NEW YORK Central SYSTEM

Headlight

MARCH 1960

NEW CARS FOR CENTRAL'S FLEET

Diplomatic assignment . . .

is in the cards for this new recruit for U. S. State Department overseas duty. With its formal black attire still wrapped in celophane, Cadillac limousine completes on New York Central the first leg of journey following in the footsteps of President Eisenhower. The limousine, destined for official duty at the U. S. embassy in Brazil, made its trip to South America a little later than the President visited there on his Latin-American good-will tour. The car received V.I.P. treatment all the way, riding from its Detroit birthplace (in a Central box car specially equipped to accommodate autos) to New York for transfer to a ship for the rest of the trip.

Syracuse lands whopper . . .

as Mayor Anthony Henninger (right) and H. Beaman Tremble (center), Syracuse Finance Commissioner, reel in check for $573,795.31 from New York Central. The check, presented by NYC's Eastern District General Manager Robert D. Timpany covers city, school and county taxes for 1960. The same day the railroad presented another check for $159,020.72 to the county treasurer in payment of additional state and county taxes.

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THE COVER: Putting the pressure on their riveting equipment, Carmen Martin McHale (left) and William Erdeli speed new hopper cars along the assembly line. For more about the building of cars for the Central fleet, see page eight.

Headlight

MARCH, 1960

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NEW YORK Central SYSTEM

NEWS BRIEFS

CENTRAL'S NET INCOME . . .
in January this year was $1,096,039, against net loss of $890,648 a year ago. Gross income in January, 1960, was $58,387,061, against $56,509,696 in the 1959 month.

NYC Carloadings in January this year totaled 284,419. This was 17,090 cars—or 6.4 per cent—above the opening month's carloadings a year ago.

• • •

RAILROADS AGREE . . .
with President Eisenhower's recent assertion that he favors a "real overhaul" of regulations and controls hampering the nation's railroads. Statement was welcomed by the Board of Directors of the Association of American Railroads as possibly clearing the way for better transportation service to the public.
"Basically, what transportation needs is a government policy of favoritism toward none and fair treatment toward all carriers," the AAR Board said. (NYC President Alfred E. Perlman is a member of the Board.)

• • •

FLEXI-VAN . . .
is now in use on the Illinois Central Railroad for carrying US Mail between Chicago and points in Iowa. The rail-highway containers, introduced to the transportation world by New York Central, are moved in the IC's streamliner "Land O'Corn" between Chicago and Waterloo, Ia., and in special mail trains beyond.

• • •

"SERVICE: CHALLENGE OF THE SIXTIES" . . .
is the title of an eight page illustrated article by NYC President Alfred E. Perlman, published in the January-February, 1960, issue of *Railway Materials & Equipment* magazine. In the article the Central's chief executive reviews NYC's technological progress of the past few years, discusses new pricing concepts and the need for "creative thinking" for the future, and declares that the "public image of the railroad must be one of accomplishment." The article concludes: "Against the background of honest telling of our story, we must move to do all the things we know are necessary for us to grow and expand as an alert, creative industry.

"We must transform all of these elements into good service, which is our final reason for existing at all. Then, when this has been accomplished, let us tell the public about it. Our image then will have some solidity; it will grow naturally out of our customers' experience with our service. In short, we will not be a 'paper tiger'; we will not let our words get ahead of our actions.

"Such an image—firmly based on actual accomplishments, growing naturally from the positive things we are doing, and not promises, is bound to support and undergird the great efforts at self-improvement I have mentioned earlier. The picture will then emerge of a truthful, solid and responsible industry, one which the public may support with both confidence and affection, knowing in its heart and mind that the transportation industry in America is second to none in the world."

• • •

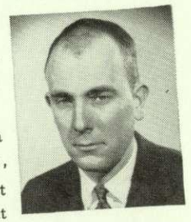
NYC HAS LAUNCHED . . .
intensive drive to encourage economic growth in Michigan's industrial corridor between Detroit and Chicago. Comprehensive brochure is being prepared by NYC Industrial Development department, describing available sites that are prime locations for new industry. Central's industrial development representatives will use the brochure in working with industries seeking new plant facilities. Once a firm selects a site, NYC will help negotiate purchase, will design rail transportation facilities and set up traffic and rate schedules. NYC will also make necessary plant location surveys for firms which do not have skilled personnel needed to properly locate a new facility. Similar activity throughout NYC System last year helped settle 275 new plants on line.

• • •

BIGGEST SNOW OF WINTER . . .
hit New York City and surrounding suburbs March 3, just as this issue was going to press. Swirling storm dumped 14 inches of snow in city and up to two feet in outlying areas. Strong winds piled up drifts and delivered a staggering blow to highway transport. Scores of private autos and trucks were stranded in snow banks. A throng of 45,000 bus-riding commuters piled up in the Port Authority Bus Terminal. One of the tunnels under the Hudson River to New Jersey was completely closed down for a while. Operations were suspended at airports serving the area, and hotels were overflowing with people seeking shelter for the night. But the railroads serving the big town, including New York Central, rode out the storm with only minor delays, caused mostly by the deluge of riders stranded by other transportation agencies the unexpected early dismissal of thousands of workers as the storm worsened during the day. With extra cars added to long distance and commuter trains, Central people were able to handle the impact of the storm with little trouble. (For more about snow on the railroad, see page five.)

ONE OF A SERIES

Safety Memo...



You and I, like others in this country of ours, grew up with certain ideas and concepts about life. One of the stronger of these is a belief that the world owes us a living. And like so many others, once we finished school and went into business we soon found that the living to which we are entitled has to be EARNED.

In the past 50 years railroading has advanced so far in the accident prevention field many employes have for years worked in an atmosphere of virtual security from accident. To feel we are entitled to that security is altogether proper, but we must not forget that safety, like our livelihood, must be earned. It is through constantly working with and for safety that we earn – and maintain – the security safety offers us.

J. C. Kenefick
General Manager–Transportation

W. M. Hoffman Named Chairman of NYC Transport

Wayne M. Hoffman has been elected Chairman of the Board of Directors of New York Central Transport Co. – NYC's wholly-owned trucking subsidiary.

W. M. Hoffman

In his new position, Mr. Hoffman will assume responsibility for directing and expanding the Transport Company's activities in Flexi-Van, truck and air-surface transportation. Flexi-Van is NYC's coordinated rail-highway service.

Mr. Hoffman, since June, 1958, has been Executive Assistant to the President of the Central. Prior to that he was Assistant to NYC's Vice President-Law.

He began his railroad career in 1948 with the Illinois Central at Chicago, joining New York Central in 1952.

Mr. Hoffman has a distinguished World War II service record, holding both the Silver Star and Belgian Croix de Guerre.

Lad's Valentine Wins Him Visit to Train

Stevie Walker is three years old. He lives in East Syracuse, N. Y., with his mom and dad, who is a teacher. Stevie's favorite time of day is when he watches a New York Central train cross an underpass near home and he exchanges waves with the engineer.

Last month his mother asked Stevie for a list of people to whom he would like to send Valentine cards.

"The engine man who drives the train we see down the hill was the first name he mentioned," says Mrs. Walker. So she helped him send off a card to the Central's Syracuse offices, enclosing her own note of explanation.

NYC's response was to give Stevie a special treat. He got to meet in person his hero, George Pullman, who 'drives the train" Stevie watches. With NYC since 1914, Mr. Pullman looks very much like a story book conception of a Locomotive Engineer and measured up fully to Stevie's expectations. He lifted his young admirer to the cab of the big diesel on the head end of train No. 90, showed him all the controls and helped him to wave out the window.

So he could play his role as engineer-for-a-day more accurately, the Central gave Stevie a real engineer's cap, a red bandana to wear around his neck and a model switch lamp.

Now Stevie waves even harder as he watches the man drive his favorite train.

Engineers George Pullman and Stevie Walker

Photo Sparks Employe Alertness to Safety

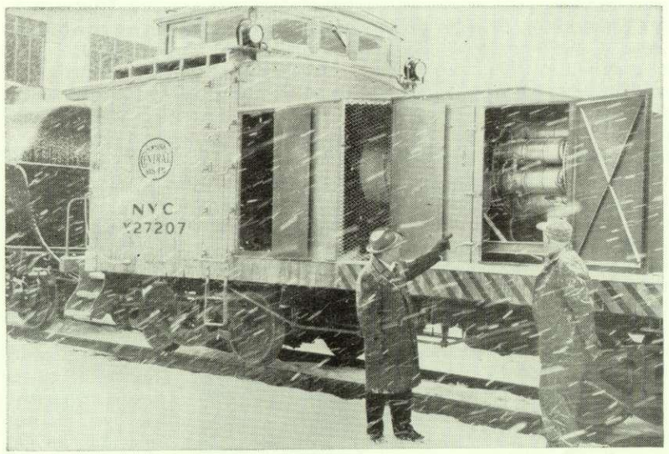
The January, 1960, issue of the HEADLIGHT carried a picture of two men stripping away concrete from a column in Grand Central Terminal, New York, as part of the preliminary work that will lead to construction of the $100 million, 59-story Grand Central City skyscraper.

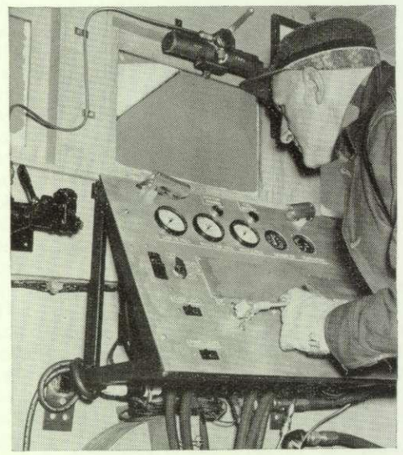
Our mail has been heavy with letters and post cards from Central people, calling attention to the fact that the two men should have been wearing safety goggles, and that their tools might have been of a different type for the sake of safer practice.

We are gratified that so many Central people are alert to the need for safe work practices and that they took the trouble to write about it in connection with this picture.

The two men pictured are not New York Central employes. They work for the contractors who are carrying out the job for the organization sponsoring the new structure, so the railroad has no control over them or their practices. We will, however, be happy to pass along to the contracting firm the observations of Central folks for the future protection of their employes.

JET SNOW BLOWER BLASTS CLEAR PATH ON CENTRAL TRACKS AT SYRACUSE. AREA HAD RECORD SNOWFALL THIS WINTER





CHECK on blower is made before starting by Terminal Trainmaster Leo Lawrence (left) and Operator Elmer Marr before Mr. Marr mounts to control cab. Photos by Bill Coloracco of Eastern District General Manager's office in Syracuse. Two more have been ordered on basis of this one's performance.

Snow Stops Other Transport But NOT The Railroad

Central people once again rally to meet emergency in "snow belt" area. New snow blower is success

▶▶▶ "Public Transportation Clogs Except for Rails," shouted a headline in the Buffalo *Courier Express* last month. Other papers in Buffalo, Rochester and their sister communities in New York State's "snow belt" echoed that statement and its accompanying news story.

Every winter, New York Central people (and everybody else in that part of the country) brace themselves in anticipation of big snowfalls. Early winter did not bring the sudden freak blizzards that rampaged through the area last year, but Old Man Winter finally let loose in February. A succession of storms last month, on top of earlier steady accumulation, added up to over 100 inches for the season—topping the record for total fall for the period.

And as usually happens in such crises, the railroad was the only form of transportation able to keep going without a break.

Bus and truck lines bogged down, airport operations came to a halt, the New York State Thruway Authority had to close down the superhighway, and local city transportation systems had a tough time. As a result, NYC was swamped with calls for reservations and information from travelers thwarted by the weather and its crippling effect on other transport. At Buffalo, Syracuse and Albany extra cars were added to east and westbound trains and Central people once again came through with top performance to meet the emergency while their competitors dug themselves out.

At DeWitt Yard (Syracuse) classification of freight cars went on despite the snow. One reason was NYC's new snow blower, created at the railroad's Technical Research Center from a surplus jet aircraft engine (see Jan., 1960, HEADLIGHT). The blower was put to the test and came out with flying colors.

Operator Elmer Marr, who controls the blower from the cupola of a converted caboose, declares, "From my experience operating the controls of this jet blower, I can testify it really does a job blasting snow from yard tracks."

With the responsibility of keeping the yard in operation, Leo Lawrence, Terminal Trainmaster, comments: "Operating as we do on the Syracuse Division, in the heart of the New York State snow belt, we've certainly been glad to have this new jet blower to help battle drifts and keep our yard open. With a record-breaking snowfall so far this winter, it has had a tough test here at DeWitt and has proven especially effective in cleaning out ladder tracks and switches. It is one of the finest pieces of equipment yet built by our Collinwood laboratory."

New York Central Men Assume New Posts

EASTERN DISTRICT

William D. Taylor has been named Master Mechanic with headquarters at Buffalo. Mr. Taylor, who was formerly Master Mechanic at Mattoon, Ill., began his Central career in 1936 in the Equipment department at Columbus, O.

Supervisor of Wage Schedules with headquarters at Boston, Mass., is **John P. Barton.** Mr. Barton's former position was Assistant to Supervisor Wage Schedules, Boston.

W. D. Taylor

J. P. Barton

Also with headquarters at Boston, Mass., is **Grover C. Kelly,** new Assistant to General Manager-Labor Relations who held the post of Assistant to Supervisor Wage Schedules at Boston.

At Syracuse, **Homer N. McGill,** former Bridges & Buildings Inspector, Buffalo, has become Materials Engineer.

Richard P. Millerick leaves his old post of General Foreman, East Rochester, N. Y., to become Travelling Storekeeper at the same location.

WESTERN DISTRICT

In the Property Protection department at Toledo, two new appointments have been announced. **Paul V. Huston,** former Captain of Police, Toledo, has become Chief of Police at Cleveland. **Lawrence J. Settelmeyer,** formerly Lieutenant of Police at Toledo, is now Captain.

P. V. Huston

L. J. Settelmeyer

Russell O. Beers, former Methods Engineer at Cleveland, has been appointed Assistant Division Engineer at the same location.

Newly appointed Assistant Field Signal Engineer in charge of installation of Centralized Traffic Control between Berea, O., and Vickers, Toledo, O., is **Otto H. Steffens.** Mr. Steffens, whose headquarters are at Toledo, was formerly Assistant Signal Supervisor, Cleveland.

At Painesville, O., **Marvin J. Rodwick** has been named Assistant Trainmaster. Mr. Rodwick was formerly Systems & Procedures Analyst at Cleveland.

SOUTHERN DISTRICT

Bryan J. Murphy has been appointed District Methods Engineer with headquarters at Indianapolis. Mr. Murphy began his service with the Central in 1939 as a Gang Laborer in various locations throughout the System. Since that time he has held such positions as Rodman and Instrumentman at Chicago; Assistant Supervisor of Track at Englewood, Ill.; and Assistant Engineer at Chicago.

B. J. Murphy

Leaving his former position of Road Foreman at Anderson, Ind., **Bobby G. Crawford** has been named Assistant Trainmaster at Indianapolis.

In Mr. Crawford's old position of Road Foreman, Anderson, is **William J. Marcum, Jr.,** former Assistant Road Foreman, Indianapolis.

NEW YORK DISTRICT

New Supervisor of Mail in the transportation department at 33rd St., New York is **Charles J. Baroni,** former Assistant Agent, same location.

At North Bergen, N. J., **John P. Allen,** former Diesel Inspector, same location, has been named Terminal Foreman.

SYSTEM POSITIONS

Val G. Rice has been appointed Public Relations Editor for the Central, with headquarters at New York. Mr. Rice comes to NYC from the Association of Western Railways, Chicago, where he has been Assistant to the Director of Public Relations. Previously he was a feature writer for *Modern Railroads* magazine and a reporter for California newspapers.

In the Management Planning department at New York, **Robert W. Shea** and **Earle D. Adamson,** have received new appointments. Mr. Shea, who was formerly a Chief Clerk at Pittsburgh, Pa., has been named Salary Analyst. Mr. Adamson, former Machine Analyst at Chicago, in now Systems and Procedures Analyst.

R. W. Shea

E. D. Adamsom

The Purchasing department at New York has two new appointments. **Donald F. Heinze,** former Buyer-Bill Clerk, has been named Buyer; and **Laurence E. McBrearty,** former Buyer, has become Commissary Purchasing Agent.

Thomas E. Glotfelty, formerly Designer in the Engineering department at New York, has been appointed Assistant Engineer at the same location.

In the Dining & Sleeping Car Service department at New York, **Archie V. Bibby** leaves his old post of Supervisory Chef to become Inspector.

FREIGHT SALES AND SERVICE

A new Division Freight Sales Manager has been appointed. He is **Charles L. Stainbrook.** Mr. Stainbrook, who formerly was District Freight Salesman at Cincinnati, O., will take over his new duties at Evansville, Ind. He began his career with NYC in the Operating department in 1949 and in 1951 was transferred to the Freight Sales & Service department, Terre Haute, Ind. In 1954 he was appointed Chief Clerk, Louisville, Ky., and in 1955 became City Freight Agent, St. Louis, Mo.

C. L. Stainbrook

At Indianapolis, **Loren S. Hickman** has been appointed Assistant Manager Industrial Development. Mr Hickman formerly held the post of Office Engineer, same location.

Named Sales Control Assistant at New York is **Harvey B. Becker,** who was formerly Industrial Development Analyst, also at New York.

At Toronto, Ontario, **Ernest A. Mosgrove** has been appointed District Freight Sales Manager. Mr. Mosgrove was formerly District Freight Salesman at the same location.

New Chief Statistician at New York is **Raymond E. Wulff.** Mr. Wulff previously held the post of Statistical Assistant at the same location.

ACCOUNTING DEPARTMENT

William Schmitt has been appointed General Statistician-Freight Cost at New York. Mr. Schmitt was previously Assistant General Statistician-Freight Cost at the same location.

In Mr. Schmitt's old post of Assistant General Statistician-Freight Cost, New York, is **Daniel J. McGandy,** former Cost Analyst, same location.

Newly appointed Assistant General Statistician-Passenger Cost, New York, is **William W. Rogers.** Mr. Rogers was formerly a Cost Analyst at the same location.

PASSENGER SALES & SERVICE

In the Dining & Sleeping Car department at New York, **Harold J. Holland** former Inspector, same location, has become Chief Inspector.

INDIANA HARBOR-BELT
CHICAGO RIVER & INDIANA

Eugene M. Daly has been appointed Terminal Trainmaster at Blue Island, Ill., having left his former post of Trainmaster on the Chicago River & Indiana. Mr. Daly joined New York Central in 1942 as a Ticket Clerk, Jackson Mich., and later moved to Ann Arbor, Mich., in the same capacity. In the Passenger Sales & Service department, in 1952, Mr. Daly became a Passenger Representative.

E. M. Daly

Two Trainmasters have recently been announced with the appointments of **Leo V. Holmes** at Blue Island, Ill., and **Edwin C. Stuart** at Chicago. Mr. Holmes was formerly Road Foreman, Blue Island, and Mr. Stuart was Analyst at Gibson, Ind.

New Manager-Systems & Procedures in the Accounting Dept. at Chicago is **Richard T. Crepeau,** former Supervisor Methods and Controls Analyst, New York. **Burton H. Bradburn,** former Machine Analyst, has been named Car Accountant with headquarters at Chicago.

Robert C. Karvwatt, Director of Communications for the Central, has assumed responsibilities of the General Superintendent of Communications in addition to his regular duties.

The post of General Superintendent of Communications was previously held by **John L. Niesse,** who recently retired after a 41-year NYC career.

Mr. Karvwatt, who is 40, has been with the Central since January, 1959. Before joining the railroad, he was associated with R.C.A. International and the E. C. Page Co., consulting engineers.

Valor Medal Re-Awarded NYC Engineer; Burglar Took it in 1928

Back in 1926, NYC Engineer Henry Mansfield, Hill Yard, Indianapolis, and four other members of his crew risked their lives to earn NYC's highest award for bravery—the Medal of Valor. It marked the one and only time where Central records show that an entire crew of five men were thus honored.

The circumstances prompting the award occurred when Engineer Mansfield and his crew, working Hill Yard about a quarter of a mile away from the Cleveland Grain Company elevators, suddenly saw the elevators were on fire. Quickly, and completely disregarding their own personal safety, the crew took their engine to the scene and made repeated trips inside the plant to haul away both loaded and empty grain cars. They managed to pull 60 grain cars to safety.

New York Central was quick to honor the men, awarding the seldom-given Valor Medal, and after the ceremony Engineer Mansfield returned to Indianapolis to continue his railroad career. However, he did not enjoy the medal long, for in 1928 his home was burglarized and the thieves walked away with 31 cents in church funds kept in the house and the medal.

The medal was found, not far from the Mansfield home, about five years ago. The finder of the age-blackened piece of metal, Wally Burnell, cleaned it up and found Mr. Mansfield's name on it. He then contacted a railroad employe, but the information got no further for five years, for the railroader died before he could pass on the information.

PROUDLY, Mrs. Henry Mansfield inspects her husband's returned Medal.

Finally, in 1959, Mr Burnell happened to be talking to Chester E. Monfort, NYC Supervisor of Claim Prevention at Indianapolis, and told him the story. Mr. Monfort secured the medal, found Mr. Mansfield, and General Manager William B. Salter sent Harry B. Spurrier, District Public Relations Director, to Mansfield's home, where he re-presented him with the valor medal he had won over 33 years ago.

Mr. Mansfield, of course, had given the medal up for lost and his step-daughter didn't even know of his heroism. He said that the other four men in the drama are dead. He himself retired in 1950 after nearly 43 years of railroading.

from the cab

Do you sometimes get fed up with the "commercialese" of the language in letters you receive? And do you watch out to make sure your own letters don't show you're guilty of the same habit. If you are guilty, better do something about it before you wind up like the man we heard about who was startled to hear himself called on to say grace at a banquet. Bowing his head, he intoned:

"Dear Lord, we thank thee for all thy favors of recent date. Permit us to express our heartfelt gratitude. We trust we may continue to merit thy confidence and shall receive more of thy blessings in the future. We remain yours very truly, Amen."

• • •

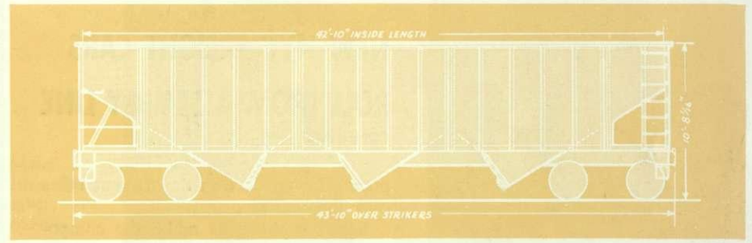
Bowlers abound on the Central, we found while working on the story in last month's issue on the subject. Response to that story has indicated that, if anything, we underestimated interest in the sport. Among other comments, one reader asked if we had perhaps made a mistake in saying that Norm Henning of the P&LE has rolled three perfect 300 scores in duckpins. No, it was not a mistake. He really has done it—three times—and he does carry an average of over 200 in his league.

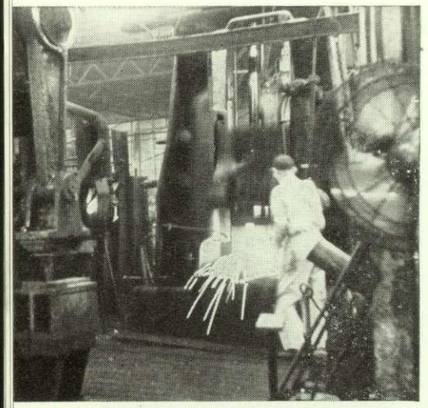
• • •

Why is it that the wisdom we most admire is the wisdom of those who come to us for advice? N. M. S.

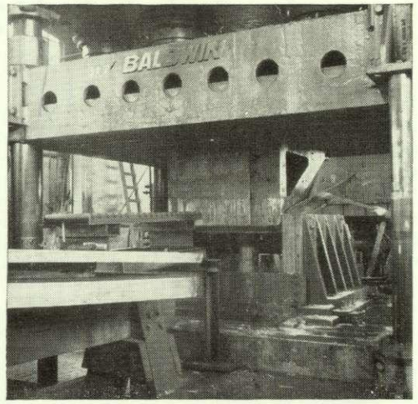
New NYC Freight Cars Roll from Assembly Line

Central is moving ahead "like sixty" in 1960. Car building shops keep pace, adding new cars to fleet serving shippers.

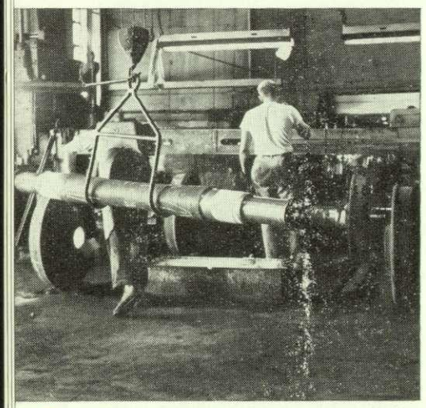




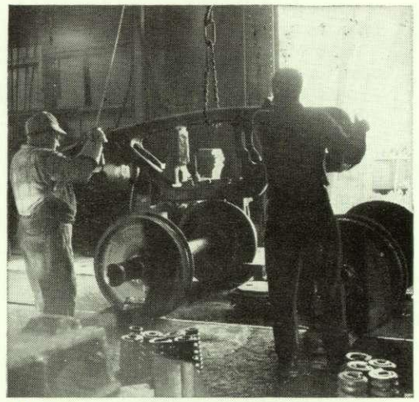
1 FORGE is place at East Rochester where car building starts. Blacksmith Franklin Suhr drop forges journal box wedges.



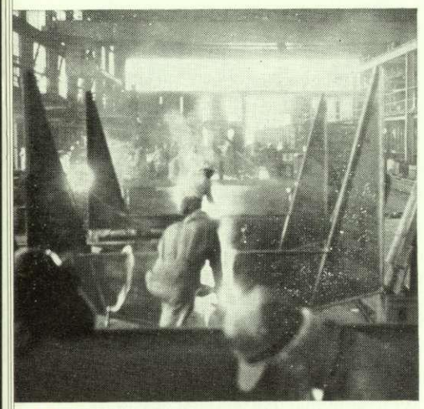
2 CHUTES for new hopper cars are formed in the car building shop from sheets of steel by this huge 1,500-ton press.



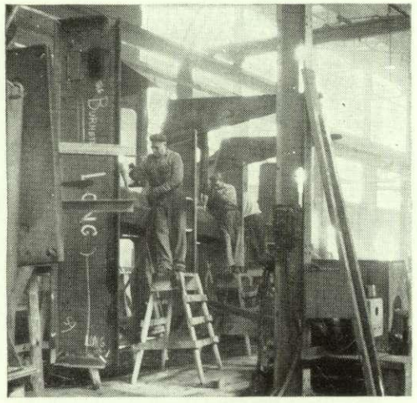
3 CAREFUL HANDLING is a "must" for axles, on which Machinists Bertalan Nagy and John Urich mount new wheels.



4 ASSEMBLING car trucks, Carman Dominick Morabito (left) and Apprentice John Jones can complete a unit in only eight minutes.



5 ON THE LINE, assembly of new cars gets going as underframes are put together. Welding torches glow in shop.



6 CARMEN Arsenio Marozzi, Joseph Scumaci and Michael Kachurka apply semi-automatic welding technique to car underframe.

▶▶▶ Carrying a substantial portion of the nation's freight, New York Central and other railroads must keep up a steady program of acquiring new freight cars of all types to replace older cars as they wear out. They must also keep the channels open for acquiring the spare parts necessary to repair cars and keep them in running order.

Last year, NYC bought over a thousand new freight cars from carbuilders to further equip itself to meet the goods-carrying needs of its customers.

Currently, Central has cars on order from Pullman-Standard; Greenville Steel Car; Strick Trailers; and Despatch Shops, Inc., at East Rochester, N. Y. When the railroad buys new cars, about 15 competing car builders have an opportunity to bid on the order.

The big operation of constructing railroad cars is carried out by manufacturers on a correspondingly big scale. For example, at East Rochester the shop spreads out on 123 acres and can turn out anything in the freight car line, from completed cars to extra box car door handles. The plant's assembly lines produce 24 finished cars a day at full capacity. The shop's assembly aisles are 75 feet wide and 800 feet long.

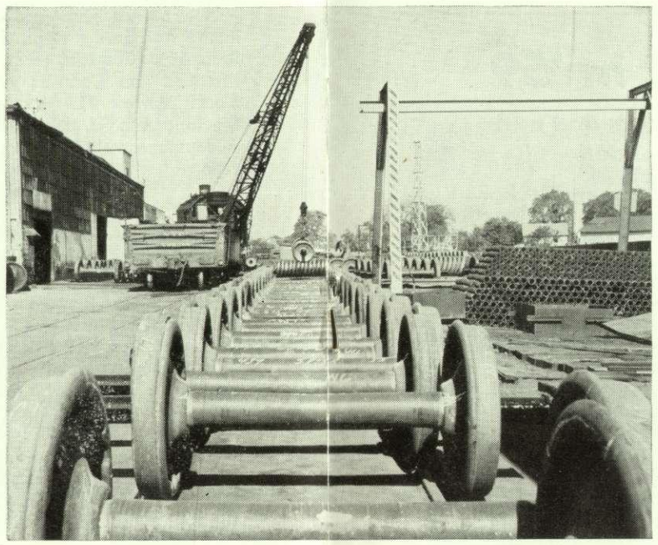
Currently in production are 70-ton open top hopper cars for the Central fleet. Great structural strength is a prime requisite for hopper cars. In addition to normal hard service, hoppers must be able to stand up under sledge-hammer and shake-out machine abuse, punishing blows from clam shells, impacts from conveyor and shovel-dropped loads, and the corrosive effects of many types of bulk loads.

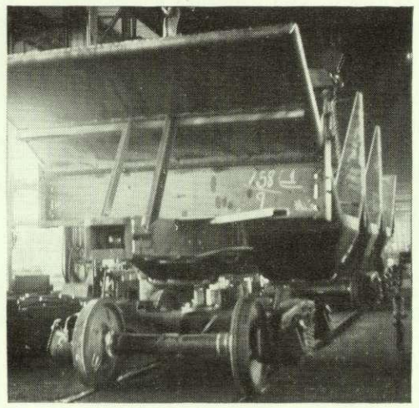
Today's high-speed operations on the Central call for fast loading and equally fast unloading of cars. Hoppers must empty quickly, and they must be able to roll at sustained high speeds with a wide variety of loads. Repairs must be kept at a minimum, the car must be completely dependable, of high pay-load carrying capacity, available at low cost and acceptable to shippers and consignees.

These are the factors engineered into cars built at East Rochester Shop by designers and equipment specialists. When the engineers have finished their

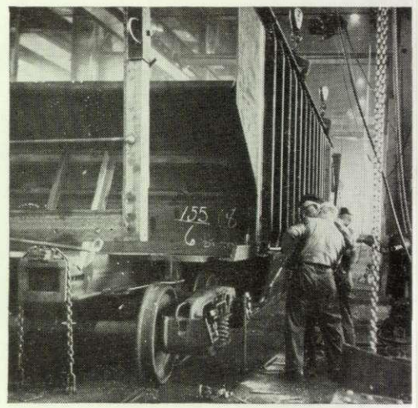
PLEASE TURN THE PAGE

NEAT ROWS OF WHEELS AND RAW MATERIALS ARE STORED OUTSIDE SHOP

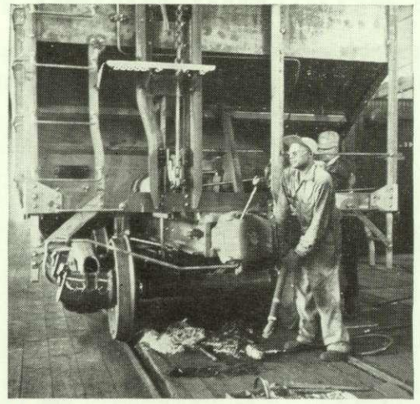




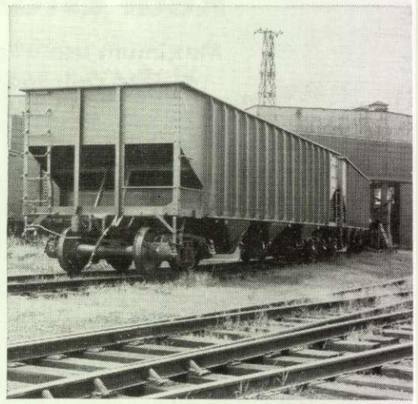
7 FAMILIAR SHAPE of hopper car begins to appear as partially-completed car is lowered into place on pre-assembled trucks.



8 BIG STRIDE towards completion is taken when Carmen Paul Francipane, John Balcerzak fit car side in place.

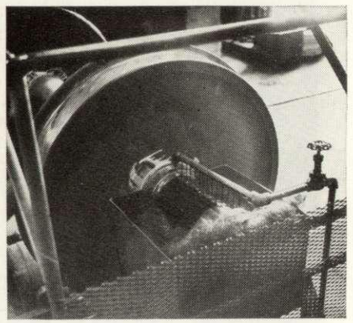


9 VITAL air brake equipment is added by Carmen Charles Burke (front) and John Gadra as car moves along assembly line.



10 FINISHED CAR leaves assembly shop 45 minutes after start of process, ready to move along into the paint shop.

PAINT SHOP is where familiar NYC trademark is affixed by Painters Charles Gilzow (l.), Anthony Passero.



PROTECTIVE COATING on journal surface is removed automatically by steel wool under jet streams of lubricant.

NEW NYC FREIGHT CARS ROLL FROM ASSEMBLY LINE

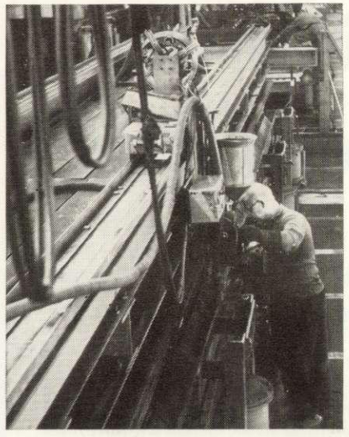
CONTINUED

plans, the production department takes over the operation.

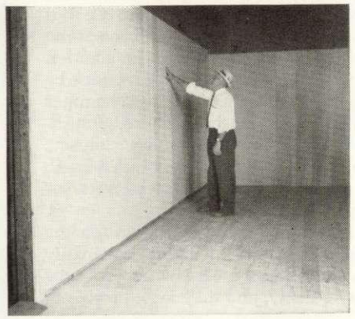
Separate divisions make the component parts that go into the new cars. Whole sections of cars—underframes, sides, ends, hoppers, trucks—are sub-assembled in other parts of the plant, then moved on mobile cranes into the main assembly department. There, amid the steady rat-tat-tat of riveting machines and the flash of welders' torches, new cars for the Central fleet are put together in a series of careful steps.

When the shop is building cars that have wooden parts—like floors or interior walls in box cars—they move from the main assembly area to the eight-track wood shop. Here dried lumber and a variety of plywoods are installed. The wood shop's eight tracks can hold 70 cars at a time and the division also is active in the repair of cars with wood parts that wear out faster than steel.

Final job on a new car is painting. The paint shop at East Rochester, with a 50-car capacity, uses paint spray guns powered by big air compressors. After the entire car is painted, identifying marks, including the NYC oval trademark, are stenciled in place, and the new car is ready to take its place in the service of NYC customers.



AUTOMATIC welding, as done by Carman Alex Wojick, aids in rapid sub-assembly of sides for hopper cars.



CHECKING OVER new car liner, George R. Gividen, General Superintendent of the shop inspects a box car.

Real Estate Program Aided NYC in '59

Maximum use of property is aim. Sales bring immediate dollars and add to railroad's traffic potential. Further development planned

New York Central's real estate sales program netted the railroad over $9,800,000 during 1959, James O. Boisi, Vice President—Real Estate announced recently.

Commenting on the progress of the real estate program, Mr. Boisi said:

"The Central is aiming for maximum productive utilization of all its property. Whenever a site is no longer needed for operating purposes, we offer it for development. In this way, the Central not only contributes to the business growth of the communities it serves, but derives the prime use from its properties. In 1960, we plan to rely heavily on cooperation with local governments in order to accelerate this development work."

Central's $9,800,000 net from its real estate program last year was derived from 433 property sales, including the sale of a portion of the road's former yards at Gardenville, near Buffalo, and the sale of the passenger station at Rochester, N. Y.

About 25 per cent of these sales were to industries served by the Central. Gardenville Yard which was retired when the railroad opened the electronically-controlled Frontier Yard at Buffalo, will be developed into an industrial park served by the Central.

During the year, 66 railroad passenger and freight stations were sold, resulting in additional substantial savings in maintenance and real estate taxes for the Central. At Buffalo, the large terminal office building and station was leased with an option to purchase.

Inaugurated in 1957, the Central's real estate development program has resulted in a total of 1,090 sale transactions, with net cash of $31,300,000 for the railroad. Nearly 200 passenger and freight stations have been sold or leased in that time. In every instance, the railroad reserved space where required for passenger and freight service.

Headlight Hilites

Revisiting the scene . . . of his previous job as Trainmaster, Utica, N.Y., Richard E. MacDonald, Jr. (third right), now Assistant Transportation Superintendent on NYC's Syracuse Division, is feted by former co-workers. Here he reminisces about his two winters as Trainmaster—1958 and 1959—with (from left): NYC's Mohawk Division Supt. David B. Fleming; new Utica Trainmaster George Day and their wives.

Unable to resist . . . trains, even toy trains, are members of the National Association of Railway Business Women—all NYC employes at Albany, N. Y. The women, who were on a shopping tour, and their little friend, Charles Fruehwirth, were magnetically drawn to the mechanical trains. Located at NYC's Albany Freight department, they are (from left): Dorothea Houghtaling, Cashier; Joan Madigan, Clerk; Marion Schwindeman, Clerk; and Margaret Cavanaugh, Clerk.

Community Leadership Day . . . was celebrated recently by NYC with day-long tour of Central's departmental functions for Life Scout George Atwell. Among such departments as Safety, Freight Claim Prevention and phases of the Operating department at Grand Central Terminal, was an introduction to Property Protection's radio dispatch system, shown here by Chief of Police Robert W. Stone (left) and Lieutenant Michael Borachok—both at New York.

First copies . . . of Central's newest illustrated brochure about industrial opportunities in the Hudson River Valley were presented to civic officials in the area by William J. Marshall (center) NYC's Manager of Industrial Development for the New York Territory. Accepting the brochure are Hon. Edwin F. Radel (left) Mayor of Kingston, N. Y., and Hon. William D. Ryan, Mayor of Newburgh, N. Y. Brochure gives data on 2,034 acres of land in Mid-Hudson area and is an example of NYC's confidence in future growth of Empire State.

Centralines

In the October, 1959, issue of the HEADLIGHT, an article on Conductor **O.T. Brady's** son, Ralph, appeared. The article told how Central employes generously donated whole blood for Ralph's "open heart" operation. Recently in the mail, these same donors received a note from the Bradys and this picture of Ralph. The note read: "Now that our son is on his way to leave the hospital, after having his operation completed, I can sit quietly and write you this note. I would like to thank you for the wonderful thing you did for our son. We know that without your help our son would not be here with us today. We will always remember you and remain thankful parents."

Ralph Brady

In a special issue for the Railway Fuel and Operating Officers Association, the newsletter "Chesaparagraphs" commended Central-man **Leo B. Peters,** Secretary to Vice President-Chicago for capably handling all the important details of making attendance at the Association's annual convention so pleasant . . . At the Grand Central Terminal Branch of the YMCA in New York, **Ernest G. Jerome,** NYC Treasurer has been elected one of the Vice Chairmen of the 1960 Finance Campaign. Also elected to a new Grand Central "Y" post is Superintendent, River Division, **James M. Loconto.** Mr. Loconto is new member of the Board of Managers . . . **Paul V. Huston,** Captain of Police at Toledo, recently addressed 48 police recruits in the Toledo City Police Academy. The subject of his talk was "The Relationship between the City and Railroad Police." . . . Recipients of the 1959 Good Neighbor Awards by the Board of Community Relations, Buffalo, include Central employe **Stephen J. Malcolm, Sr.** Mr. Malcolm, who is an Upolsterer for the Central, has been active for many years in the Masten and Ellicott communities.

An item which appeared recently in the Seattle (Wash.) *Post Intelligencer* featured NYC Chief Clerk Dan Tharp. The article ran: "NEXT QUESTION: One of those phone solicitations (answer the question, you get $50 in discounts, or something) caught up with **Dan Tharp,** Chief Clerk for N. Y. Central the other day. 'What,' the girl-voice wanted to know, 'is President Eisenhower's favorite sport?' Replied Tharp sharply: 'Roller skating!' Gulp. Long Silence. 'Uh, I'm sorry, sir you missed the question—we'll have to give your prize to someone else.' ". . . **Arthur E. Baylis,** NYC Vice President-Freight Sales & Service, is now First-Vice President of the Traffic Club of New York, which recently moved into its new $450,000 home in Grand Central Terminal . . . In a booklet issued by the National Commission in Industrial Relations at Canisius College, Buffalo, was an article written by **Paul H. Myers,** NYC Assistant Transportation Superintendent-Labor Relations Mr. Myers' subject was "The Railroads Fight for Survival," in which he contrasted the inertia of the government, bogged down with "studies" of the Railroad's problems, with the progress the Central has made in modernizing itself through examples like Centralized Traffic Control, Flexi-Van, and other up-to-date innovations.

Railroad Jewelry For Sale to Centralmen

Authentic replicas of New York Central's famous "999" engine are for sale to Central employes in the form of a tie bar and cuff link set. The replicas, created by Pioneer Mfg. Co., also include the famous modern and early American engines of other railroads.

These conversation pieces, which make wonderful gifts, are in a rich golden tone accented with black and are handsomely gift-boxed.

The tie bar and links cost $6 a set; the tie bar alone costs $2.50. If you are interested in buying the "999" or any of the other engine replicas, send your requests to: Railroad Men's Specialties, P.O. Box 328, Dobbs Ferry, N. Y.

New York Central Veterans Assn. at Utica, N. Y., held installation of officers in January. President is **George Wart,** from NYC's Office of Auditor of Expenditures; Vice President, **Harry Horman,** Supervisor of Track; Historian, **Harry Barth,** Carpenter; and Secretary-Treasurer **J. J. Schafer,** NYC's Baggage department, Utica, N. Y. Life Membership cards were presented to: **Harry Barth;** Plumber **Edward Marshall;** Diesel Engineer **Harry Hassell;** Engineman **Herman Ruess;** Carmen **J. J. Dwyer** and **J. Cardillo;** Conductor **J. Duff;** Laborer **Albert Rossini;** and Relayman **E. W.** Shaw

Retired Central men and their wives were given a pleasant surprise recently out on the west coast. The group was part of the National Convention of the Allied Orders of the Grand Army of the Republic, which was meeting at Long Beach, Calif., and which had decided to take a break from the business sessions with a visit to the world-famous "Disneyland."

One of the features in the "Disneyland" tour is a 20-minute ride around the whole area on a Santa Fe Railroad special excursion train. As Mrs. Herbert A. Parsons, wife of retired NYC Designer, New York, passed through the gate, she jokingly asked the Train Attendent if her New York Central pass could be used. "Well, why not," was the prompt answer, "Just show me your pass."

As word got around that Central passes were being honored that day, other retired NYC employes in the party —Mrs. Mary E. Stapleton, wife of deceased NYC Trucker, Utica, N. Y.; Mrs. Emma Hughes, wife of Thomas Hughes, Numbertaker, Utica Yards, N. Y.; and Mr. & Mrs. Charles Messer, retired Machinist, Albany N. Y.—also showed their passes and got the same courteous reply.

FOR THE RECORD

Federal land grants to pioneer railroads were made to companies which built less than eight per cent of the present railroad mileage in the United States. These railroads received upwards of 131 million acres of land from the federal government, the estimated value of which, at the time of transfer, was approximately 94 cents an acre, or $123,000,000. In return, the land-grant railroads repaid the government in the form of rate reductions on the transportation of troops, property and mail—and by the time Congress repealed the land-grant rate provisions, many years later, the total contributions of the railroads to the government, through these rate reductions, were approximately ten times the value of the lands at the time they were granted to the railroads.

Recently Retired

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

CITED FOR AN EXCELLENT RECORD of safe and efficient operation with New York Central is William A. Jones (fourth left), Conductor, Grand Central Terminal, New York. Mr. Jones, who has served NYC since 1912, is presented Retirement Certificate by Trainmaster Frank Ward (fifth right), as co-workers watch.

NEW YORK DISTRICT

Alifano, V., Carman, North White Plains, N. Y. 31
Bain, E., Mrs., Agent, Bronx, N. Y. 36
Cavalli, A., Sheet Metal Worker, North Bergen, N. J. 16
Cizin, M., House Foreman, Weehawken, N. J. 55
Daves, S. S., Yard Brakeman, Kingston, N. Y. 31
Dilio, W., Laborer, Harmon, N. Y. 12
Donetz, B., Ticket Agent, Fordham, N. Y. 51
Dozier, R., Stevedore, New York 24
Fallar, J., Car Repairer, New York 40
Jones, W. A., Yard Conductor, New York 48
Kelleher, T. J., Third Railman, Mott Haven, N. Y. 31
Koch, J., Engineer, River Division 36
Koepper, A. L., Engineer, River Division 40
Leddy, W. J., Foreman, Weehawken, N. J. 47
Lepore, N., Sweeper, St. Johns Park, N. Y. 28
Mack, R., Stevedore, New York 15
MacKenzie, A., Yard Conductor, New York 46
Massi, P., Engineer, Hudson Division 48
Mazzara, P., Trucker, New York 17
McCarthy, J. P., Stevedore, St. Johns Park, N. Y. 19
I. J. McRae, Assistant Foreman, New York 43
Nugent, N. E., Miss, Telephone Operator, New York 44
O'Connell, J. F., Boilermaker Helper, West New York, N. J. 17
Parks, F., Leading Signal Maintainer, Catskill, N. Y. 46
Ryan, W., Machinist Helper, Harmon, N. Y. 17
Samanich, T., Barge Captain, Weehawken, N. J. 15
Scozzafava, P., Car Repairer, Weehawken, N. J. 26
Troy, G. J., Barge Captain, Weehawken, N. J. 14
Varricchio, F., Foreman, Harmon, N. Y. 48
Winfield, E. V., Crossing Watchman, Kingston, N. Y. 17

EASTERN DISTRICT

Abdulla, M., Trackman, North Tonawanda, N. Y. 11
Adams, S., Carman Helper, East Syracuse, N. Y. 43
Adle, F. E., Assistant Signal Maintainer, Albany, N. Y. 42
Aiezza, P., Foreman, Albany, N. Y. 42
Alexander, A. E., Watchman, Wellsboro Junction, Pa. 44
Amesmaier, J. J., Yard Brakeman, Mohawk Division 46
Bald, E. J., Electrical Worker, Buffalo 18
Bonner, M. D., Mrs., Diagram Clerk, Buffalo 35
Boote, A. C., Engineer, Syracuse Division 44
Boyer, F. J., Conductor, Albany Division 47
Burgan, L. F., Enginer, Syracuse Division 46
Clancy, J. S., Ticket Agent, Rome, N. Y. 44
Currie, J. P., Telegrapher-Leverman, Buffalo 17
Danzig, C. M., Conductor, St. Lawrence Division 50
Dapolli, B., Laborer, Utica, N. Y. 19
Dinan, E. P., Assistant Signal Inspector, Syracuse Division 48
Dudczak, G., Car Inspector, Buffalo 44
Eaton, B. W., Agent-Telegrapher, Mortimer, N. Y. 47
Eichner, J. J., Stores-Helper, Selkirk, N. Y. 42
Epstein, J., Conductor, Mohawk Division 42
Evans, O. K., Mrs., Secretary, Buffalo 37
Faulds, L., Supervisor Wage Schedules, Syracuse 43
Fitzak, J., Laborer, Rochester 18
Giordino, A. J., Car Repairer, Suspension Bridge, N. Y. 35
Goings, A. J., Car Inspector and Repairer, Watertown, N. Y. 38
Hardesty, E. G., Mrs., Clerk, Buffalo 40
Harrington, D. W., Foreman, Palmer, Mass. 40
Hislop, A., Engineer, Mohawk Division 49
James, C. H., Brakeman, Buffalo Division 39
Jaygood, J., Yard Brakeman, East Buffalo, N. Y. 39
Johnston, R. W., Auto Messenger Clerk, Buffalo 38
Kaloski, J., Trucker, Buffalo 34
Kaminski, J., Freight Carman, Buffalo 37
Kearns, F. J., Carman, East Rochester, N. Y. 31
Kelley, J. T., Car Inspector, Boston 23
Klein, F. A., Mrs., Charwoman, Buffalo 31
Lawson, P. J., Electrician, Buffalo 10
Lewandowski, B., Stationary Fireman, Buffalo 37
Lounsbury, E., Oiler, Selkirk, N. Y. 18
Lynch, M. M., Mrs., Assistant Cashier, Springfield, Mass. 40
Marshall, E. E., Plumber, Utica, N. Y. 37
McCarthy, J. J., Storeman, Beacon Park, Mass. 31
Metlik, A. J., Oiler, Dewitt, N. Y. 34
Neger, F. P., Foreman, Utica, N. Y. 44
O'Connor, F. M., Clerk, Worcester, Mass. 48
Packard, H. L., Inspector Repair, East Syracuse, N. Y. 39
Pawlikowski, F., Freight Carman, East Buffalo, N. Y. 32
Petitt, S. B., Yard Conductor, Selkirk, N. Y. 50
Poppino, D. F., Assistant Agent, Potsdam, N. Y. 49
Quackenbush, J. D., Ticket Agent, Fort Plain, N. Y. 48
Richard, J. E., Brakeman, Boston Division 45
Richard, R. V., Inspector, East Syracuse, N. Y. 48
Riding, M. E., Miss, Head Clerk, Worcester, Mass. 40
Rodenko, S., Inspector Repairer, Suspension Bridge, N. Y. 37
Routier, C. L., Engineer, Syracuse Division 44
Rupert, H. R., Inspector Repairer, Newberry Jct, Pa. 33
Santo, L. G., Freight Trucker, Rochester 40

AT CLEVELAND two Yardmasters were recently feted. Left is Lester Corbley, who joined NYC in 1911 as a Clerk, and his wife. Right is Andy Manning (with carnation), also a Central man since 1911, who is congratulated by John F. Hasey, Clerk, Supt's. office, Cleveland.

CELEBRATING HIS LAST DAY as Yard Conductor, John P. Healy (second left), Battle Creek, Mich., is honored by (from left): NYC Frt. Warehouse Foreman Henning Lindbery; Kellog Gen. Traffic Mgr., L. W. Troutfetter; and Gen. Yardmaster Thomas V. Robbins.

"GUN-TOTING RAILROADER" William H. Bunch ended 38-year career with NYC recently as Chief of Police in Cleveland. Chief Bunch (right) and his wife receive congratulations from William T. Alexander, General Manager of the Western District.

OCCASION FOR CELEBRATION is gift presentation to George Dudczak (center), Inspector-Repairer, Frontier Yard Buffalo. NYC employes present are (from left): Foreman Ed Nadolny; Forman Thomas Johnson; Master Mech. Joseph Fadale; and Gen. Foreman Harry Majchrzak.

MORTON FRIEDMAN, Chief Valuation Engr., N. Y. wearing festive carnation, is honored by Comptroller R. E. Kappauf.

FOSTORIA, O., Agent Terry Segner (seated) is presented gift by Trans. Supt. Arthur L. Johnson (left) and also Trainmaster Ross R. Thompson.

RECENTLY RETIRED CONTINUED

Scott, J. W., Waiter, Buffalo 35
Shearer, J. H., Assistant Foreman, Newberry Junction, Pa. 27
Shope, C. A., Assistant Signal Maintainer, Jersey Shore, Pa. 40
Stepien, J., Air Brake Repairer, East Buffalo, N. Y. 38
Szymkowiak, A. J., Sheet Metal Worker, East Rochester, N. Y. 32
Swinehart, F. A., Inspector Repairer, Avis, Pa. 43
Varuzzo, P. P., Carpenter, West Springfield, Mass. 38
Wheater, W., Machinist, East Rochester, N. Y. 12
Williams, R. S., Patrolman, Buffalo 39
Zajaczkowski, F., Mail Handler, Springfield, Mass. 12

WESTERN DISTRICT

Archer, R. E., Car Repairer, Columbus, O. 48
Atkins, A., Miss, Laborer, Chicago 16
Battig, C. H., Foreman, Swanton, O. 47
Beahan, J. T., Conductor, Lake Division 42
Beck, O., Crossing Watchman, Erie, Pa. 17
Bjoin, G. B., Yard Conductor, Chicago 41
Bunna, L., Inspector Repairer, Chicago 33
Burns, F. C., Assistant Superintendent Shop, Collinwood, O. 42
Busch, W. L., Engineer, Lake Division 42
Cage, W., Waiter, Chicago 33
Cardosy, C. E., Foreman, Sandusky, O. 43
Cherry, A., Laborer, Collinwood, O. 18
Clawges, F. D., Machinist, Stoneboro, Pa. 16
Coleman, T. E., Engineer, Western Division 47
Conde, A. E., Car Repairer, Toledo 18
Cook, A. T., Engineer, Western Division 45
Cottom, T. J., Yard Brakeman, Linndale, O. 40
Couldry, H. G., Electrician, Chicago 37
Dudley, D. L., Switchman, Erie, Pa. 43
Ermer, F., Sheet Metal Worker, Collinwood, O. 18
Fisher, E. S., Machinist, Elkhart, Ind. 49
Frankfather, J. N., Freight Conductor, Toledo Division 41
Frew, D. C., Store Helper, Collinwood, O. 15
Gagg, J. C., Brakeman, Toledo East Division 37
Goedecke, G. H., Inspector, Chicago 33
Gutman, C. J., Carman, Collinwood, O. 40
Hall, F. B., Track Foreman, Waterloo, Ind. 44
Hall, H. I., Yard Conductor, Toledo 31
Harder, G. W., Car Repairer, Nottingham, O. 23
Harris, J., Laborer, Englewood, Ill. 34
Hayes, F., Engineer, Western Division 47
Heise, A., Inspector Repairer, Cleveland 16
Hodgson, A., Engineer, Western Division 49
Ogle, O. H., Crossing Watchman, Goshen, Ind. 16
Hunt, P. J., Car Inspector, South Bend, Ind. 14
Jenkins, H., Laborer, Hammond, Ind. 18
Jewula, F., Trucker, Cleveland 8
Johnson, J. A., Inspector Repairer, Elkhart, Ind. 17
Krivatz, R. Z., Mrs., Coach Cleaner, Chicago 17
Lee, H. D., Yard Conductor, Cleveland 43
Legas, M., Laborer, Collinwood, O. 12
Linkhart, G. C., Switchtender, Cleveland 41
Martin, E. C., Foreman, Collinwood, O. 40
Masten, C., Engineer, Western Division 43
McHugh, Locomotive Fuel Inspector, Collinwood, O. 23
McKillop, A. D., Engineer, Lake Division 43
Meredith, B. E., Agent, Cassadaga, N. Y. 37
Miller, E. G., Yard Conductor, Toledo 16
Morehead, F., Bill Clerk, Minerva, O. 41
Moreno, C., Sheet Metal Worker, Cleveland 37
Morgan, A. F., Bridge Operator, Cleveland 19
Mulgrew, J., Switchtender, Cleveland 26
O'Brien, F. J., Yardmaster, Collinwood, O. 48
Osolin, A., Inspector, Chicago 47
Panny, J., Coach Cleaner, Chicago 30
Peterson, H. R., Laborer, La Porte, Ind. 32
Petrus, S., Laborer, Lake City, Pa. 19
Pezdir, F., Laborer, Collinwood, O. 22
Piper, E. L., Engineer, Western Division 49
Polo, J., Laborer, Sandusky, O. 47
Pratt, W. O., Ticket Agent, South Bend, Ind. 46
Russell, L. O., Signal Maintainer, Schneider, Ind. 41
Saenz, J., Trucker, Chicago 40
Sapen, C. A., Laborer, Goshen, Ind. 15
Shnir, S., Car Repairer, Toledo 45
Skipper, C., Loader, Cleveland 37
Smith, A. R., Diesel Foreman, Collinwood, O. 30
Smith, R. R., Telegrapher, Chicago 47
Smith, W. O., Crossing Watchman, Elyria, O. 18
Stehura, F., Coach Carman, Chicago 43
Tocin, B., Brakeman, Lake Division 41
Volpe, D., Car Cleaner, Toledo 38
Wagner, C. O., Checker, Cleveland 39
Wall, J. W., Clerk, Elyria, O. 20
Wight, R. W., Telegrapher Leverman, Port Clinton, O. 56

"IRON MAN" retires as Humphrey J. Courtney (right) Ironworker Foreman, Utica, is given Certificate by Supvr. of Bridges & Buildings Clifford A. Bouton (left) and Ironworker Leo F. Snyder.

ORCHIDS spark occasion of Mrs. Mabel Adams' retirement as Secretary to David B. Fleming (left), Mohawk Division Superintendent. Looking on is James D. McCarthy, Chief Clerk—all at Utica.

NYC Seeks Flexible Rates For Modern Transport Needs

Modern transportation requires flexibility in rate making as well as in service, the Central declared in a brief on proposed contract rates filed with the Interstate Commerce Commission last month.

The brief was submitted in support of a tariff offering reduced rates on rugs and carpeting moving from Amsterdam, N. Y., to Chicago. The reduced rates apply if the shipper agrees to move 80 per cent of this traffic over the Central.

A revision of traditional pricing methods is essential, the NYC brief said, if the railroad is to survive under present competitive transportation conditions.

"It is no longer possible for the Central to sustain the burden imposed by the national transportation policy simply by adhering to procedures which were developed to meet requirements of by-gone eras but which no longer satisfy the requirements of commerce," the brief declared.

In its proposal the Central noted that contract freight rates are an extension of standard practice in railroad passenger service. In commutation traffic, passengers in the same car travel at a wide variety of contract fares depending on how often they use the service.

"Under these circumstances it is clear the objectors seeking to have the Commission condemn contract freight rates as unlawful must clearly explain why under the identical statutes which are applicable both to railroad passenger and freight service, contract passenger fares have not only been found to be lawful but have been prescribed by the Commission." However, the brief adds, no objectors have done so.

The Central stated that the proposed rates are urgently required to halt the steady erosion of rail traffic by private and public competition. Studies show that NYC's annual traffic in high-revenue commodities has dwindled more than 18 million tons in the last ten years.

Through the adoption of contract rates, NYC will be able to:

1. Effect savings, because a train is uniquely adapted to reducing unit costs when carrying volume;

2. Utilize these savings to absorb increased expenses—or, as an alternative, to offer shippers rate reductions in return for a guaranteed volume.

3. Avoid the problems of "stand-by" service, which have become so critical in the passenger field.

The Central cited in its brief ICC Commissioner Harold Freas' comment on contract rates that there is "nothing in the law now to prevent it so long as the rate adjustment does not create undue discrimination or preference and prejudice . . ."

Girl Scout Week Is Nation-Wide

March 6-12 will mark the 48th anniversary of the founding of the Girl Scouts of the U. S. A. and is known as Girl Scout Week. The event will be celebrated nationally, spurred by the theme, "You can count on her to be prepared."

There are almost 3½ million registered members in the Girl Scouts of America and, in addition 32,000 Scouts are members of "TOFS," Troops on Foreign Soil. Of the 800,000 adults in the organization, more than 99½ per cent are volunteers.

Citizenship, international friendship, community service, homemaking, child care, career opportunities, the arts and the sciences are among the many fields of interest in which Girl Scouts are active. During the birthday week each day will be devoted to illustrating one of the phases of this scouting program.

SOUTHERN DISTRICT

Applegate, W. D. L., Locomotive Engineer, Ohio Central Division 41
Bagley, E. E., Clerk-Agent, Crestline, O. 58
Brown, L. C., Conductor, Ohio Division 43
Campbell, R. R., Clerk, Carey, O. 46
Ciccone, P., Trackman, Columbus, O. 40
Clark, G. M., Miss, Stenographer, Mattoon, Ill. 43
Clayton, E. J., Conductor, Ohio Central Division 43
Coverdill, F. J., Electrician, Beech Grove, Ind. 42
Cox, T. M., Miss, Stenographer, Indianapolis 41
Dixon, H. P., Engineman, Ohio Division 42
Dozier, D. R., Conductor, Illinois Division 44
Dugan, L., Agent Operator, Oakland City, Ind. 48
Durham, O. H., Crossing Watchman, Cincinnati 16
Elston, W. E., Car Inspector, Indianapolis 19
Gratz, H. E., Clerk, Bellefontaine, O. 41
Grunkemeyer, B. J., Carpenter, Cincinnati 35
Haag, M. J., Signal Inspector, Bellefontaine, O. 41
Harsh, F. A., Pipefitter, Bellefontaine, O. 23
Havlin, W. B., Patrolman, Cincinnati 31
Houser, D., Laborer, Dayton 13
Keller, V. H., Crossing Watchman, Terre Haute, Ind. 37
Laimore, L., Laborer, Greencastle, Ind. 19
Leslie, E. R., Passenger Car Repairer, St. Louis, Mo. 35
Long, E. D., Car Inspector, Lyons, Ill. 48
McGarvey, H. C., Pipefitter, Bellefontaine, O. 42
Metzger, R., Yard Conductor, Mt. Carmel, Ill. 47
Miller, L. R., District Administrative Assistant, Indianapolis 38
Minshall, J. P., Yard Clerk, Ivorydale, O. 44
Moore, J. L., Machinist Helper, Beech Grove, Ind. 42
Pollard, A., Section Laborer, Thorntown, Ind. 40
Rairden, J. H., Machinist Charleston, W. Va. 42
Raub, W. H., Engineer, Ohio Central Division 45
Redmon, H. C., Operator, Veedersburg, Ind. 43
Reinbolt, E. J., Freight Conductor, Ohio Central Division 41
Rose, R. R., Crossing Watchman, Springfield, O. 17
Sliter, E. R., Engineer, Ohio Division 46
Tallman, H. F., Inspector, Lyons, Ill. 50
Troha, J. J., Electrician, Beech Grove, Ind. 42
Tyson, H. A., Car Inspector, Fultonham, O. 15
Walls, C. A., Patrolman, Indianapolis 33
White, S., Laborer, Indianapolis 40

NORTHERN DISTRICT

Asselin, C. B., Brakeman, Michigan Division 46
Burton, V. S., Road Engineer, Canada Division 42
Carey, J., Laborer, Cheboygan, Mich. 21
Elkins, W. A., Yard Conductor, Detroit 44
Fitzgerald, V. D., Yard Conductor, Detroit 37
Gallagher, F. L., Miss, Clerk, Detroit 43
Hankins, A. R., Warehouse Checker, Kalamazoo, Mich. 40
Jamra, J. J., Delivery Clerk, Detroit 26
Jones, R. L., Laborer, West Detroit, Mich. 35
Mikesell, W. B., Carpenter, West Detroit, Mich. 9
Phelps, F. M., Car Inspector, Niles, Mich. 16
Pigdon, F. S., Car Inspector, Montrose, Ont. 38
Robertson, A., Engineer, West Division 44
Vogel, W.F., Carpenter, Bay City, Mich. 34
Walthers, R. W., Train Dispatcher, St. Thomas, Ont. 47
Williams, R., Red Cap Porter, Detroit, Mich. 35
Wodle, A. P. W., Engineer, Canada Division 47
Zmuda, P., Machinist, Detroit 27

PITTSBURGH & LAKE ERIE

Addis, E. M., Brakeman, Dickerson Run, Pa. 48
Branchik, M., Jr., Freight Car Repairer, McKees Rocks, Pa. 34
Brecht, E. M., Mrs., Cleaner, Pittsburgh 17
Ciarma, L., Freight Handler, Pittsburgh 19
Clearwater, E. A., Signal Maintainer, Beaver, Pa. 40
Danner, W. A., Trainman, Dickerson Run, Pa. 50
Di Censo, M., Machinist, McKees Rocks, Pa. 43
Didesiderio, D., Air Brake Repairer, McKees Rocks, Pa. 40
Drish, C. W., Trainman, McKees Rocks, Pa. 46
Edwards, J. W., Trainman, McKees Rocks, Pa. 50
Friedman, S. J., Car Inspector, East Youngstown, O. 31
Geltzheiser, C. J., Freight Handler, Pittsburgh 37
Janes, M., Coach Cleaner, Pittsburgh 35
Kopera, J. A., Freight Handler, Pittsburgh 36
Landon, E. O., Signal Maintainer, Beaver, Pa. 44
Lucci, P., Laborer, West Aliquippa, Pa. 14
McCann, C. H., Trainman, Pittsburgh 40
Mickey, W., Trainman, McKees Rocks, Pa. 51
Quinn, J. M., Machinist, McKees Rocks, Pa. 19
Smith, O., Engineer, East Youngstown, O. 40
Stralko, C., Laborer, Pittsburgh 24
Sward, E. O., Assistant Foreman Inspector, Struthers, O. 48
Thompson, M. C., Trainman, McKees Rocks,, Pa. 41
Wiernik, S. V., Freight Car Repairer, McKees Rocks, Pa. 31

CLEVELAND UNION TERMINAL

Burtnett, J. M., Inspector and Repairer, Cleveland 46
DePaul, A., Electrician, Cleveland 24
Greshko, W., Inspector and Repairer, Cleveland 33
Moraitis, P. T., Car Cleaner, Cleveland 10
Ondrasik, J., Upholster, Cleveland 47
Petras, M. S., Car Cleaner, Cleveland 18
Vettel, T., Inspector-Gang Leader, Cleveland 32

INDIANA HARBOR BELT

Baugh, A. H., Machinist, Gibson, Ind. 35
Bodong, H. E., Miss, General Clerk, Blue Island, Ill. 33
Esposito, E., Inspector Repairer, Norpaul, Ill. 37
Hlavacek, J., Car Inspector Repairer, Chicago 47
Hoogeveen, J., Car Repairer, Blue Island, Ill. 17
Inda, W., Head Yard Clerk, Norpal, Ill. 38
Kruse, W. L., Assistant Superintendent Refrigeration, Blue Island, Ill. 40
Purnick, E. J., Foreman, Gibson, Ind. 44
Raimey, W. W., Engineer, Gibson, Ind. 47
Schwalbe, B., Sealer Cooper, Gibson, Ind. 44
Ulrich, F., Crane Operator, Blue Island, Ill. 42

CHICAGO RIVER AND INDIANA

Steffens, J. W., Painter, Chicago 41
Walsh, J. J., Clerk, Chicago 48

Employes Praised In Central Ad

The snow delayed us... ...but it didn't stop us!

Snowstorms of the last week threw a heavy load on the New York Central and other railroads. Highways were blocked and planes grounded. For both passengers and freight, the railroads were virtually the only form of transportation moving in large areas of the East and Midwest.

The Central had to act quickly. As the storm conditions began to develop, thousands of passengers who could not travel by airplane, or highway, flooded into our terminals. We rushed all available passenger equipment into service, putting on extra cars and extra trains. Many of our employees worked around the clock, and we spent an estimated quarter of a million dollars additional a day during the storm, to keep our lines open.

During this emergency, some of our trains ran late. In a few instances, we were not able to provide reserved accommodations when a train had been filled to its capacity.

We sincerely apologize if you were one of our passengers who was delayed or who could not get reserved space, or who had to use some of our older equipment.

But we are proud of the fact that the Central kept running through the thick of the storm. We are proud also of the team of loyal employees that made it possible for us to carry thousands of passengers who otherwise might have been stranded for days, and to keep the freight going through—the food and the raw materials and manufactured goods necessary to the economy of the area we serve.

NEW YORK Central SYSTEM

This NYC advertisement appeared in on-line newspapers this month

HL371