NEW YORK Central

Headlight

MARCH 1957

NEW YORK CENTRAL POLICE OPEN SCHOOL TO STUDY ADVANCED CRIME DETECTION... page 4

It's his turn now...

to retire, so Frederick P. Fleuchaus, Secretary of the Central's Board of Pensions, hands in his completed retirement papers to Mrs. Beatrice Lively, Head File Clerk of the Pension Bureau. With the Central for almost 50 years, Mr. Fleuchaus has headed the Pension Bureau for the last 16 years. In that time he has presided over the retirement of more than 50,000 NYC men and women.

Getting ready . . .

for coming baseball season, the 1956 world champion New York Yankees have moved their downtown New York ticket office to the north balcony of Grand Central Terminal. The new booth, open for business this month, was inspected by Yankee Manager Casey Stengel (center) and Jack White (left), the ball club's Ticket Manager, with Terminal Manager Stephen T. Keiley.

The new office is expected to be open from 8 a.m. to 6 p.m. and will offer a convenient place to buy tickets to Yankee games to the large numbers of commuters and others who are in the Terminal every day.

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THE COVER: Veteran members of NYC's Police department watch as Inspector William A. Beck, Cleveland, shows effective way to remove fingerprint pane of glass during opening session of new police training school at New York. For more about school, see page 4.

HEADLIGHT

MARCH, 1957

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NYC Expands Health Insurance Plan

Increase family protection

at no cost to NYC employes

hospital benefits

As part of a continuing effort on behalf of its employes, the New York Central has recently expanded its health insurance plans, so that company-paid medical and hospitalization insurance is provided to a large majority of Central employes. To meet preferences of different groups, the benefits for which you and your dependents may be eligible are covered by either a company-paid insurance program or extra compensation to enable you to provide similar protection of your own choosing. For example, NYC non-operating employes represented by labor organizations are provided company-paid medical hospital and surgical insurance for themselves and dependents. Similar coverage is furnished fully excepted non-agreement employes and also covers their dependents. In certain classes of service, employe labor unions have chosen to accept an increased base rate of pay to enable employes to purchase their own protection.

Effective Dec. 1, 1956, a Group Hospital, Surgical and Medical Plan for non-operating employes was extended to cover dependents of those employes, and on Feb. 1, dependents of fully excepted non-agreement employes became eligible for benefits provided in times of sickness or accident. The premiums for this family protection insurance are paid for wholly by the railroad. They cost the employe nothing.

Under the terms of these plans, a "dependent" is defined as a wife or husband and unmarried children over fourteen days but under nineteen years of age. Parents, brothers, sisters or other relatives whom the employe may currently be supporting do *not* qualify as eligible dependents.

major medical benefits

polio benefits

One of the important features of the new plan is that benefits will be paid regardless of how much family protection the employe himself may be buying through other insurance plans.

Briefly, the important points covered by the plans for employes and dependents are:

1. Semi-private room and board charge for 120 days. This applies to both employes and dependents.

2. Other hospital charges. 100 per cent of the first $500 incurred by employe, plus 75 per cent of all charges over $500. In the case of a dependent, 100 per cent of the first $200 (except for maternity expenses).

3. Maximum surgical allowance for employes is $300; for dependents, $250.

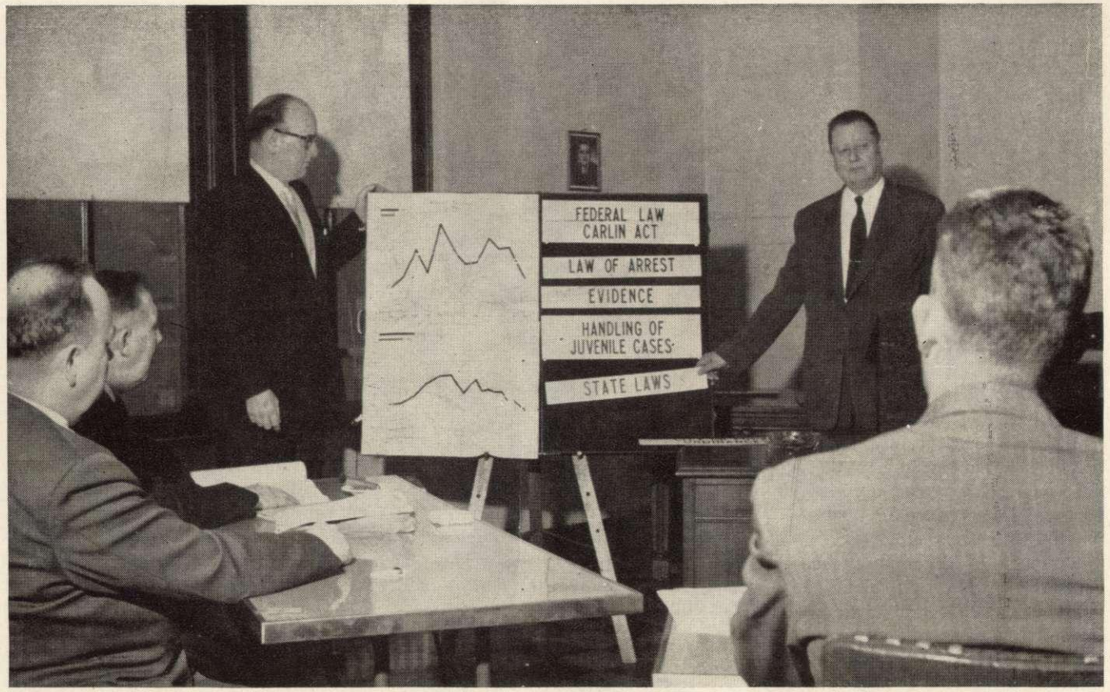
4. In the case of an employe, he is allowed $4 for each visit paid to the doctor's office or the hospital, after the third visit, and $5 for each visit the physician pays to his home. Maximum number of visits is 120, which amounts to $480 in office or hospital visits and $600 for home visits. In the case of a dependent, $3 is allowed for one daily visit by a physician if the dependent is in hospital. Maximum number of visits paid for is 120, which amounts to $360.

5. For expenses incurred with respect to polio, both employes and dependents are eligible for payments up to $5,000.

surgical benefits

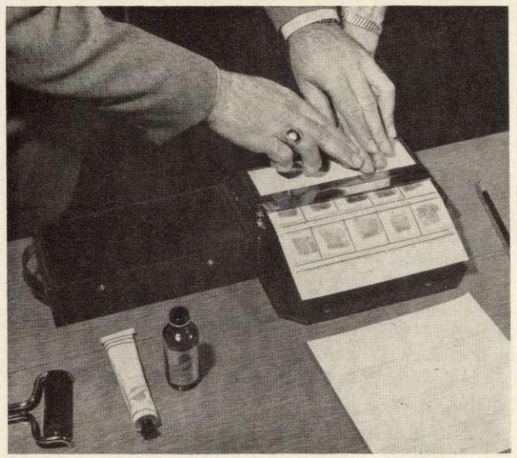
As soon as they are prepared and printed, booklets detailing all benefits under the dependent plan will be distributed to NYC employes. In the meantime, any specific questions regarding this plan should be referred to the Director Employe Benefits, 466 Lexington Avenue, New York.

The Central hopes that this free family health insurance plan will be of great assistance and provide a definite contribution to the welfare of all its employes and their families.



VISUAL AIDS AND DEMONSTRATIONS PLAY IMPORTANT PART DURING OPENING LECTURES AT TRAINING SCHOOL

Clues to Latest Know-How Lead Central Police to School



THE ART OF FINGERPRINTING, one of the most important police functions, was the subject of a thorough class discussion, exhibition and demonstration during course.

Week-long course inaugurates advanced training in newest methods for NYC guardians

NYC Policemen are hitting a new kind of trail these days—the one that leads back to the schoolroom. To more effectively carry out its important functions, each member of the Central's Police department, from the top man to the newest probationary patrolman, must keep up-to-date on the latest police techniques, rules, regulations and methods. With this in mind, New York Central's Police department has opened a police training school. The course has been devised for men who are about to launch a career as a policeman, as well as for men who are already members of the department.

The first week-long session was held last month and was opened by Frank G. Love, General Superintendent Property Protection and Freight Claims; Delmar W. Taylor, Superintendent Property Protection; and Warren R. Walworth, Training Advisor.

At the initial session, instructors representing each NYC district received schooling in the latest police methods and techniques which they, in turn, will pass along to their local police forces.

Among the many phases of railroad police work discussed thoroughly during the seminar were the duties, conduct and deportment of railroad policemen; the use of firearms; definition of legal terms; federal laws; freight claim investigations; passenger and baggage losses; investigation of derailments; and city and local ordinances, all of which enter into NYC police operations.

One of the most important aspects of criminal investigations is collecting, preserving and identifying evidence. The various methods of collecting evidence were shown by Inspector William A. Beck, Cleveland, O., who gave practical demonstrations in the use of plasticine and plaster casts.

The science of fingerprinting for identification purposes was discussed by Superintendent Taylor. The equipment required for taking good fingerprints, consisting of a tube of printer's ink, a roller, an inking pad on which the fingers are inked, and a card to hold the print, were exhibited and put to actual use.

After attending the special classes, each Central police officer will be better equipped with a working knowledge of the complex problems which face a railroad policeman and the procedures to be followed in meeting such problems quickly and efficiently.

LATEST PROCEDURES in plaster mold preservation of vital evidence are demonstrated at Police School by Inspector William Beck, Cleveland, during week-long training class.

"CRIME DOESN'T PAY" could be title of scene in class as Chief Robert W. Stone (left), New York, thwarts the holdup attempt of Inspector Ralph E. Wonnell, Indianapolis.

GENERAL DISCUSSION, led by Delmar W. Taylor, Superintendent Property Protection, ended each day's session. Upon completion of course, students return to their districts and pass along newly gathered data to local police forces.

New Announced Assignments for Central Men

Thomas W. English has been appointed General Manager of the Peoria & Eastern Railway, an affiliate of the Central, succeeding **Louis R. Jabinson,** who has retired. Mr. English began his railroad career nearly 45 years ago as a yard clerk in Delaware, O., and has been Superintendent of the Indiana Division for ten years. He will continue to make his headquarters in Indianapolis.

Mr. English

Frank K. Mitchell, Jr. has been named to succeed Mr. English as Superintendent of the Indiana Division. Entering NYC employ in 1939 as a Machinist's Apprentice at Beech Grove, Ind., he served during the Second World War as a captain in a railway operating battalion of the Army. Born in Indianapolis, he will continue to make his headquarters in his native city.

Mr. Mitchell

Robert K. Pattison, who has been Division Engineer at Mattoon, Ill., has been named Assistant Superintendent of the Indiana Division. During World War II, he served in the Navy where he worked his way up from seaman to a lieutenant. His railroad service began in 1947, when he entered the Maintenance of Way department in Cleveland.

Mr. Pattison

Leonard H. Rose has been appointed Director of Employe Benefits. In his new position, Mr. Rose will be charged with administration of the Pension Bureau, succeeding **Frederick P. Fleuchaus** who retired in February as Secretary, Board of Pensions.

Laurence A. Bresee, who has been a member of the Pension Bureau since 1940, has been named Assistant Director of Employe Benefits.

Mr. Rose

Mr. Bresee

In the Freight Sales & Service department, **Mark L. Kelly** has been appointed Assistant Freight Sales Manager with headquarters in Cleveland, and **George M. Harrington** has been named Assistant District Freight Sales Manager with headquarters in Baltimore, Md. In Pittsburgh, **Stanley M. Stephan** has been named District Freight Sales Manager with headquarters in that city.

Mr. Kelly

Mr. Stephan

Two new assignments have been announced in the Public Relations department in New York. **John H. Chapman,** who has been with the department since 1955 as Staff Assistant and Public Relations Representative, has been appointed to the newly-created position of Manager of Community Relations. A native New Yorker, Mr. Chapman received his BS degree from Fordham College and has done graduate work at NYU's School of Business Administration. **U. William Cunitz,** a member of the department for three years and a Central man since 1941, has been named Administrative Assistant to the Director of Public Relations.

Mr. Chapman

John J. Divney has been named Ticket Sales Manager at Grand Central Terminal, succeeding **George B. Phillips,** who has retired. In his new position, Mr. Divney's jurisdiction includes NYC's city ticket offices at 18 John Street and 3 West 47th Street in New York, as well as the large ticket office in the Terminal.

Mr. Divney

Mr. Cunitz

William R. Noll, whose railroad career began in 1923, has been appointed Manager, Rate Bureau, with headquarters in New York.

James J. Gregory has been appointed Assistant to General Mechanical Superintendent—Locomotive, with headquarters at New York.

The Technical Research department has announced a number of new assignments. At Collinwood, O., **Winfield S. Beauregard** has been named Petroleum Research Engineer; **Cecil H. Derner** and **Guy L. Rundel** have been named Research Engineers; and **Glenn C. Kamp** has been appointed Chief Clerk. In Cleveland, **Robert G. Sauerman** has been named Supervisor of Diesel Records.

In the Signal department, **James J. Wolff** has been named Signal Foreman at Jackson, Mich.; **Floyd K. Rima** and **Anthony S. Bogden** have been appointed Signal Foremen at Syracuse.

Mr. Noll

Mr. Gregory

Robert C. Sheperd has been promoted to the rank of Lieutenant of Police, Toledo Division, with headquarters in Toledo.

John J. Connors, who has been Assistant Division Engineer in the Maintenance of Way department at Boston, has been named Division Engineer at Mattoon, Ill.

Mr. Connors

Mr. Rovet

In the Law department, New York, two new Attorneys have been appointed —**Frederick W. Rovet,** who joined the Central after graduating from Fordham Law School in 1956, and **Nat Kurtz,** who began his Central service as a Law Clerk last year.

Last month, in reporting the appointment of Robert W. Lemon to the position of District Freight Sales Manager, Youngstown, Ohio, we inadvertently published the picture of Robert L. Lemon, Asst. Engineer, Canadian Division, St. Thomas, Ont. To clear up this case of mistaken identity, we herewith publish a picture of Robert W. Lemon, with our apology for the error in question.

Mr. Lemon

Pension Pointers

By Frederick P. Fleuchaus
Secretary, NYC Board of Pensions

There are about 14,000 members of the Central's Funded Supplementary Retirement Plan, and each member has an opportunity, whenever necessary, to designate the beneficiary to whom he or she may wish to have refund made of contributions in the event of death.

We have been confronted in a number of instances with situations in which members whose marital status changed failed to advise us of the change. The refund was paid to the beneficiary originally designated, but should have been made to someone else. I therefore would once again like to bring this matter to employes' attention, so that in the event any change should be made in your designated beneficiary, you make certain to obtain the correct forms for making the change on the record and file the forms with the Director of Employe Benefits.

This column will be the last one I shall write for the HEADLIGHT, since at the end of February I shall conclude my own New York Central service by retiring. Any questions you may have about the retirement benefits available to Central employes should be addressed to my successor, Leonard H. Rose, Director of Employe Benefits, 466 Lexington Avenue, New York.

Before you pass out the cigars and do any bragging back at the shop . . . are you sure you haven't missed out on one of the grandest opportunities a father can have?

We mean the opportunity to do something about his baby's future now. And that means to save for it *automatically,* through U. S. Savings Bonds.

Just sign up for the Central's payroll savings plan today. It's so easy—one stroke of the pen and junior's education *is in the bag* because you'll be saving for it regularly every month.

The dollars you invest in Savings Bonds will keep on growing through the years—just like junior. And in less than ten short years you'll have $100 for every $75 you've stashed away today! Keep the Bonds—each year for ten more they'll accrue interest to pay $134.68 for each $75 invested. There's his college education, Pop. Easy, isn't it?

Transportation In A Loaf of Bread

How much transportation is there in a loaf of bread? This question was recently put to a group of housewives. Answers varied widely. Some guessed it represented as much as one-half of the retail price. Others guessed it was substantially less than that. None guessed less than 10 per cent.

Actually, the transportation in a loaf of bread, from the time the grain leaves the farm until the manufactured product reaches the ultimate consumer, is much lower than the lowest guess of any of these housewives.

A study recently published by the Agricultural Marketing Service of the United States Department of Agriculture reported that the average retail price of a pound loaf of bread was 17.7 cents in 1955.

The study showed that 3.1 cents of this 17.7 cents went to the farmer; 1.9 cents went to transportation agencies *and* the milling company; 9.8 cents went to the baker, and 2.9 cents went to the retailer.

Railway transportation may enter into the cost at two different stages of production and distribution: First, from the local grain elevator to the milling company, and, second, from the milling company to the wholesaler or retailer.

A breakdown, based on an average retail price of 14.8 cents per pound loaf in 1950, was published in a reprint from the "National Grange Monthly" and distributed by Grocery Manufacturers of America, Inc. This study found that the transportation charges approximated *only one-half cent per pound loaf.* In other words, transportation represents about 1/33 of the retail price of the loaf. Or, to put it another way, less than one slice of the loaf represented transportation costs.

They say . . .

"Freedom to operate efficiently—a freedom which they (the railroads) do not have now—requires a recognition by government at all levels that times have changed. Railroads are no longer a transportation monopoly. They are in fierce competition for traffic, a competition in which they are handicapped by being taxpaying private enterprises while their competitors are heavily subsidized from tax money . . . Freedom to operate efficiently might save the railroads not only as the backbone of transportation but also as taxpayers to every county and city they traverse."

—Utica (N.Y.) Press

NEWS BRIEFS

LOCOMOTIVE ENGINEERS

. . . in New York's Grand Central Terminal area have formed new division of the Brotherhood of Locomotive Engineers. Unit has been named Denman Stone Division 555, in honor of the Central man who spearheaded its organization. Mr. Stone, a 31-year NYC veteran, has been elected Chief Engineer; John McBride is Secretary-Treasurer; and George Costello is Local Chairman. The new division represents all locomotive engineers in the Grand Central area and as far as Harmon, N. Y., on the Electric Division. They were formerly in the unit that represents all Hudson Division engineers.

• • •

SLEEPING CAR SERVICE

. . . has been restored to the Southwestern Limited between St. Louis and Indianapolis and New York. the Southwestern leaves St. Louis daily at 9:30 a.m., CST, Indianapolis at 2 p.m., CST (3 p.m. Indianapolis time), and arrives in New York City at 7:55 a.m., EST, after connecting in Cleveland with the Cleveland Limited.

• • •

END OF AN ERA

. . . was marked in January when all passenger trains between Detroit and Chicago halted operations in and out of Illinois Central Station in Chicago, and were switched to LaSalle Street Station. Use of the IC station stemmed from 1852, when Michigan Central signed contract with IC that permitted its trains to run into Chicago to latter's station. It was first railroad to enter Chicago from the east.

• • •

MEALPACK SERVICE

. . . tried experimentally on three NYC trains, will be extended to more trains later this month. "Mealpack" eliminates need for a dining car kitchen in the train consist. Food is freshly prepared at terminal points and placed in special heat-proof glass dishes. These are placed in infra-red heaters which warm the food to eating temperature within 30 seconds. The food is then packed in containers. Each "Mealpack" container holds eight glass dishes, which are stacked with stainless steel covers between each meal. All are then enclosed in a vacuum-sealed container and delivered to the train. On board, containers are plugged into electrical outlets so that the food is kept hot until served to guests. "Mealpack" dinners are served at tables in tavern lounge cars.

THREE LARGE FIRMS

. . . are building new warehouses on Central locations. They are: A&P Stores at Elmsford, N. Y.; Grand Union Stores at Mount Kisco, N. Y.; and Francis H. Leggett & Co. at Port Morris, N. Y.

• • •

NEW FREIGHT CLAIM FORM

. . . developed by NYC Freight Claim department, is making a hit with Central customers. Streamlined form eliminates 40 per cent of data previously called for, resulting in great saving of time and effort on part of claimants. Indemnity agreement, previously a separate form, is now part of the new single form.

• • •

PASSENGER SALES

. . . department is aggressively merchandising a new travel promotion plan in which key industrial firms accept railroad ticket stock for issuance to their employes requiring transportation. Plan makes it more convenient for companies to secure necessary transportation and, so far, has met with wide success.

• • •

SALES TAX

. . . is being considered by Massachusetts legislature. If it should be enacted, NYC will have to shell out approximately $100,000 a year in tax on purchases it makes within the State.

• • •

SALE OF LAND

. . . was completed in January, transferring former Boston & Albany Back Bay Yard area to Prudential Insurance Co. Negotiations, started in 1953, brought final price of $4.5 million. Prudential will build New England headquarters structure on site.

• • •

BROCHURE

. . . issued by Freight Sales & Service department details industrial sites available on the Central at Chicago; Toledo, Cleveland and Evendale, O.; Gardenville, Cheektowaga, Massena, Henrietta, Syracuse and Rensselaer, N. Y.; and Natick, Mass. It has evoked enthusiastic interest through wide distribution. One recent advertisement of its availability drew 110 inquiries. Copies are available from all NYC Industrial Development offices.

• • •

GRAND CENTRAL TERMINAL

. . . receives recognition in the March issue of TRAINS Magazine with a one-page illustrated article.

Finding out . . .

if commuters in the Central's electrified zone around New York want to have their monthly tickets mailed to them was assignment of the Girls of the Century last month. Sheila Murphy here queries commuters as to their preference of three new, more convenient ticket purchase plans being considered.

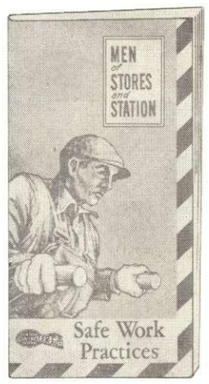
Each commuter interviewed was asked to express choice on: 1. "Would you like to have NYC mail your ticket to you each month and you, in turn, send a check to cover it?" 2. "Would you prefer to have NYC mail your ticket monthly and you authorize your bank to pay for it?" 3. "Would you like to send in your check every month and, upon receiving it with your order, NYC will then mail your ticket?"

Commuters were also asked if they would prefer to continue purchasing tickets as at present. Results of survey will help the Passenger Sales & Service department determine whether there is sufficient customer interest in the new plans to warrant instituting any of them.

RAIL QUIZ

Answers on page 18

1. Is the wooden beam on the floor of a freight car to prevent loads from shifting an anchor beam, a holding sill, or a chock block?
2. How long is the Central's newest double track CTC installation—67 miles, 163 miles, 112 miles?
3. In 1955 the average passenger journey on Class I railroads in the United States was 33 miles, 66 miles, or 100 miles?
4. A scoop car is used to—pick up mail, carry coal, or remove rock from the tracks?
5. When was the locomotive whistle introduced in America—1837, 1887, or 1857?
6. How is the traffic density of a railway line usually determined, by revenue ton-miles per mile of road or by the number of locomotives and cars moving over the line?
7. In what general direction would you be traveling on a train running from Toledo, O., to Bellefontaine, O.?
8. Are brake shoes used on diesel locomotives?
9. Where was the first road of rails built in the United States—Washington, D. C.; Boston, Mass., or Philadelphia, Pa.?



New Safety Book Is Published

"Men of Stores and Station," a new 44-page booklet covering safe work practices, is now being distributed to Central employes. Containing suggestions prepared on the basis of an extensive study of System accidents, the booklet is a guide to the safety instruction of both new and old employes of the railroad.

Material in the booklet covers operations ranging from office work to climbing ladders, and from handling sacks to driving highway vehicles. It is up to date with respect to modern work methods and equipment.

The text is printed in black, and the cover, illustrations and slogans are in familiar safety green.

The booklet, available through local safety supervisors, is aimed particularly at employes in the Stores department and in passenger and freight station service.

Similar books of safe working practices are now being prepared for employes in other branches of Central service—road and yard work, maintenance of way and equipment service.

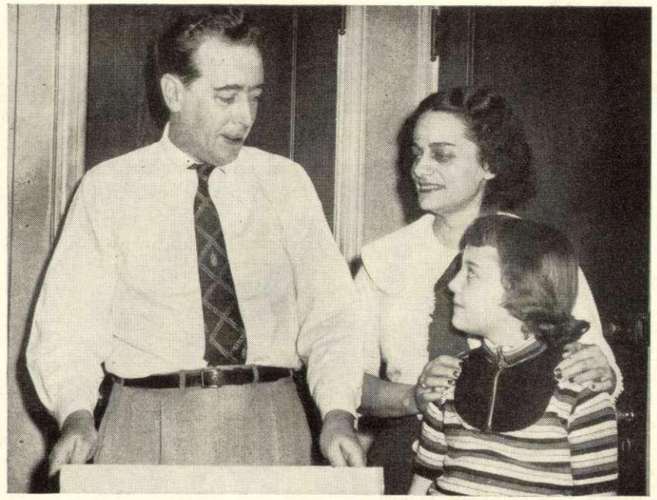
Headlight Highlights

Good Will Offerings . . .

are extended by Don F. Rehl, NYC District Manager of Agricultural Sales, and Mrs. Doris Patterson, Clerk, C&O Dispatchers Office, Columbus, O., to Von Jones, Chairman of Agricultural Committee of Ohio Canners at "Coffee Break" during the Association's recent meeting.

No Cold Front . . .

is present as smiling officials admire engine sculptured in ice at recent Annual Traffic Club Luncheon, held at Pittsburgh, Pa. Shown left to right are: P&LE President, J. W. Barriger, and NYC executives, President, A. E. Perlman; Vice President-Freight Sales & Service, A. E. Bayliss; and Vice President-Operations, J. F. Nash.



"Paid To Risk My Life" . . .

was comment of modest NYC Policeman, Thomas A. Keating, shown at home with his wife and daughter, after calmly removing dangerous time bomb from Grand Central Terminal. Disregarding possible risk to himself, he took "funny looking" aluminum cylinder from the busy lower level of the station to an isolated concrete driveway west of the Terminal.

"Jolly Good Fellows" . . .

gather during the Cleveland testimonial dinner for Robert H. McGraw, retiring General Manager, Western District. All retired NYC officials, they are listed with former titles, front row, from left, Mr. McGraw; John J. Brinkworth, Vice President, Chicago; Newman Evans, Supt., Rochester; Miles Dwyer, Supt., Buffalo. Back row, Geo. T. Donahue, Western District Engineer; and John J. Corcoran, Chief Signal Engineer.

NYC Sponsors Breakfast . . .

for national officers of Future Farmers of America during the group's stop in New York. Presiding is O. B. Price, Assistant Director of Agricultural Sales. After meal, brief talks were made by Stephen T. Keiley, Terminal Manager, and Joseph D. Boylan (second from left) Director, Market Research.

Improving the Scenery . . .

in sunny Ft. Lauderdale, Fla., a far cry from the wintry blasts of their native Chicago, Adele Grindler (left) Secretary, Freight Sales department, Theresa Grindler (center) former NYC employe and Betty Benson, enjoy a leisurely game of miniature golf.

NYC Instructors Receive Training . . .

in the operation, maintenance and trouble shooting of the Vapor Heating Corporation's railroad products. The Central men who were recruited from widely separated points on the System, where they teach and train other instructors, impressed E. J. Masek (center), Vapor's instructor, with their vast practical knowledge of all phases of railroad equipment during the two-week course.

Mail Contract Cancelled; Forces P&LE Train Cut

Effective Feb. 3, the Pittsburgh & Lake Erie Railroad discontinued trains No. 30 and 79 operating between Youngstown, O., and Pittsburgh.

Train 30 left Youngstown at 4:05 p.m. daily except Sunday and arrived in Pittsburgh at 6:10 p.m. Train 79 left Pittsburgh at 11:50 p.m. daily and arrived in Youngstown at 2 a.m.

Action was forced

In announcing the cutback in passenger service between these two points, John W. Barriger, President, P&LE, pointed out that this action is a direct result of the Post Office Department cancelling the mail contract held by the P&LE. In a letter to Arthur E. Summerfield, Postmaster General, on Jan. 26, Mr. Barriger said:

"Since this company has faithfully transported mail for the United States Government throughout the eighty-year span of its existence, and the Post Office Department has decided to terminate this relationship, it is appropriate that certain associated facts be placed on the record in order that the Department, the public and our employes may be informed as to the necessity for this company's curtailment of its passenger train service.

"The mail revenues of the Pittsburgh & Lake Erie were approximately $300,000 in 1955 and $250,000 in 1956.

"The direct expense (wages of engine men and trainmen, locomotive fuel repairs and supplies, engine house expense and train supplies) of operating P&LE passenger trains averaged $2.765 per mile for the first 11 months of 1956.

"Including mail and express revenue, train 79 earned $3.72 per train mile; and train 30, $2.04 per train mile, or an average of $2.88 per train mile for the same period.

"The direct expense is, of course, only a part of the expense properly chargeable to these trains," Mr. Barriger said. "The complete expense is more than $8 per train mile.

"In assuming the same passenger revenue for trains 30 and 79 this year as last, but no mail revenue, as will be the case after Feb. 1, train 79, with express, will have revenue of $1.48 per passenger train mile and without express, .45 cents per passenger train mile; similarly train 30 would have passenger train mile revenues of $1.51 with express and .62 cents without.

"With or without crediting the trains with the express revenue, we would be most derelict in duty," Mr. Barriger said, "not to take the trains off immediately upon the loss of the mail."

The trains that were dropped served not only Youngstown and Pittsburgh, but also the intermediate Pennsylvania points of:

New Castle, West Pittsburgh, Wampum, Beaver Falls-New Brighton, Fallston, Beaver-Rochester, Monaca, Aliquippa and Coraopolis.

"The P&LE was able to continue operation of these trains while it carried the mail, but in view of the above figures, we cannot afford to do so without this source of revenue," Mr. Barriger said.

No Alternative for P&LE

"In addition to discontinuing these two trains, the P&LE has no alternative but to dismantle its mail handling facilities and dispose of its railway mail cars," he said, adding:

"This railroad will not, therefore, be able to give a favorable response to future requests to handle United States mail. It therefore hopes that the Post Office Department will not exercise its statutory right to require this company to do so.

"Obviously, no railroad can fairly be expected to provide mail transportation solely on a stand-by basis, with business coming to it only during emergencies. This possibility is pointed out because truck rates may become much less attractive than they now seem to be, once rail competition has been eliminated.

"Returning only a part of the mail to the P&LE would not be an acceptable solution of the problem."

The P&LE president pointed out:

"As a mass transportation agency, a railroad must have volume if it hopes to cover its costs. Complete diversion is preferable to piecemeal loss.

"We trust that in taking the steps to which the letter refers, full consideration has been given to the possibility that some future national emergency, with its effect on supplies of gasoline, tires and manpower, may disrupt highway travel.

"Apparently the Post Office Department believes that such circumstances are so unlikely to occur that they need not be considered in the plans for future transportation of the mails. Official statements emanating from Washington on the international situation and the Federal budget for defense hardly reflect equal optimism."

In conclusion, Mr. Barriger said:

"A continuation of the Post Office Department's policy of giving contracts to highway carriers, where it suits these carriers to seek traffic, will entail higher costs and higher charges for such service as it chooses to leave with the railroads. It may be that the Post Office policy of depriving the railroads of mail on a selection basis may result ultimately in increasing rather than decreasing the total transportation costs of the Post Office."

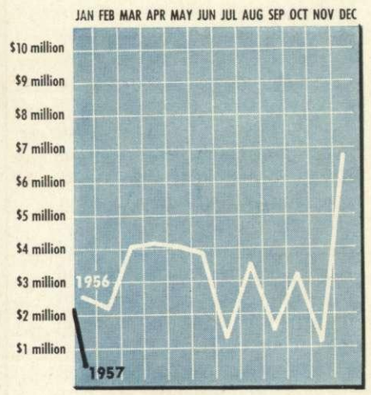
Pats on the back

"The cooperative attitude of **B. Cawood** in the baggage room at Detroit relieved much of the concern" C. G. Schmidt and his wife felt when the bag they had sent from Scarsdale, N. Y., did not arrive on time in the Detroit station.

Losing a billfold can be an unhappy experience. Luckily, however, R. N. Norton was saved much worry when he left his billfold on Train 30, Detroit, due to the promptness with which **H. C. Mericle,** Passenger Brakeman, found the article and turned it over to the proper Lost & Found authorities.

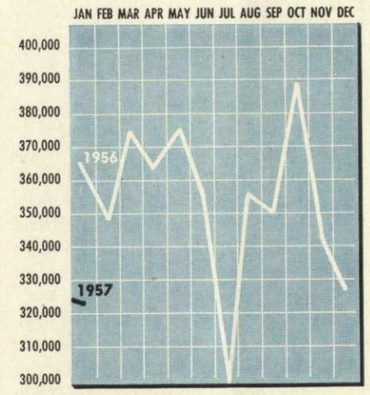
A pleased couple, Mr. and Mrs. George E. Schmitt, sent a note of appreciation to **E. G. Hunter and crew** of the Knickerbocker for making their 50th wedding anniversary more enjoyable. Wrote Mr. & Mrs. Schmitt, "Through the crew's efficiency and courtesy, word was passed on and the passengers joined in making the trip one to be remembered."

These are the NEW YORK Central FACTS



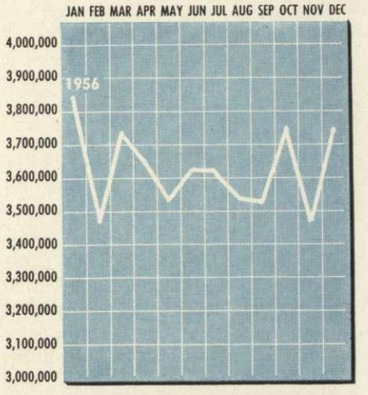
NET INCOME

is what's left after all the bills are paid



CARLOADINGS

show how Central's freight business is



PASSENGERS CARRIED

are key to Central's passenger business

Net Income of the Central in January, 1957, amounted to $653,817, on operating revenues of $62.6 million. This compares with net income of $2.5 million in the corresponding month of 1956, on operating revenues of $65 million, a decrease of $1.9 million.

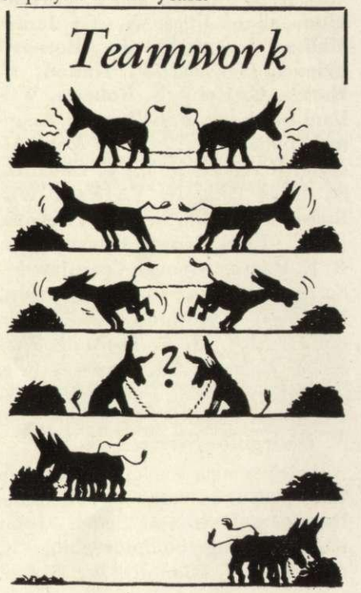
Carloadings in January reached 324,737, a decrease of 39,583, or 10.9 per cent, from the same month of 1956.

Passengers Carried on New York Central trains in December, 1956, numbered 3,737,266, a decrease from the 3,898,481 passengers carried in the same month of 1955. Total passengers carried during the year 1956 amounted to 43,459,232, a slight increase over the 43,432,503 passengers carried in 1955.

CENTRALINES

Vincent J. Feth of Springfield, O., District Engineer, Ohio Division, who began his railroad career in 1905, has been named one of the "Top Ten Men of '56" by the Columbus, O., daily newspaper, 'The Columbus Citizen' . . . **Andrew Schuttinger,** Clerk at St. Johns Park Freight Station, New York, has been named Master of Nassau Lodge, F&AM, Brooklyn, N. Y. . . . **Edward J. Leenhouts,** Director of Agricultural Sales, Rochester, N. Y., has won the "Golden Spike" of 37 railroads throughout the Eastern United States for outstanding leadership in relations with farm leaders and rural residents of eight states served by the New York Central System . . . At a recent meeting of the NYC Athletic Association of Manhattan Men's Bowling League, a motion was carried for the League to hold its own tournament at Bronxville, N. Y., on May 11 & 12. . . **Cecil A. Guhl,** General Foreman Car Department, Toledo, O., has been elected President of the Toledo Car Inspection Association for 1957. . . . **Thomas J. Deegan, Jr.,** Vice President-Staff, has been elected a director of The Regional Plan Association, a research and planning agency supported by voluntary membership to promote the coordinated development of New York-New Jersey-Connecticut metropolitan region . . . **Nicholas J. Henn,** NYC Freight Agent at Weehawken, N. J., is Thrice Illustrious Master, Super Excellent Council No. 13, Royal Arch Masons, in Union City, N. J. . . . **Blanche Moore,** Reservation and Information Clerk at Cleveland Union Terminal, recently hit a giant jackpot when a ticket she held on the Irish Sweepstakes swept in a $140,000 winner. Mrs. Moore has no intention of resigning from the Central, where she has been employed for 27 years.

Mr. Leenhouts



Weight Marathon Shows Final '56 Results

Freight stations participating in the Central's weight marathon during 1956, amassed a total of 1,157,328 pounds for the year. Although this was a slight decrease from the record figure, 1,157,740, attained in 1955, it again pointed out the fact that NYC freight station employes are on their toes.

It is expected that renewed employe efforts in this important program will boost total pick-ups for the present year to new heights.

The value of checking actual package weights against the weights listed on shipping orders has been proved often in the past. Another case in point was the recent check by **R. L. Rambo,** agent at New Lexington, O., of a package billed at 262 pounds. His suspicions of the listed weight proved justified when the shipment weighed in at 600 pounds, more than doubling the original freight charges.

Employes picking up 2,000 pounds or more during the fourth quarter period of 1956 were: **Joseph A. Simonette, Robert J. Meenan, Matthew Zabko, Louis Bucciero, James Pinto, Ladislaw Walczak, Earl Bauerle, Seymour Tanner, F. Neger, F. Zito, L. Micardi, Jr., R. Irish, J. Summa, C. Lovecchio, J. Mazzatti, S. Wegrzyn, F. Mastrovito, A. J. Moskal,** and **P. Cornacchio,** all of Utica, N. Y.; **James Malkes, Joseph Stevens, Bernard Friedel,** Cleveland; **F. Halton, F. Harris, G. Haky, S. Roberts, William Lawhorn, F. Gilbert, L. Leonard,** Indianapolis; **C. S. Van Alstine,** Herkimer, N. Y.; **C. Cincotta,** St. Johns Park, N. Y.; **Paul Williams,** Watertown, N. Y.; **B. Nelson,** Detroit; **R. E. Brown,** Columbus, O.; **R. E. Reavey, George Czerniawski,** Springfield, Mass.; **Carl Thompson,** Marion, Ind.; **Antonio Coduto,** Gibson Tfr., Ind.; **J. A. Tunstall,** Worcester, Mass.; **T. J. Ganzer,** Erie, Pa.; **M. Reed,** St. Thomas, Ont.; **A. McDonald,** 33rd St., New York, and **N. Divirgillo,** Syracuse, N. Y.

Freight station employes picking up 1,000 pounds or more were: **Nicholas Bucciero, Raymond Schell, John Konior, Angelo Lovecchio, E. Amacher, V. Gianotti, W. Walsh, A. Bickford, F. Mazzatti, J. Carucci, P. Pazzola, L. Capparelli, H. Turra, C. J. DeCesare, F. Sisti** and **A. Peppenelli,** all of Utica, N. Y.; **George Nosky, William Reichert, James Laughlin,** Buffalo; **Peter DeVoies, Al Bright, Walter Kohlman, J. Hinkel,** Cleveland; **F. Eilenfeld, G. Williams, M. Darcy,** Detroit; **W. Bergman,** 33rd St., New York; **Walter Wiscorek,** Springfield, Mass.; **Clifford Hafer,** Marion, O.; **Fred Bartels, Sam DeBrule,** Rochester, N. Y.; **W. P. Durbin, Jr.,** E. St. Louis, Ill.; **W. E. Vance, Harry Inskeep,** Dayton, O.; **Wier Ewers, Jr.,** Coldwater, Mich.; **C. C. Peterson,** Marion, Ind.; **Vincent Maroney,** Syracuse, N. Y.; **Frederic Miller,** Gibson Tfr., Ind.; **R. Crawford,** Columbus, O.; **Thomas Lambert,** Kalamazoo, Mich.; **Max Lee, A. Krueger,** Jackson, Mich.; **J. Williams,** Indianapolis; **D. Federico,** Saginaw, Mich.; **A. Cincotta,** St. Johns Park, N. Y.; **C. S. Cross,** Ft. Wayne, Ind.; **J. E. Farmer,** Rome, N. Y.; **H. W. Batch,** Mt. Carmel, Ill.; **C. Henninger, Jr.,** Kingston, N. Y., and **G. Roesser,** Niagara Falls, N. Y.

A capsule history of New York Central—No. 3

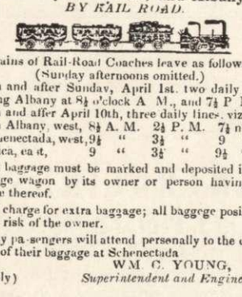
Heritage of Progress

The second railroad to be operated in New York State made its appearance in 1836. Spanning the 78-miles between the then-villages of Utica and Schenectady, it was chartered as the Utica and Schenectady Railroad. It was one of the ten roads that combined in 1853 to form The New York Central Railroad Company. The other lines will be discussed in future chapters of this series.

Because it paralleled the Erie Canal, the new railroad's charter stated firmly that "no property of any description except the ordinary baggage of passengers shall be transported or carried on said road." The early railroads had a problem which took many years to resolve. They derived their very existence and powers from the state. In 1825, at great expense, New York State had completed the Erie Canal, certainly one of the great enterprises of the early 19th Century. Accordingly, there was a prohibition against the carrying of freight by railroads in competition with the Canal. These restrictions were not wholly removed until 1847, and from 1844 until 1851, a large portion of the freight carried by rail was subject not only to rail charges, but shippers were compelled to pay the state such sums as would have been paid in tolls if their freight had been carried on the Canal.

The first regular trip over the new line on which fares were collected was made on August 2, 1836. The train left Utica with 300 passengers at 8 a.m. and arrived in Schenectady at 2:30 p.m. —a total of 6½ hours to cover 78 miles. But the road was new, equipment untried, and the load heavy, and the rail officials and passengers were confident that the trip would soon be made in four hours.

One enthusiastic member of the press who made the first trip, proudly wrote that having left Utica at 8 a.m. on Tuesday, he arrived in New York (by boat from Albany) at 5:30 a.m., Wednesday—21½ hours for the whole trip. This distance is now covered by the Empire State Express in four hours and 33 minutes.



Utica, Schenectada, and Albany,
BY RAIL ROAD.

Trains of Rail-Road Coaches leave as follows:—
(Sunday afternoons omitted.)

On and after Sunday, April 1st. two daily lines, leaving Albany at 8½ o'clock A. M., and 7½ P. M.
On and after April 10th, three daily lines, viz.

From Albany, west,	8½ A. M.	2½ P. M.	7½ night
Schenectada, west,	9½ "	3½ "	9 "
Utica, east,	9 "	3½ "	9½ "

All baggage must be marked and deposited in the baggage wagon by its owner or person having the charge thereof.

No charge for extra baggage; all baggege positively at the risk of the owner.

Way passengers will attend personally to the disposition of their baggage at Schenectada.

WM. C. YOUNG,
(52-1y) *Superintendent and Engineer.*

NYC Plans Perfect Shipping Campaign

April has again been chosen "kick-off" month for the Perfect Shipping Campaign sponsored by the National Association of Shippers Advisory Boards, with the full cooperation of the nation's railroads. This year marks the 21st annual drive, and in view of a heavy increase in freight claim payments during 1956, the campaign now becomes more important than ever before.

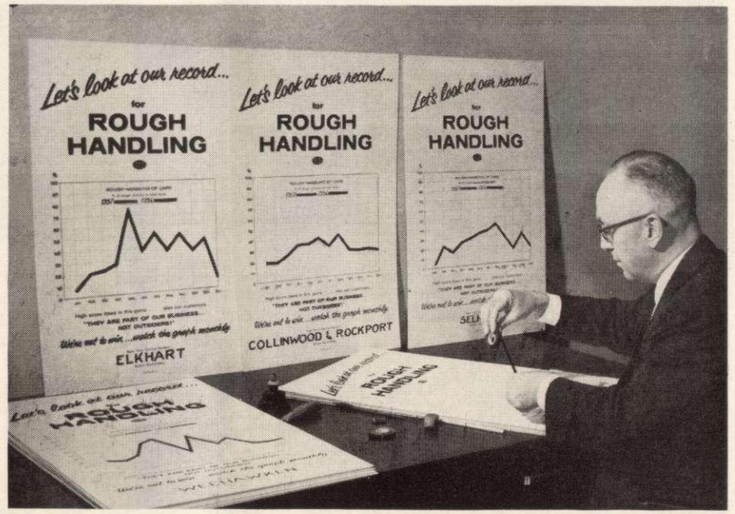
The Central, in addition to joining in activities stressing the month of April, has mapped a full scale attack against rising freight claims covering the entire year, with special attention to *Careful Car Handling* and *Defective and Unfit Equipment.* A 25 per cent reduction in rough handling throughout the System and a $1 million reduction in freight claim damages has been set as the goal for 1957.

Individual goals will be provided for each NYC operating district, with monthly and quarterly impact register summaries as performance guides. Graphs, bulletins and posters, showing individual performances on a month-to-month basis, will be prominently displayed in each Central freight yard.

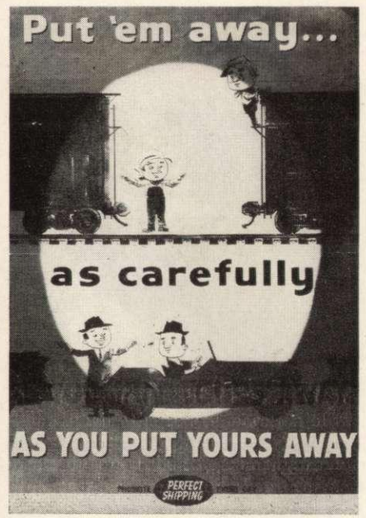
As an adjunct to the training program already in effect, car coupling speed tests in which employes themselves cut off cars at a coupling speed not to exceed four miles per hour will be initiated. The Central's **Visuaload** car will be used largely in yards with poor past performances. Other visual aids employed in this highly-stepped up program will be the use of motion pictures — some developed and produced by the American Association of Railroads, and some by the Central itself.

So-called "action" committees in the larger terminals will become a permanent part of the program with respect to local efforts and activities.

At a meeting in Syracuse on April 9, the subject of Careful Car Handling will be discussed. William B. Salter, NYC's Manager of Transportation, will represent the railroads, and a member of the Carrier Corporation will represent the shippers.



EDWIN G. OVERMIRE, Superintendent, Claim Prevention, works on graphs to be used in Central freight yards as part of intensive Perfect Shipping Campaign.



Mailbox

To the Editor:

My picture appeared in the December HEADLIGHT, but another man's name was under it. I have 34 years' service with the New York Central as Car Inspector, Air Brake Inspector, and 15 years as Lubrication Inspector, and I'm proud of my own record in preventing hot box possibilities.

No reflection on Mr. Koechlin, but that's his name—the face is mine. I wonder if you could publish a correction in a future issue.

Patrick F. Foran
New York

To the Editor:

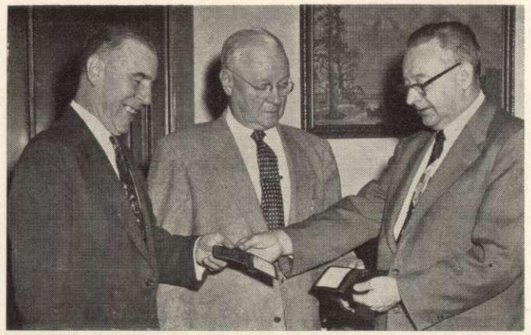
On looking over the December HEADLIGHT I found my name mentioned in an article about hot box prevention. Thank you, but the picture you published was not of me.

Gustav Koechlin
Selkirk, N. Y.

•Ed. Note: The fault is ours. After a check of identifications on photo negatives in our files, we found that Mr. Koechlin's name had inadvertently become attached to a picture of Mr. Foran. Apologies to both, plus congratulations for two fine records in preventing hot boxes.

Mr. Koechlin

Mr. Foran



GOLD PASS is well worth the smile, as it is presented Bernard J. Schueren (left), retiring Engineer, by S. H. Lijewski (right), Division Superintendent, Detroit. Howard W. Evans, Engineer, also receives his gold Central pass.

AT DINNER in her honor, Constance M. Wiegand, Secretary to District Freight Claim Agent, Indianapolis, celebrates retirement from the Central. W. F. Quinn, District Freight Claim Agent (left), and D. R. Kamm, Assistant District Freight Claim Agent, Indianapolis, also attended.

Recently Retired

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

EASTERN DISTRICT

Albach, C. H., Comptroller, New York 51
Alberto, R. A., Car Inspector, Weehawken, N. J. 49
Antonelli, D., Section Laborer, Syracuse Division 37
Augustine, R. A., Section Foreman, Clearfield, Pa. 52
Barkley, Miss N. P., Per Diem Clerk, Buffalo 39
Bechtold, J. A., Locomotive Engineer, River Division 38
Beguin, E. J., Telegrapher Leverman, Buffalo 39
Bellanich, M. G., Floatman, Weehawken, N. J. 30
Bellino, J., Mason Helper, Electric Division 26
Blackburn, J. S., Signal Maintainer, Worcester, Mass. 48
Bonacio, S., Machinist Helper, Harmon, N. Y. 16
Boniface, H. A., Locomotive Engineer, Albany Division 41
Broderick, W. M., Conductor, Rensselaer, N. Y. 49
Brown, D. W., Freight Checker, Buffalo, N. Y. 34
Bugl, J. A., Laborer, East Buffalo, N. Y. 28
Burns, R. A., Boilermaker, Beacon Park, Mass. 27
Butts, A. W., Brakeman, Syracuse Division 37
Byrnes, J. J., Brakeman, Hudson Division 40
Callahan, W. W., Conductor, Hudson Division 47
Carey, T. F., Carpenter, New York 43
Caruso, J., Janitor, New York 37
Chamberlain, G. J., Yardmaster, East Buffalo, N. Y. 36
Christie, W., Laborer, Allston, Mass. 28
Claffey, L. J., Relief Chief Clerk, Norwood, N. Y. 35
Claris, R. W., Ticket Seller, New York 39
Clark, D. C., Switchtender, Rochester, N. Y. 51
Clark, F. C., Chef, Buffalo 35
Cole, F. L., Freight Carman, Clearfield, Pa. 48
Collier, J., Brakeman, New York Terminal District 35
Costantini, M., Section Laborer, Croton, N. Y. 16
Cottone, R., Freight Handler, New York 13
Deluca, F., Gas Hoist Captain, Weehawken, N. J. 39
Drummond, R. J., Accounting Engineer, Utica, N. Y. 42
Dunn, J. C., Captain of Police, Albany, N. Y. 37
Edgcumbe, G. H., Assistant Ticket Agent, Rochester, N. Y. 47
Eghigian, M., Fire Cleaner and Laborer, Utica, N. Y. 33
Fisher, F., Switchman, Buffalo 36
Fleming, E. J., Switchtender, New York 39
Fleuchaus, F. P., Secretary Board of Pensions, New York 49
Forrest, J. T., Engine Dispatcher, Albany, N. Y. 46
Garland, J. J., Conductor, Grand Central Terminal 56
Gillison, G., Section Laborer, River Division 30
Gilroy, S. T., Locomotive Engineer, Mohawk Division 50
Goetz, H. C., Stationery Engineer, East Buffalo, N. Y. 14
Golembski, B., Section Laborer, Mohawk Division 16
Graham, W. C., Locomotive Engineer, Mohawk Division 50
Gross, V. D., Electrician, Jersey Shore, Pa. 40
Grover, R. E., Blacksmith, East Rochester, N. Y. 32
Hall, W. M., Locomotive Engineer, Syracuse Division 46
Harrington, J. A., Conductor, Hudson Division 44
Harris, L. C., Telegraph Operator, Rochester, N. Y. 19
Hayes, E. P., Brakeman, East Buffalo, N. Y. 36
Hector, C. R., Locomotive Engineer, Albany Division 49
Hilbert, E. J., Industrial Clerk, Rochester, N. Y. 37
Hill, O. E., Clerk, New York 44
Holuk, K., Section Laborer, Springfield, Mass. 42
Howard, C. C., Yard Clerk, East Boston, Mass. 44
Human, A. N., Crossing Watchman, North Tonawanda, N. Y. 15
Iarossi, R., Car Cleaner, New York 14
Jagus, W., Carpenter, New York 47
Johnson, H. S., Painter, Jersey Shore, Pa. 41
Kane, A. F., Mail Handler, New York 11
Kielboca, A., Machinist Helper, Utica, N. Y. 32
Kielma, J. J., Baggageman, Albany, N. Y. 40
Klaja, V. I., Car Inspector and Repairer, Buffalo 28
Kubik, A. J., Carpenter, Buffalo 32
La Liberte, P. J., Agent, Wellesley, Mass. 35
Laurisch, E. F., Section Laborer, Buffalo Division 17
Locey, A. G., Lumber and Tie Inspector, Buffalo 44
Markham, C. L., Conductor, Syracuse Division 51
Mattimore, T. J., Patrolman, Albany, N. Y. 34
Mc Knight, O. K., Agent, Owls Head, N. Y. 44
Mc Lymond, W. H., Telegrapher, Saint Lawrence Division 43
Merritt, Miss A. M., Clerk, Syracuse 13
Mitchell, H. F., Conductor, Boston Division 40
Morin, F. H., Locomotive Engineer, Albany Division 45
Moyer, T. J., Section Laborer, Pennsylvania Division 15
Nichols, P. G., Agent, Potsdam, N. Y. 47
Oriano, R., Section Laborer, Electric Division 26
Orlando, I., Machinist, Harmon, N. Y. 28
Patrick, M., Machinist, Harmon, N. Y. 44
Pessler, J. J., Assistant Freight Claim Agent, Buffalo 50
Pierce, A. T., Car Inspector, Albany, N. Y. 35
Pilger, J. H., District Claim Adjuster, Syracuse 39
Pizzillo, A., Section Laborer, Syracuse Division 39
Pomeroy, J. R., Crossing Watchman, Middleport, N. Y. 13
Pruitt, Miss L. E., Bookkeeper, Buffalo 35
Pulver, E., Section Laborer, Millerton, N. Y. 35
Putnam, L. S., Machinist, Ogdensburg, N. Y. 32
Reichert, W. H., Gang Leader, Brockport, N. Y. 43
Rewkowski, A., Trucker, Utica, N. Y. 14
Rings, J. E., Car Inspector, Rensselaer, N. Y. 38
Rocconi, P. N., Sheet Metal Worker, East Buffalo, N. Y. 40
Roseman, S., Car Cleaner, New York 29
Salvagni, D., Section Laborer, Albany Division 31
Saracino, J. D., Mason, Electric Division 23
Schoen, B., Night Watch Engineer, New York 28
Shamp, A., Crossing Watchman, Batavia, N. Y. 20
Tibbetts, N. S., Brakeman, Boston Division 40
Schreiber, C. H., Car Foreman, Kingston, N. Y. 45
Stuart, K. V., Assistant Chief Clerk, New York 44
Tillman, W., Stockman, Buffalo 33
Totten, J., Waiter, Buffalo 38
Van Bergen, H. C., Supervisor of Power and Train Operations, Syracuse 47
Vloebergh, W. J., Conductor, Hudson Division 46
Waters, G. F., Receiving Clerk, New York. N. Y. 51
Whitaker, G. S., Car Inspector and Repairer, Kingston, N. Y. 39
White, C., Blacksmith, Pennsylvania Division 21
Williams, E. R., Red Cap Attendant, Pittsfield, Mass. 19
Wilson, T. H., Tugboat Master, Weehawken, N. J. 35
Wood, H. L., Brakeman, DeWitt, N. Y. 45
Wozniak, E. A., Welder, Buffalo 38
Wrotecki, J., Carman, East Buffalo, N. Y. 37
Xander, A. E., Chief Clerk, Troy, N. Y. 45
Ziegler, C. C., Brakeman, Hudson Division 47

WESTERN DISTRICT

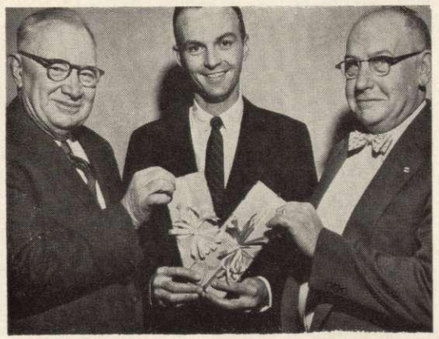
Barlow, J. P., Switchtender, Cleveland 34
Beach, A. R., Conductor, Toledo Division 38
Beaumier, W., Locomotive Engineer, Erie Division 49
Berg, J. J., Yardmaster, Englewood, Ill. 39
Biesterveld, L. W., Sheet Metal Worker Helper, Ashtabula, O. 34
Brooks, C. F., Signal Engineer, Cleveland 41
Cantrick, H. L., Agent, Perry, O. 32
Carpenter, I. E., Conductor, Toledo, O. 34
Colagrossi, M., Blacksmith Helper, Cleveland 40
Collins, Miss A. E., Cashier Clerk, Chicago 40
Crist, M. D., Lubrication Inspector, Collinwood, O. 43
Dazzo, C., Section Laborer, Englewood, Ill. 23
Dempsey, P., Assistant General Foreman, Toledo, O. 50
Dunn, A. L., Car Repairer, West Kankakee, Ill. 43
Fields, F. A., Conductor, Elkhart, Ind. 44
Fountain, M., Laborer, Chicago 12
Freriks, J. L., Locomotive Fireman, Bucyrus, O. 48
Gilbreath, R. L., Conductor, Erie Division 40
Given, C. E., Crossing Watchman, Charleston, W. Va. 15
Griffin, C., Switchman, Air Line Junction 40
Gustafson, P. R., Brakeman, Collinwood, O. 39
Hafer, L. G., Locomotive Engineer, Western Division 52
Hahn, G. A., Car Inspector, Sandusky, O. 47
Hill, O. G., Conductor, Columbus, O. 34
Holly, G. O., Conductor, Erie Division 46
Homa, J., Locomotive Engineer, Erie Division 38
Hontz, M. D., Conductor, Ohio Central Division 32
Hursh, P. L., Locomotive Engineer, Toledo Division 50
Kampert, J. R., Coach Carman, Cleveland 48
Kendall, C. E., Conductor, Erie Division 39
Kovacic, J., Pipefitter Helper, Collinwood, O. 27
Kral, S., Machinist, Englewood, Ill. 28
Lain, L. H., Locomotive Engineer, Western Division 46
Lewis, H., Locomotive Engineer, Erie Division 47
Longcor, S. E., Sheet Metal Worker, Elkhart, Ind. 40
Milbourn, S. B., Conductor, Ohio Central Division 31
Miller, E. L., Brakeman, Cleveland 32
Page, H. B., Clerk Inspector, Columbus, O. 37
Poirot, Miss C., Demurrage Clerk, Cleveland 38
Pope, W. F., Assistant Chief Clerk, Erie, Pa. 50
Richard, W., Locomotive Engineer, Toledo Division 44
Sandle, G. V., Locomotive Engineer, Erie Division 48
Schmidt, C. O., Triple Valve Tester, Collinwood, O. 38
Scott, H. A., Yard Clerk, Fostoria, O. 39
Sebastian, A., Laborer, Ashtabula, O. 37

NYC POLICE department gives Lieutenant Harry P. Thomas (left), New York City, a testimonial dinner in honor of his retirement from the force. Mr. Thomas is being congratulated by Toastmaster Frank Lamb.

FAMILY portrait shows proud Mr. and Mrs. J. C. Shannon at joint party in their honor after 58 years of combined service with the Central as Engine House Foreman and Clerk, respectively, West Detroit, Mich.

ALBUM of cards and letters from friends is presented to G. W. French (left), District Freight Salesman, Charleston, W. Va., upon his retirement from NYC, by R. M. Cornell, Division Freight Sales Manager.

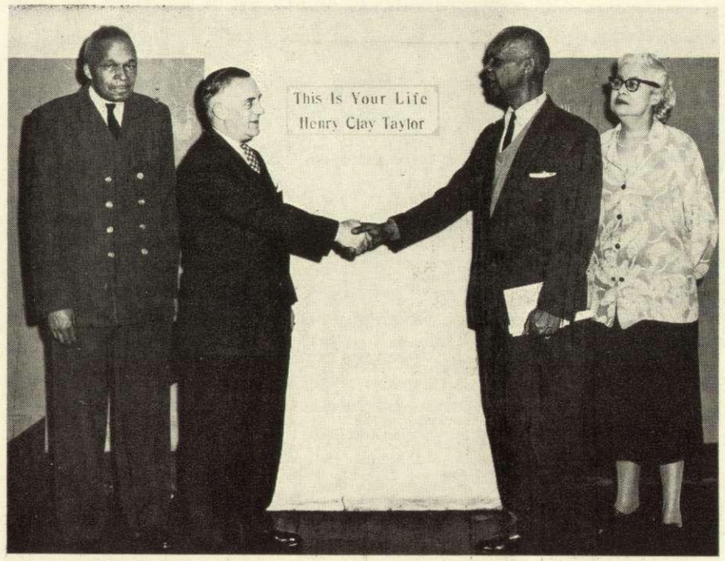
LANCELOT ACHILLI, Hudson Division Assistant Conductor, Poughkeepsie, N. Y., retires after 38-year career.



RETIREMENT gifts are presented Charles W. Allen (left), General Car Foreman, and Winfred H. Dibble (right), Assistant Foreman, Equipment department, West Springfield, Mass., by Robert D. Timpany, Superintendent, B & A Railroad.

84 YEARS' service with NYC is represented by Josephine Lester, Clerk, and J. P. Rounds (left), District Freight Salesman, Detroit, at their retirement dinner. Also present was D. B. Zellers, Division Freight Sales Manager, Detroit.

PROUD POSSESSOR of certificate of retirement, Hector R. Revie (second from left), General Yardmaster, Clearfield, Pa., displays it to friends at his retirement dinner. Also attending were C. E. Bell (left), Trainmaster, Clearfield; Ray S. Walker (right) of Bradford Coal Co., Bigler, Pa.; and E. P. Brown, Division Trainmaster, Jersey Shore, Pa.



NOVEL PRESENTATION, occasioned by his closing the tailor shop where he had catered to the "pressing" needs of GCT personnel, is made by General Station Master, Edward G. Fischer (second, left) to Henry Clay Taylor, (second right) as Mrs. Taylor and Red Cap Chief, Louis Fisher stand by.

The HEADLIGHT is published for retired as well as active New York Central employes. However, employes' names are not placed on the mailing list automatically upon retirement. This is because we have no certain way of knowing their correct addresses after retirement.

The best way for a retiring employe to make sure to receive the magazine regularly is to send his full name and correct address to the HEADLIGHT offices: Room 522; 466 Lexington Avenue; New York 17, N.Y. If the address is changed at any time, both old and new addresses should be sent so that we can make the necessary correction.

Retirements—concluded

Smith, G. B., Conductor, Western Division 13
Smith, I., Laborer, Collinwood, O. 13
Summer, A. E., Machinist, Minerva, O. 27
Tudich, P., Laborer, Collinwood, O. 26
Westenhoff, A. W., Engineer of Construction, Chicago 39
Wetzel, S. S., Locomotive Engineer, Erie Division 41
White, P. J., Conductor, Collinwood, O. 45
Wilcox, C. L., Bridge Carpenter, Cleveland 38
Wise, C. R., Conductor, Ohio Central Division 42
Wozny, S. A., Car Inspector, Cleveland 39

MERCHANTS DESPATCH TRANSPORTATION

Lind, V., Laborer, Chicago 29
Rando, P. G., General Foreman, Mobile, Ala.

SOUTHERN DISTRICT

Amick, R. G., Coach Repairer, Beech Grove, Ind. 41
Bennett, J., Hostler, Lawrenceburg, Ind. 49
Brown, J. T., Section Laborer, Illinois Division 36
Burson, J. L., Baggageman, Delaware, O. 39
Butler, E. G., Store Helper, Beech Grove, Ind. 11
Chandler, L. M., Coach Repairer, Beech Grove, Ind. 40
Comer, L., Coach Cleaner, Harrisburg, Ill. 31
Conaway, D., Brakeman, Ohio Division 48
Dugan, W. H., Locomotive Engineer, Ohio Division 39
Hancock, L., Laborer, Harrisburg, Ill. 14
Higgins, J., Locomotive Engineer, Ohio Division 43
Hinkle, V., Conductor, Illinois Division 59
Huber, H. W., Conductor, Galion, O. 43
Jenkins, A., Crossing Watchman, Cincinnati 47
Keller, V. A., Conductor, Indiana Division 37
Kluber, B., Clerk, Cincinnati
Kuhar, V., Truck Repairer, Beech Grove, Ind. 40
Mc Collum, J. F., Conductor, Ohio Division 41
Mercer, E. C., Brakeman, Indiana Division 47
Miller, J. H., Conductor, Illinois Division 51
Paszkowski, S., Coach Repairer, Beech Grove, Ind. 34
Perkins, Mrs. H., Janitress, Cincinnati 16
Romes, L. C., Clerk, Cincinnati 48
Sears, W. S., Brakeman, Ohio Division 36
Shelvin, J., Tallyman, Indianapolis 49
Sieferman, C. E., Conductor, Pittsburgh and Eastern Division 49
Silcox, C. M., Brakeman, Indianapolis 16
Sparks, M. B., Conductor, Indiana Division 47
Strohl, W. M., Locomotive Engineer, Illinois Division 39
Thompson, C. B., Conductor, Pittsburgh and Erie Division 33
Toole, L., Acety Operator, St. Louis 33
Trager, H. P., Conductor, Terre Haute, Ind. 34
Tyhurst, E. L., Conductor, Indiana Division 47
Widmer, C. B., Machinist Helper, Indianapolis 13
Willis, W. H., Crossing Watchman, Indiana Division 20

NORTHERN DISTRICT

Barnes, W. D., Car Inspector, Battle Creek, Mich. 37
Barnhart, F. M., Conductor, Detroit Division 45
Belisle, G. W., Conductor, Detroit Division 44
Bell, W. S., Locomotive Engineer, Canada Division 44
Bender, J. M., Section Laborer, Battle Creek, Mich. 30
Bender, M., Section Laborer, Battle Creek, Mich. 30
Booram, F. J., Locomotive Engineer, Jackson, Mich. 40
Cibena, S., Section Foreman, Monroe, Mich. 32
Clark, R. J., Brakeman, Detroit Division 44
Cline, H. W., Conductor, Canada Division 48
Federico, A. A., Carpenter, Bay City, Mich. 15
Frucci, D., Section Foreman, Niles, Mich. 45
Golnick, E. A., Bridge Carpenter, Detroit Division 33
Johnson, R. F., Locomotive Engineer, Michigan Division 41
Kenady, N. F., Agent, Wayne, Mich. 40
Krueger, G. L., Carpenter, Niles, Mich. 40
Lech, A. J., Laborer, West Detroit, Mich. 13
Mc Elrath, W., Locomotive Engineer, Michigan Division 41
Papke, A., Painter, Detroit 44
Pigford, W., Boilermaker Helper, Detroit 31
Propper, H. L., Laborer, Grand Rapids, Mich. 14
Roback, J., Carman Helper, Detroit 13
Rogers, L. W., Conductor, Detroit Division 41
Roulio, H. C., Gang Leader, Detroit 38
Rumrell, J. E., Crossing Watchman, Bay City, Mich. 34
Siebert, H. C., Manager Sales and Service Office, Detroit 35
Walker, O. E., Agent, Canfield, Ont., Can. 45
Wallace, T. S., Conductor, Windsor, Ont. 48
Wright, R. J., Section Laborer, Mason, Mich. 30
Yarbrough, W., Oiler, Detroit 31

PITTSBURGH AND LAKE ERIE RAILROAD

Blazer, A., Freight Car Repairer, McKees Rocks, Pa. 31
Coward, J. W., Coach Cleaner, Pittsburgh, Pa. 47
Duvancich, I., Section Laborer, Belle Vernon, Pa. 14
Haberle, M., Section Laborer, Youngstown, O. 15
Kapaj, C., Carman, McKees Rocks, Pa. 28
Kuch, N., Section Laborer, Pittsburgh, Pa. 16
Landers, C. L., Locomotive Engineer, East Youngstown, O. 53
Mc Courtney, W. J., Delivery Clerk, Pittsburgh, Pa. 44
Miller, J., Car Repairer, McKees Rocks, Pa. 32
Polaski, J., Section Laborer, Homestead, Pa. 14
Ridgeway, J. F., Dispatcher Foreman, McKees Rocks, Pa. 49
Rudawski, W. B., Machinist, McKees Rocks, Pa. 39
Smiley, J., Laborer, East Youngstown, O. 14
Squibb, G. E., Pumper, Glassport, Pa. 45
Zupp, S., Section Laborer, Monaca, Pa. 24

INDIANA HARBOR BELT

Hulett, T. L., Laborer, Gibson, Ind. 14
Metenski, F., Laborer, Blue Island, Ill. 15
Nauracaj, J., Patrolman, Hammond, Ind. 38
Osborn, J., Car Repairer, Gibson, Ind. 31
Zaffare, F. S., Lampman, Gibson, Ind. 43

CHICAGO RIVER AND INDIANA

Sienkiewicz, W., Car Inspector, Chicago 34

The Safety Zone

By Donald E. Mumford
Director of Safety

The word "management" has been defined as "ability to get things done through other people." Perhaps there is no field better than safety to prove the truth of that definition, for few endeavors require such absolute cooperation from everyone as does the safety effort.

Conversely, the accident record of yard, shop, or other work area is a barometer of our ability to manage . . . our ability to have all who work there fulfill their safety obligation.

We should check ourselves against our accident record. How good are we as managers?

Safety records depend upon our action while men are at work. They are not made during the time a bulletin is being read, a movie is being watched, or a safety talk is being given.

A good manager will not allow his men to forget that safety is first in every job, everywhere, and does this by watching, coaching, and correcting . . . on the job.

Answers

to Quiz on page nine

1. Chock block.
2. 163 miles.
3. 66 miles.
4. Remove rock from the tracks.
5. 1837.
6. By revenue ton-miles per mile of road.
7. South.
8. Yes.
9. Boston, Mass.

Among Recently Retired Central Employes

GOOD TIME was had by all at retirement dinner given for J. J. Garland (second from right), Yard Brakeman, Tower B, Grand Central Terminal. Also attending his retirement party are: Russell Reuss (left), Assistant Superintendent; S. McNichol (right), General Yardmaster; and Frank Ward, Trainmaster.

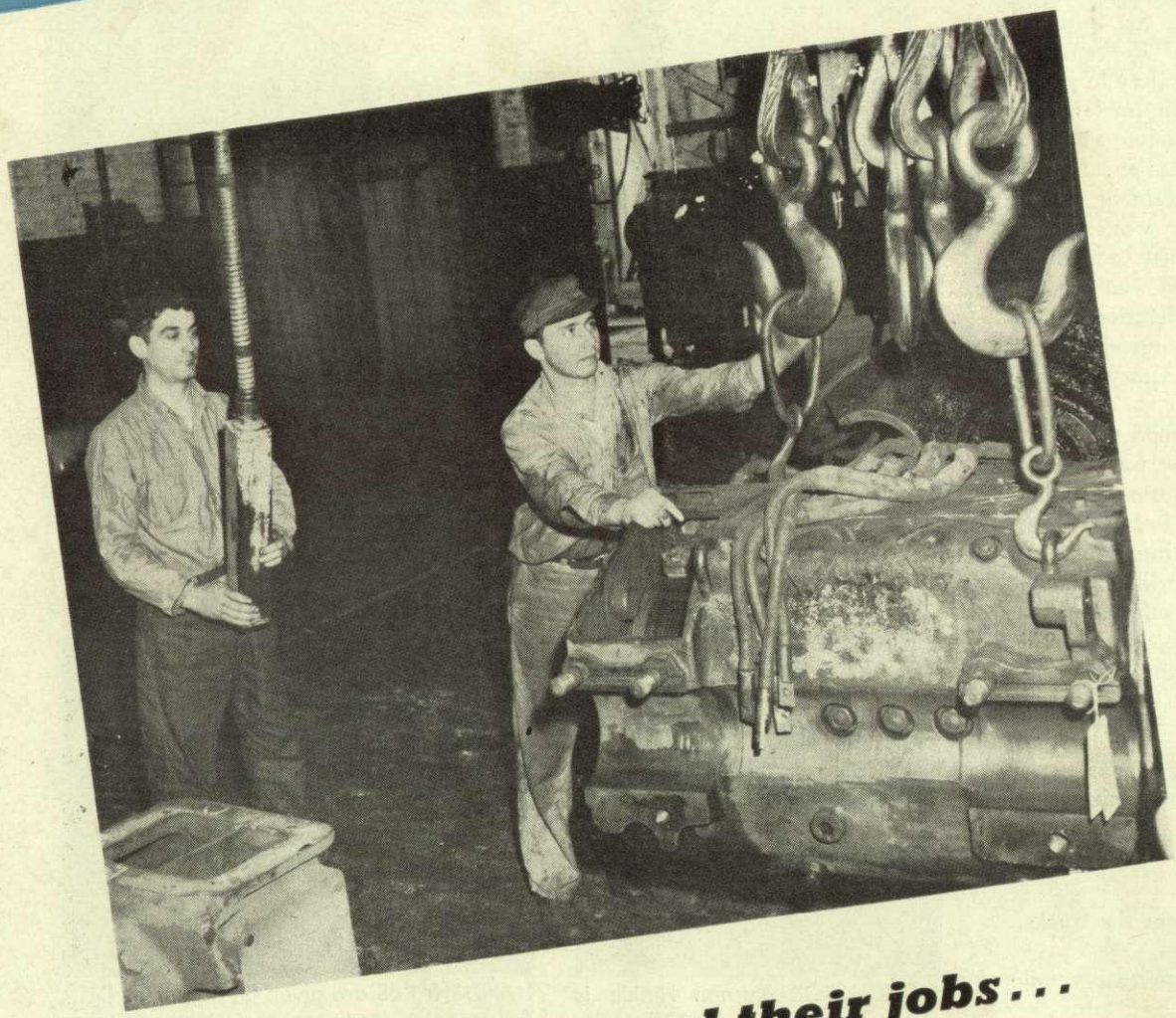
CONDUCTOR Vernon Hinkle is shown at end of last trip with NYC after 56 years. Congratulations are extended by T. R. Ruth, District Passenger Sales Manager.

HANDSHAKES are given G. B. Phillips (left), Ticket Sales Manager, New York, in token of his service with NYC by John J. Divney (right), Mr. Phillips' successor, and R. R. Spangenberg, Passenger Sales Manager.

FORMER General Manager and Division Engineer of the Peoria & Eastern Railway, L. R. Jabinson has retired.

RATE BUREAU loses Manager as Ross L. Keefe (second from right) retires after 46 years with NYC. At party in his honor, Mr. Keefe receives certificate of service and gifts from A. E. Baylis (right), Vice President, Freight Sales & Service, and A. J. Crookshank, Manager of Rates, as Mrs. Keefe and their daughter watch.

'HASH BARS' displayed by Walter W. Callahan, Conductor, Hudson Division, recall his 49 years of NYC service.



Central people—and their jobs . . .

New York Central trains run at their best only when they are in good repair . . . and the men who keep them running smoothly and efficiently are the men of the railroad's shops. Two such men are Sam Zotto (left) and Angelo Dini, Car-men at the Harmon, N.Y., shops. In this picture, Angelo, who has been with the Central since 1948, hooks a crane to a traction motor weighing 5,700 pounds, while Sam, who has six years of NYC service, prepares to operate the crane.

Traction motors power multiple unit cars, the self-propelled passenger cars used on the Electric Division for commuter service. Two motors are used in each multiple unit car, giving approximately 400 horsepower.