing Watchman, Geneva, N. Y., 44
 Hartman, J. F., Brakeman, Mohawk Division, 11
 Henneberg, J., Conductor, Albany Division, 48
 Lagoda, C., Section Laborer, East Buffalo, N. Y., 12
 Lomasney, W. H., Road Foreman of Engines, Corning, N. Y., 46
 Lovett, B. L., Locomotive Engineer, Mohawk Division, 41
 Nalli, F., Truckee, Utica, N. Y., 39
 Nichols, A. J., Conductor, Buffalo Division, 41
 Noonan, M. J., Inspector and Repairer, Schenectady, N. Y., 42
 Palloni, M., Foreman, Oswego, N. Y., 41
 Parish, D., Laborer, Rochester, N. Y., 15
 Roberts, L. A., Engine Cleaner, Allston, Mass., 11
 Romano, L., Foreman, Indian Castle, N. Y., 38
 Rogers, V. B., Chief Train Dispatcher, Albany, N. Y., 40
 Savage, R. F., Freight Conductor, St. Lawrence Division, 51
 Scanlin, R. C., Baggageman, Watertown, N. Y., 37
 Simmons, C. C., Carman, East Rochester, N. Y., 49
 Skubik, S., Mason, Buffalo Division, 37
 Terry, H. C., Engineman, Mohawk Division, 42
 Tierney, J. P., Messenger, Syracuse, N. Y., 12
 Ulrich, W., Switchtender, Selkirk, N. Y., 13
 Van Deventer, F. G., Operator, Geneva, N. Y., 50
 Wagner, G., Yard Brakeman, Buffalo, 37
 Wells, C. A., Freight Conductor, Mohawk Division, 44
 White, A., Conductor, Syracuse Division, 37
 Whitney, H. D., Agent, Chatham, N. Y., 47
 Zolner, S. P., Machinist Helper, Selkirk, N. Y., 32

WESTERN DISTRICT

Alexander, A., Parlor Car Porter, Chicago, 40
 Boone, J., Parlor Car Porter, Chicago, 22
 Buchinsky, A., Car Inspector and Repairer, Rockport, O., 40
 Christensen, L. A., Ticket Seller, Chicago, 44
 Cooper, H. M., Car Inspector, Charleston, W. Va., 49
 Diamond, I., Yardmaster, North Toledo, O., 37

Dunkin, G. W., Yard Conductor, Collinwood, O., 42
 Etzeorn, G. J., Brakeman and Conductor, Western Division, 48
 Flegel, W. G., Telegrapher, Otis, Ind., 39
 Fleming, J. A., Engineer, Ohio Central Division, 54
 Foster, C. W., Engineer, Lake Division, 42
 Georgevitch, I., Loader, Cleveland, 44
 Gladden, W., Conductor, Ohio Central Division, 40
 Hagerman, C. E., Car Inspector, Dickinson, W. Va., 40
 Hanson, B. H., Coach Porter, Chicago, 34
 Hartman, S. O., Yard Brakeman, Kankakee, Ill., 31
 Harvey, C. C., District Coal Sales Manager, Charleston, W. Va., 16
 Hyde, C. M., Engineering Assistant, Ashtabula, O., 31
 Knapik, F. J., Mill Machine Operator, Toledo, O., 35
 Koepel, S. P., District Freight Salesman, Toledo, O., 47
 Lokey, L. W., Inspector and Repairer, Linndale, O., 40
 Luce, H. H., Cab Carpenter, Collinwood, O., 49
 Moakler, J. A., Assistant Agent, Chicago, 48
 Mortorf, C., Clerk, Chicago, 47
 Noffsinger, J. W., Inspector and Repairer, Elkhart, Ind., 44
 Oleff, M. R., Laborer, Collinwood, O., 9
 Overly, S. O., Laborer, Wauseon, O., 16
 Pier, F. H., Yard Conductor, Toledo, O., 45
 Popowicz, J., Inspector and Repairer, Cleveland, 38
 Schmuhl, J. H., Yard Conductor, Niles, Mich., 41
 Slez, W. H., Clerk, Collinwood, O., 46
 Seeman, E. H., Inspector—Repairer, Toledo, O., 50
 Sekola, W. J., Inspector and Repairer, Cleveland, 38
 Skerston, M., Car Repairer, Chicago, 40
 Smith, W. M., Carpenter, Western Division, 40
 Steele, J. A., Section Laborer, Thornville, O., 25
 Stick, P., Carman Helper, Collinwood, O., 38
 Stone, I., Engineer, Ohio Central Division, 47
 Strukel, T., Boilermaker Inspector, Elkhart, Ind., 43
 Ware, J., Baggage and Mail Trucker, Cleveland, 11
 Wolf, Jr., T. E., Inspector and Repairer, Toledo, O., 40
 Wright, D., Laborer, Collinwood, O., 12
 Wright, J., Laborer, Cleveland, 15

SOUTHERN DISTRICT

Aikman, G. E., Car Distributor, Mattoon, Ill., 51
 Artz, K. F., Telegrapher, Bellefontaine, O., 48
 Bentine, F. W., Locomotive Engineer, Ohio Division, 37
 Bishop, B. H., Road Conductor, Indiana Division, 49
 Boose, W. W., Engineer, Ohio Division, 41
 Denham, T. N., Locomotive Engineer, Illinois Division, 56
 Depke, E. W., Car Inspector, Lyons, Illinois, 41
 Draper, L., Hostler, Lyons, Ill., 32
 Hammond, C. D., Brakeman, Ohio Division, 41
 Hammond, J. W., Locomotive Engineer, Ohio Division, 51
 Harris, T. J., Brakeman Conductor, Indianapolis Division, 37
 Herbst, E. C., Night Enginehouse Foreman and General Foreman, Mt. Carmel, Ill., 44
 Johnson, T. E., Yard Conductor, Indianapolis, Ind., 43
 Long, J. E., Crossing Watchman, Winchester, O., 30
 McArthur, W. A., Yard Engineer, Linndale, O., 44
 McCabe, G. C., Passenger Train Supervisor, Cincinnati, 42
 Miller, J. D., Trucker, Cincinnati, 15
 Moore, J. P., Blacksmith, Beech Grove, Ind., 7
 Moss, J. M., Car Cleaner, Louisville, Ky., 33
 Mumford, F. L., Passenger Representative, Indianapolis, 45
 Paxton, W. D., Locomotive Engineer, Illinois Division, 41
 Pettinelli, B. A., Trackman, Sharonville, O., 33
 Reis, W. C., Yard Clerk, Dayton, O., 13
 Sims, J. H., Station Fireman, Indianapolis, 35
 Spaulding, M. J., Assistant Foreman, Beech Grove, Ind., 46
 Steinke, F., Coach Repairer, Beech Grove, Ind., 34
 Taggart, C. H., Supervisor of Bridges and Buildings, Indianapolis, 50
 Thomas, W. A., Foreman of Inspectors, Hill Yard, Ind., 43
 Turner, B. R., Yard Fireman, Anderson, Ind., 34

NORTHERN DISTRICT

Andrews, J. F., Road Engineer, Canada Division, 47
 Bailey, H. G., Car Repairer, Detroit, 36
 Barr, R. D., Locomotive Engineer, Detroit Division, 46
 Butler, J. F., Fireman and Engineer, St. Thomas, Ont., 47
 Chardon, L. E., Laborer, Vassar, Mich., 41

NYC Men Praised In Winter Battle

Heavy snow and freezing temperatures are no strangers to NYC people. Most of the System lies in an area well known for frigid weather.

This year, however, Old Man Winter seems to have outdone himself, dumping the biggest snowfall in many a year throughout central New York State as well as other NYC locations.

The railroad man sometimes goes unsung for the heroism he mixes with his job, come what may with the weather. But in Syracuse, the *Post Standard* took notice this year, and published the following editorial on Feb. 11, under the heading "A Job Well Done:"

"The weekend's blizzard knocked most transportation schedules out of kilter. Buses ran when and how they could until they finally had to give up. The airlines didn't run at all.

"Only the New York Central stuck fairly close to its timetables. Its trains in and out of Syracuse were at worst only a few minutes behind. In fact, its performance during the worst storm in over a quarter of a century was better than it has sometimes been in fair weather.

"We don't know how the NYC managed to keep abreast of the snow and wind, but it did. To the people of the Central who did the job, our congratulations. We have often been critical of the railroad in the past, and may well be again, but its performance this weekend deserves nothing but praise, and we give it unstintingly."

The HEADLIGHT would like to say "Thanks" to the *Post Standard* and add its own pat on the back to the Central employees who did the job.



Guided Tour . . .

of Indiana Harbor Belt facilities is conducted by A. W. Laskoske, Vice President & General Manager, for Business Administration students from Illinois Wesleyan College. Covering many points of interest, the tour included the Gibson Ind. Yard and shops and Blue Island, Ill. Hump Yard, where the above picture was taken. Mr. Laskoske (gesticulating) is explaining the purpose and operation of the facility to the interested group.



Answers

To Quiz on Page 11

- 1 To predict diesel engine trouble before it starts.
2. CTC, Frontier Yard & Flexi-Van.
3. A block ticket.
4. 4 million carloads.

West Shore Commuters Get New Type Tickets

A new type of commutation ticket, pre-punched with holes, from which faster and more complete passenger data can be collected through punch card sorting machines, has been placed in service by the New York Central on the River Division (West Shore).

Book tickets for monthly restricted, monthly unrestricted, 26-trip and 12-trip riders have been issued for the 31 New York and New Jersey stations on the West Shore from Kingston to the Cortlandt and West 42nd Street terminals.

In announcing the new service, Ernest C. Nickerson, NYC's Vice President-Passenger Sales & Service, said:

"In keeping with the Central's program of modernization through automation and electronics, these punch-marked type tickets will provide more complete information while assuring a higher degree of accuracy and faster reports—at no extra cost or inconvenience to the passenger."

Prepared for the Central by A. Kimball Co. of New York, a subsidiary of the United Shoe Machinery Corp., the new ticket will be the first of its kind ever adapted for use by a railroad, Mr. Nickerson said. He added that the Central plans eventually to place punch-marked commutation tickets in service for passengers who use its other suburban divisions.

By use of the pre-punched tickets, which are fed into a ticket-to-card converter, the Central will be able to secure, in a matter of seconds, such data as where the passenger got on and off, the rate per ride, mileage figures, and ticket number and form.



NYC NOTABLES meet for retirement of Dwight A. Fawcett (center), Resident Vice President, Chicago. Present are (from left): A. W. Laskoske, Vice President & General Manager, IHB and CR&I; William T. Alexander, Jr., General Manager, Western District; Lawrence W. Horning, Vice President, Washington, D. C.; Mr. Fawcett; and General Managers, Edward J. Gibbons, Eastern District, Ernest C. Johnson, Northern District, Gregory W. Maxwell, Southern District.



CONTINUOUS Central service for past 41 years is lauded at retirement of William B. Cone, Conductor, Western Division.

Dell, C. W., Cashier, St. Thomas, Ont., 42
 DeRose, E. L., Car Repairer, Detroit, 12
 Gagen, L., Laborer, St. Thomas, Ont., 15
 Gay, M. H., General Foreman, Detroit Stock Yards, 35
 Griffin, H. J., Laborer, Niles, Mich., 33
 Koehn, J. W., Conductor, Detroit Division, 52
 Link, C. A., Machinist, West Detroit, Mich., 50
 Miller, C., Car Inspector, Niles, Mich., 33
 Molk, C. L., Passenger Conductor, Detroit Division, 46
 Moshoginis, N. T., Foreman, Monroe, Mich., 36
 Orfanos, P. J., Section Foreman, Dearborn, Mich., 34
 Page, A., Laborer, West Lorne, Canada, 35
 Potts, D., Engineer, Michigan Central Division, 41

Priest, T. A., District Station Accountant, Detroit, 45
 Raymond, P. W., Clerk, Bay City, Mich., 45
 Scruton, C. B., Yardmaster, Detroit, 43
 Sleeman, A. W., Yard Conductor, Detroit Division, 45
 Smith, F. L., Agent, Rockwood, Mich., 67
 Swint, F., Conductor, Michigan Division, 40
 White, A., Laborer, West Detroit, Mich., 30
 White, L. H., Freight Conductor, Jackson, Mich., 48
 Winans, C. A., Engineer, Detroit Division, 32

PITTSBURGH & LAKE ERIE

Calhoun, J. W., Warehouse Foreman, Elwood City, Pa., 36

Campbell, C. C., Trainman, Hazelton, Pa., 38
 Chichello, C., Laborer, Elizabeth, Pa., 14
 Dalzell, J. C., Assistant to Auditor of Revenues, Pittsburgh, Pa., 42
 Disarro, T., Hostler, East Youngstown, O., 37
 Gregory, W. H., Machinist, McKees Rocks, Pa., 47
 Hammer, O. W., Machinist, McKees Rocks, Pa., 35
 Muska, M., Freight Car Repairer, McKees Rocks, Pa., 40
 Petir, M., Laborer, Pittsburgh, Pa., 22
 Pranewice, A. M., Freight Car Repairer, McKees Rocks, Pa., 44
 Ritter, W. G., Trainman, Pittsburgh, Pa., 38
 Setley, H., Trainman, East Youngstown, O., 36
 Squibb, L., Assistant Auditor Revenue Station Accounts, Pittsburgh, Pa., 48

Stecko, M., Freight Car Repairer, McKees Rocks, Pa., 29
 Vanderbilt, J., Trainman, Pittsburgh, Pa., 35
 Wood, D. F., Chief Clerk, Pittsburgh, Pa., 40

CLEVELAND UNION TERMINAL

Hronis, T. W., Inspector Repairer, Cleveland, 38
 Lapash, A., Baggage and Mail Trucker, Cleveland, 28
 Savas, T. J., Baggage and Mail Trucker, Cleveland, 70

INDIANA HARBOR BELT

Griffin, A. E., Yardman, Gibson, Ind., 37
 Hinch, A., Switchtender, Gibson, Ind., 39



Pictorial Exhibit...

depicting the "grim and gruesome" realities of 40 years of Bolshevism was on display at Grand Central Terminal during the month of February. The exhibit, sponsored by the Assembly of Captive European Nations, comprised about 110 photographs, including pictures of the Hungarian uprising; alleged victims of Soviet atrocities; Russian leaders, current and deposed; and other subjects with accompanying texts. Senator Jacob K. Javits, Republican, New York, and Countess Alexandra Tolstoy, daughter of the famous Russian novelist, were principal speakers at the ceremony officially opening the display.

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