NEW YORK CENTRAL SYSTEM

# HEADLIGHT

APRIL, 1951

# DIESEL PURCHASE BIGGEST IN NYC HISTORY

The biggest order for Diesel-electric locomotives in New York Central history was placed last month. It calls for 387 units of Diesel motive power, to cost about $64,000,000.

The order, believed to be the biggest ever placed by any railroad for locomotives, is principally for road units. It includes 270 road freight units, 30 road passenger units, 54 road switchers, and 33 yard switchers.

First of the newly ordered engines are expected to arrive on Central tracks next month. Delivery of the entire 387 is scheduled to be completed during the second quarter of next year. With other Diesel units still awaited from previous orders, those in the latest group will bring the Diesel roster of NYC and affiliates to a total of 1,642 units. Total horsepower: 2,091,100.

The steady expansion of the Central's Diesel fleet will push still higher the ratio of Diesel and electrified locomotive mileage to the total on NYC. Last year the percentage jumped to 34.2% from 1949's figure of 28.7%. The added motive power will make the Central even better prepared to carry out its transportation job in the national emergency.

### Four Makers Will Supply

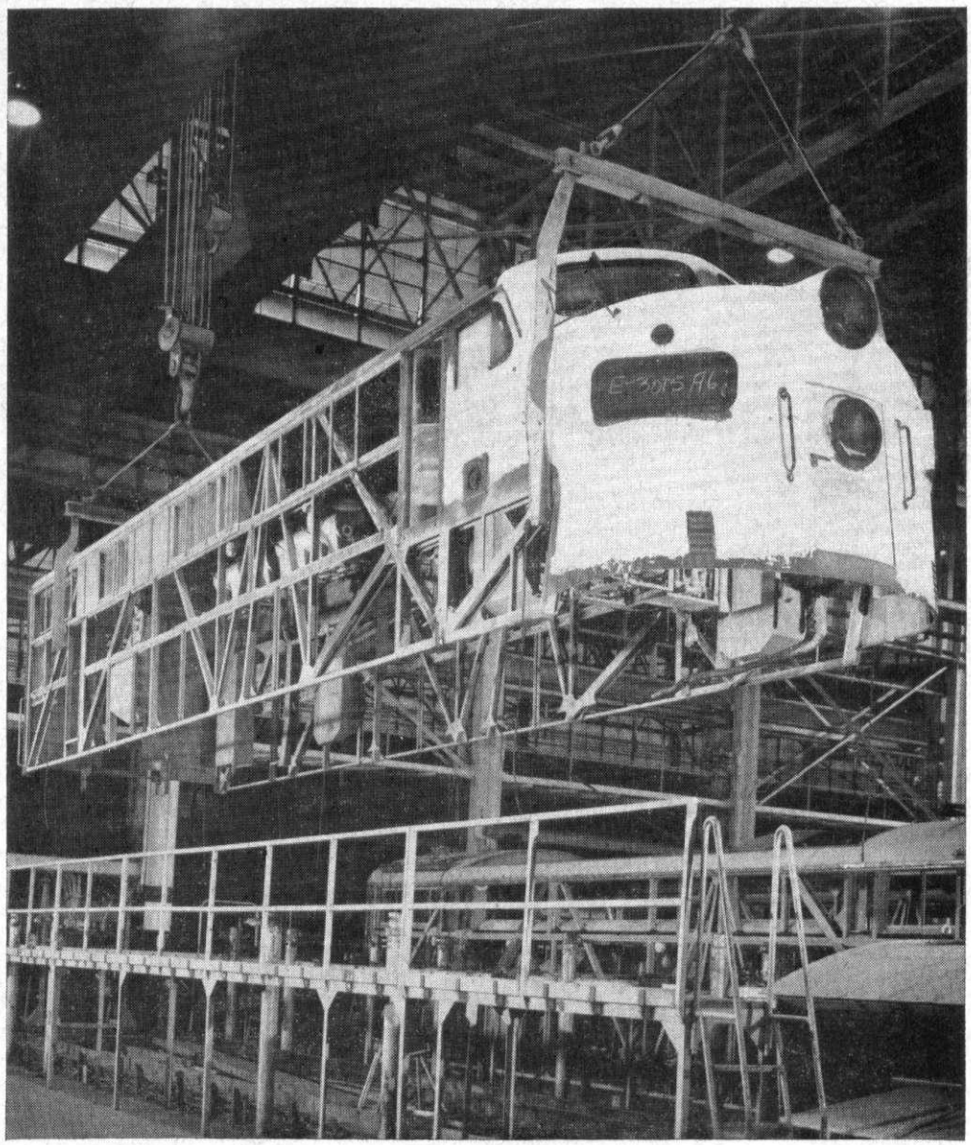
The Diesels in the latest order will come from four manufacturers. Ordered from Electro-Motive Division of General Motors Corp. are 131 road freight "A" units of 1,500-hp each; seven road freight "B" units of 1,500 hp; 22 road passenger "A" units of 2,250 hp; 27 road switchers of 1,500 hp; 11 yard switchers of 1,200 hp; six yard switchers of 800 hp.

From American Locomotive Co., 62 road freight "A" units of 1,600 hp; 32 road freight "B" units of 1,600 hp; 27 road switchers of 1,600 hp; 13 yard switchers of 600 hp.

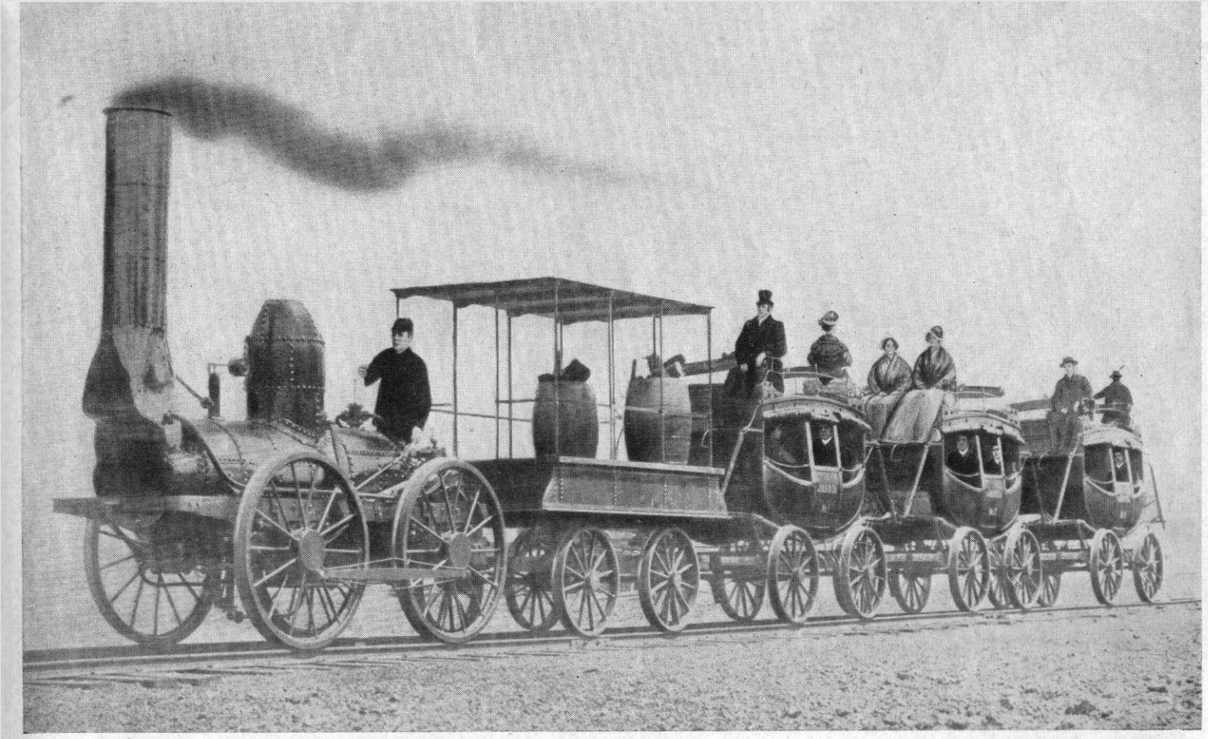
From Fairbanks, Morse & Co., eight road passenger "A" units of 2,400 hp; eight road freight "A" units of 1,600 hp; four road freight "B" units of 1,600 hp.

From Baldwin-Lima-Hamilton Corp., 18 road freight "A" units of 1,600 hp; eight road freight "B" units of 1,600 hp; three yard switchers of 1,200 hp.

The Central's largest previous order for Diesels was last October's commitment for 200 units, costing approximately $31,000,000. It followed orders placed earlier in 1950 totaling 185 Diesel-electric units for NYC and affiliates.



**OUTER SHELL** of a Diesel locomotive in process of construction is moved tenth of a mile by overhead cranes to spot where it will be lowered and welded to its "floor." Six units are completed each working day at this plant of Electro-Motive Division, LaGrange, Ill., one of suppliers from which NYC buys Diesel-electric locomotives.



FULL-SCALE REPLICA, CONSTRUCTED IN 1890'S, SHOWS APPEARANCE OF DEWITT CLINTON, FIRST LOCOMOTIVE ON M. & H.

# From DeWitt Clinton to Diesels

THE PRESENT 11,000-mile New York Central System had its beginnings in the tiny Mohawk & Hudson Rail Road, chartered 125 years ago the 17th of this month. That short line (somewhere between 12 and 17 miles long, according to how you figure) was the earliest of the nearly 600 railroad companies eventually to find their way into the Central System. Its right of way was from Albany to Schenectady, N.Y.

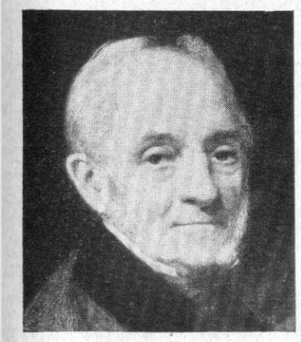
The M. & H. ran its first train in 1831. It consisted of the DeWitt Clinton, a wood-burning locomotive, and three passenger coaches. No hot-shot in performance, even for those days, the Clinton nevertheless is historically famous. Hundreds of carefully wrought models of it exist, from tiny ones of table-ornament size to the full-scale replica displayed at Greenfield Village, Dearborn, Mich. The original Clinton was scrapped in 1836.

The name, New York Central, did not appear officially on the railroad scene until 1853, when 10 separate companies, whose routes stretched from Albany to Buffalo, were consolidated. One by one, the other main segments—themselves built up from numerous predecessor companies—were added to extend the Central's area of service. Meanwhile, towns were growing into cities all along the Central's strategic route, nourished by the bloodstream of commerce which the iron artery conveyed.

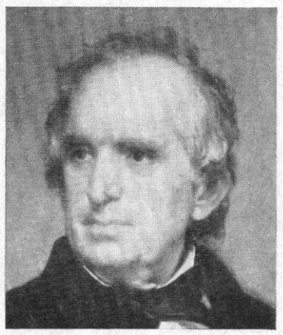
Famous trains dot the Central's history. The Fast Mail, inaugurated in 1875, was short-lived but made a lasting name for itself. Hauling an all-mail consist, it was scheduled to trim the New York-Chicago time to 26 hours from the 36 which had been the fastest passenger train time for the run. To glamorize the train, the Central had 11 mail cars painted white with gold striping and lettering. The Post Office dyed a batch of mail bags bright red for use on the Fast Mail exclusively. On its first westbound run, with three passenger cars added to carry dignitaries, the Mail made the trip in 27 hours.

Mail rates paid by the government were too low to support super-service of this kind, and the Fast Mail was soon discontinued. But it had started a pattern of fast and colorful trains which was to have lasting influence.

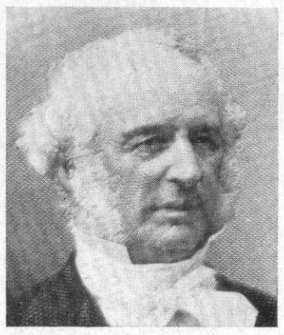
## They wrote chapters in the Central's history



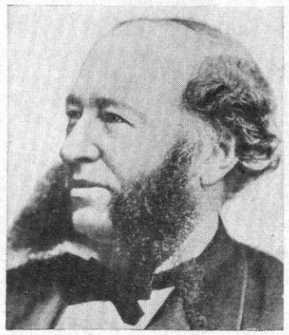
G. W. FEATHERSTONHAUGH was prime mover of M. & H.



ERASTUS CORNING was chief when NYC formed in 1853.

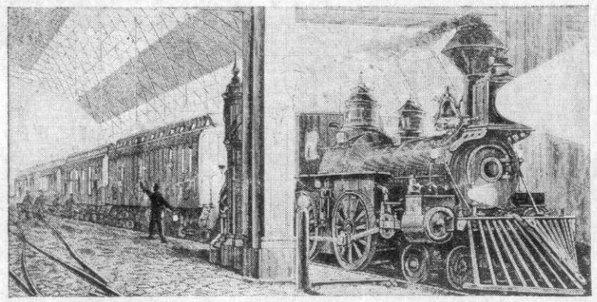


CORNELIUS VANDERBILT headed NYC from 1867 to 1877.

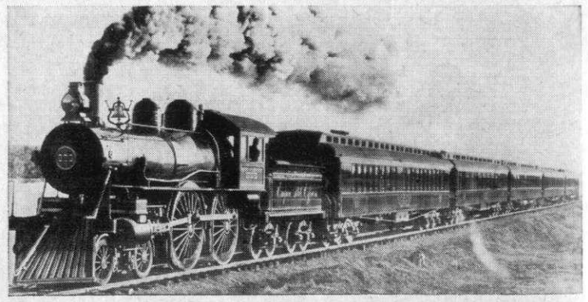


WILLIAM H. VANDERBILT was at helm from 1877 to 1883.

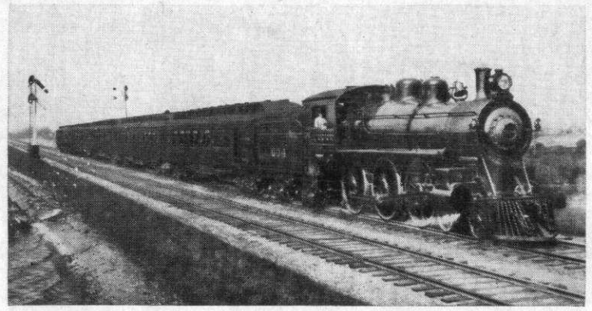




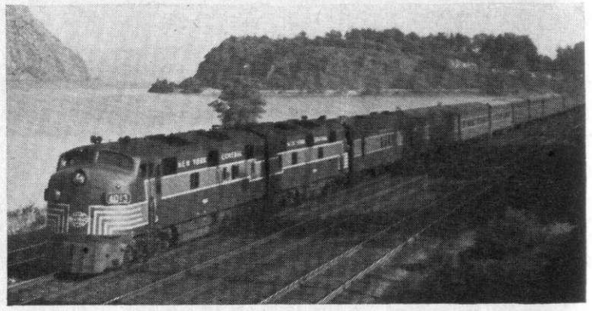
FAST MAIL streaked from New York to Chicago in 27 hours in 1875, well under speed of the day's fastest passenger trains.



EMPIRE STATE EXPRESS shared fame of Locomotive No. 999, which pulled it at speed of 112.5 miles per hour, a record in 1893.



TWENTIETH CENTURY LIMITED made its first run in 1902. Skeptics said its 20-hour New York-Chicago schedule just couldn't be.



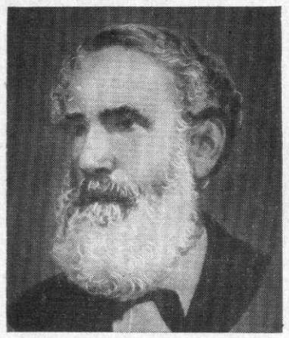
TODAY'S CENTURIES boast completely new equipment, from Diesel locomotives to observation cars, placed in service in 1948.

In 1891 the Empire State Express, a New York-Buffalo day train, was marked up on the board for the first time. Even before its official debut, it had achieved fame by notching a speed of 61.4 miles per hour in tests. Its scheduled running speed, of course, was well under that.

The Empire was assured of undying renown two years later when it was the train pulled by locomotive No. 999 at a speed of 112.5 miles per hour, to the amazement of an entire world. The same year, the Central ran the Exposition Flyer between New York and Chicago to promote travel to the Columbian Exposition in the latter city.

Nine years later, the most celebrated of all trains took to the rails, bearing the proud name, Twentieth Century. It started with a 20-hour schedule in each direction between New York and Chicago, which sounded preposterous to many people in those days. "Surely it is only an experiment . . ." said a British writer. The Century today does the eastbound trip in 15½ hours and the westbound in 16.

## They put trains over the road as Central grew



DAVID MATTHEW piloted DeWitt Clinton on first run.

CONDUCTORS in 1864 dressed like this, carried lanterns.

CHARLIE HOGAN was at throttle when 999 set speed mark.

BOB BUTTERFIELD was most famous of Century enginemen.

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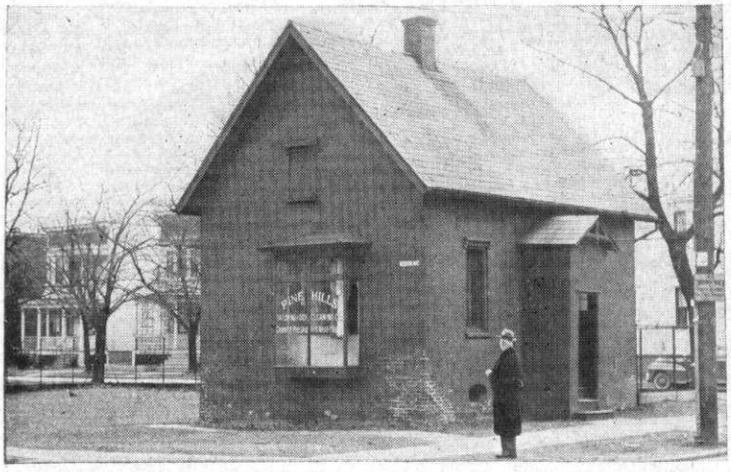


**FIRMLY ROOTED LEGEND** has it that this building at corner of Western Avenue and Partridge Street in Albany was Mohawk & Hudson's first passenger station in that city. Tom Flannery (above), Report Clerk at Rensselaer engine house and recognized expert on M. & H. history, says no. He claims story grew from fact M. & H. "main line" started near site of the building, which now serves as a dry cleaning establishment.

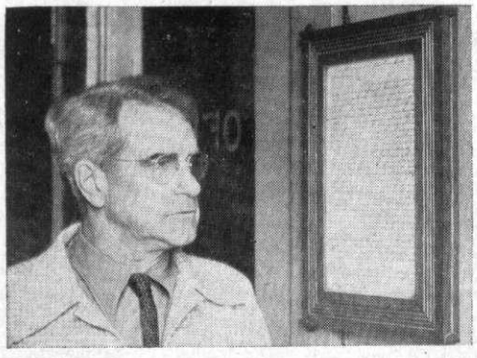
**THIS IS THE PLACE,** says Mr. Flannery. He points to remains of stone wharf on Hudson River, where ferries used to land with passengers for the westbound Mohawk & Hudson trains. A short distance from here, he believes, stood Albany's first passenger station. No trace of it remains. From the river bank, passengers were taken by horse car to the inclined plane, where stationary engine and ropes pulled them up to "main line."



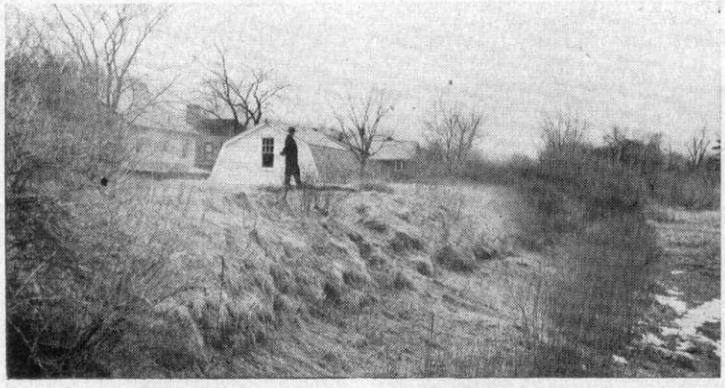
# Central's cradle is rich storehouse of rail history

**SIGN MARKS THE SPOT** where actual right of way of line from Albany to Schenectady began. Mr. Flannery is proud of Albany's historic role in railroading, loses no chance to call attention to it. He gets a big kick out of being called M. & H.'s unofficial press agent.

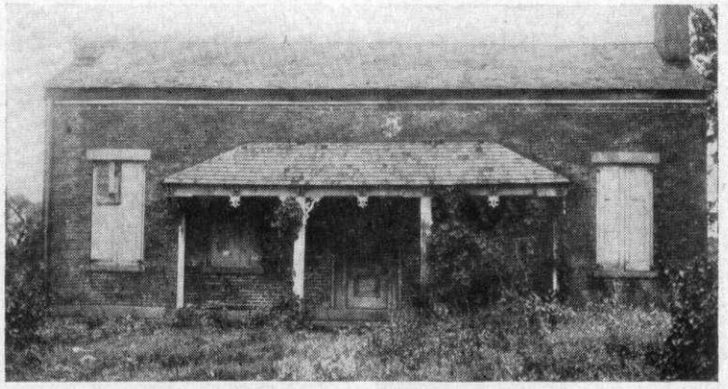
**GREAT GRANDFATHERS** of these two men figured in early NYC history. Erastus Corning (left), mayor of Albany, is descendant of Central's first president, same name. Ernest Goold, whose great grandfather built M. & H.'s first coaches, shows him a letter from those early days.



**YOU COULD BUY** a passenger coach for $310 in 1831. That was price specified in contract by which master coach builder James Goold supplied three of them for the early road. Great grandson Ernest rereads the ancient document. Passenger coach today costs about $100,000.



**ALONG THE RIDGE** on which Mr. Flannery stands ran the Mohawk & Hudson's original right of way going west from Albany. Site is near present Homestead Avenue. Elevation is believed to show exact location of roadbed. Difficulties with the inclined plane led to abandonment of this route in 1844. A new entry to the city was laid along Patroon's Creek, same path the Central's right of way follows west of Albany today.



**THERE'S NO DOUBT** among historians that this building was the original station at Schenectady, the western terminus of the Mohawk & Hudson. It stood on an elevation called "engine hill"; as at Albany, an inclined plane with stationary engine drew cars up from the city. This picture was taken years after the M. & H. changed its route; hence the absence of anything to suggest the building, later used as a home, had been a railroad station.

# Key Operating, Law Appointments Take Effect

Appointments affecting key positions at NYC headquarters in New York and at other points took effect last month.

**James J. Frawley** became Vice President, Operations and Maintenance, succeeding to the post held by Frank J. Jerome prior to his appointment as Executive Vice President in February. Mr. Frawley's 49-year career with the Central began at Buffalo, where he was a Telegraph Messenger. Before his recent appointment he was Assistant Vice President, Operations and Maintenance.

**Kenneth F. Stone** was appointed General Counsel-General Attorney. As General Counsel he is in charge of the Central's Law, Land and Tax, Claim, and Medical departments. These duties had been in the charge of the late Jacob Aronson, Vice President and General Counsel, until his retirement late last December because of illness.

Mr. Stone joined the Central in 1931 as an Attorney at Detroit. He was named General Attorney Jan. 1, 1951, and had been serving as acting General Counsel since Jan. 10, 1951.

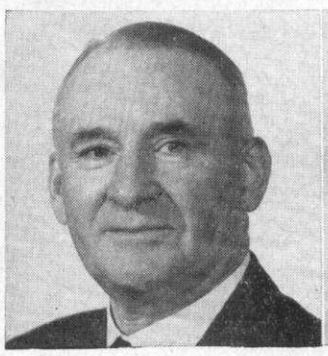
**Richard G. May** was appointed Assistant to Vice President, Operations and Maintenance, moving up from his previous position as Manager of Freight Transportation. He joined the Central as a Rodman at Syracuse, N. Y., in 1928.

**Harry D. Johnston,** formerly General Manager of the Boston & Albany Railroad, was named to succeed Mr. May as Manager of Freight Transportation. He has been with the Central since 1916, when he started as a Yard Clerk at Buffalo.

Following Mr. Johnston at Boston is **John F. Nash,** formerly Superintendent of the Mohawk and Hudson Divisions. He started with the Central as a Clerk in the freight house in Syracuse in 1925.

New Superintendent of the Mohawk and Hudson Divisions, with headquarters at Albany, N. Y., is **L. E. Pangburn,** moving up from his previous assignment as Assistant Superintendent at Buffalo. Mr. Pangburn's first job with NYC was as a Brakeman at Louisville, Ky., in 1920.

Succeeding him at Buffalo is **Gregory W. Maxwell,** formerly Assistant to General Manager at Syracuse, who joined the Central in 1939 as a Traveling Car Agent at New York City.



MR. FRAWLEY

MR. STONE

MR. MAY

MR. JOHNSTON

MR. NASH

MR. PANGBURN

**Irving A. Olp,** formerly Trainmaster at Buffalo, moves to Syracuse to succeed Mr. Maxwell. **Walter A. Jackson,** previously Assistant Trainmaster at Springfield, O., follows Mr. Olp as Trainmaster at Buffalo.

Two appointments in the Central's medical service were announced. Dr. **C. H. O'Donnell** was named Medical Director, succeeding Dr. D. W. Myers, resigned. His headquarters are at Detroit. Dr. **A. W. Nickels** has been appointed Assistant Medical Director, also with headquarters at Detroit.

On the Pittsburgh & Lake Erie Railroad, **J. King Evans** was appointed Assistant to Vice President and **H. G. Mesing** became Real Estate and Tax Agent. Both have headquarters at Pittsburgh.

A series of Operating department appointments on the Big Four includes naming of two Assistant Superintendents: **F. L. Coverston** at East St. Louis, Ill., and **E. W. Hobbs** at Van Wert, O. Mr. Coverston, who joined the Central in 1926 as a Transportation Inspector at Indianapolis, had been Assistant Superintendent at Van Wert. Mr. Hobbs, who started as a Draftsman at New York in 1926, had been Assistant to Assistant General Manager at Indianapolis.

Succeeding to Mr. Hobbs' former post is **Douglass Campbell,** formerly Trainmaster at Indianapolis. He in turn is followed by **G. E. Maas,** whose previous position as Assistant Trainmaster at Galion, O., is taken over by **J. O. Phillips.**

Newly appointed Master Mechanic of the Pennsylvania Division, with headquarters at Avis, Pa., is **Robert J. Parsons,** who succeeds W. R. Downs, recently retired. **Stanley Hughes,** formerly Terminal Foreman at Rensselaer, N. Y., succeeds Mr. Parsons as Assistant Master Mechanic at Albany, N. Y. **P. J. Connell,** who was Terminal Foreman at Selkirk, N. Y., follows Mr. Hughes at Rensselaer and is succeeded at Selkirk by **F. J. Fahey.**

In the Freight Traffic department, **L. C. Wheeler** was named General Agent at Detroit, and **C. P. Gregory** succeeded him as General Agent at Windsor, Ont.

At New York, **J. F. Flynn** and **E. G. Overmire** were appointed Special Assistants, Property Protection and Freight Claim departments.

**Jack A. Spooner** was appointed District Claim Agent at Mattoon, Ill., succeeding William A. Shafer, retired. **Robert I. Hunter** follows Mr. Spooner as Assistant District Claim Agent at Chicago.

**J. H. Remmey** was appointed Traveling Conductor, Lines East.

# New Englewood Table Will Turn Two

A new Diesel locomotive turntable which will be the longest on the New York Central System, and may be the longest anywhere east of the Rocky Mountains, is being installed in the NYC engine house at Englewood, Ill.

The table, 135 feet long, will be able to accommodate two road Diesel units, either two A units or an A and a B.

Installation of the table is part of a program converting part of the Englewood facilities for use in Diesel maintenance. Diesel servicing equipment is being installed and changes are being made in the ventilating system to adapt a part of the existing engine house for Diesel work.

Two-unit Diesel locomotives are too long in wheelbase to fit on the present 100-foot turntable at Englewood, and have to be uncoupled before they can be brought into the house.

## Where the money came from...

## ...and where the money went...

| | Millions of Dollars | Per cent of total |
|---|---|---|
| **FREIGHT TRAFFIC** | 544.6 | 69.3% |
| **PASSENGER TRAFFIC** | 116.6 | 14.8% |
| **OTHER OPERATIONS** | 98.4 | 12.5% |
| **INVESTMENTS** | 26.3 | 3.4% |
| **HUMAN ENERGY** Wages, salaries, pensions and payroll taxes | 442.8 | 56.3% |
| **MATERIALS AND SERVICES** | 196.2 | 25.0% |
| **TOOLS WEARING OUT** Depreciation and amortization | 38.4 | 4.9% |
| **TAXES** (excluding payroll) | 44.8 | 5.7% |
| **INTEREST, RENTALS, etc.** | 45.4 | 5.8% |
| **NET INCOME** | 18.3 | 2.3% |

CHART ABOVE SHOWS, IN DOLLARS AND IN PER CENT, WHERE THE CENTRAL'S INCOME CAME FROM IN 1950 AND WHERE IT WENT

# 1950: Good but Not Good Enough

THE CENTRAL'S annual report for 1950 appeared last month. To the Central man or woman who asks, "What kind of a year did we have in '50?" it gives a mixed answer: good but not good enough.

There was a profit on the books at the end of the year. It amounted to $18,315,170, or about 2.3% of the Central's total income. In simpler terms, the Central had to take in one dollar for every 2.3 cents of profit.

Measured against the amount of money invested in the business, less depreciation allowances to account for wear on tools and property, the Central's operating earnings came to only 2.1%. This is barely more than one-third of the 6% return which the Interstate Commerce Commission has said is reasonable for railroads to earn.

### Lagging Rates Hold Earnings Down

One reason for these inadequate earnings is the lag of railroad rates behind rising costs of operation. Wages and materials prices have gone up much faster and further than have railroad rates (see chart on opposite page). Relief from this situation is sought in the railroads' current petition to the Interstate Commerce Commission for a freight rate increase averaging 15% (including the interim increase granted by the ICC, averaging 4% in the east and 2% elsewhere).

Another blow to the Central's chances for fair earnings in 1950, and also to the jobs of many Central employes, was dealt by traffic-slashing strikes in key industries, including the railroads. Work stoppages in the coal and auto industries early in the year cost NYC needed tonnage. A railroad strike in May forced temporary lay-offs for 50,000 Central workers, with loss of about $2,000,000 in wages. The same strike cost NYC about $12,000,000 in freight and passenger revenue. Another tie-up in the rail industry in December also took a heavy toll. (Further evidence of the effects of strikes on railroad health can be found in the Central's financial statement for February, 1951. With the road strike-bound from Jan. 30 to Feb. 8, and the effects of the stoppage felt throughout the month, the Central showed a February deficit of $10,079,298.)

The Central's 1950 profit of about $18,000,000, on total revenues of about $786,000,000, earned by utilizing plant and equipment valued at about $1,813,000,000, probably can be understood more clearly if some of the zeros are trimmed from the figures to bring them nearer the level of corner grocery store economics. If the final five ciphers are removed from each of the three figures above, we see a picture in which a business requiring investment of $18,130 and doing an annual volume of $7,860 winds up with a profit of $180.

### Central Family: 110,950 Employes

Working with the Central's property investment of $1,813,000,000 in 1950 were an average of 110,950 employes, who earned a total of $415,875,652 in wages and received further a total of $23,823,193 in benefits, including retire-

ment and unemployment insurance taxes paid by the Central.

Proportionately, it took an investment of $16,345 during the year to keep each Central employe at work—that is, to provide him with tools, equipment, and a place to work. The average wage for the year of each employe who worked with the Central's investment was $3,748 (with benefits, $3,963). The capital investment behind each employe earned $165 as its proportionate share of the year's profit.

**Owners Get $1 per Share**

The investment standing behind Central employes was supplied by stockholders who own shares in the company. Out of the year's profit they received $6,447,394, in the form of a dividend of $1 per share. The balance of the year's earnings was retained in the business.

An important factor in the 1950 earnings was the retroactive mail pay due the Central as a result of a stipulation between the railroads and the U.S. Post Office Department. The stipulation, which has been approved by the Interstate Commerce Commission, requires Congressional action to appropriate the necessary funds. For the Central it amounts to $17,827,000 before taxes, which in effect would merely help offset mail service losses incurred between Feb. 19, 1947, and Dec. 31, 1951, when mail pay rates had fallen far behind the costs of performing the service.

The heightened national defense program in the latter portion of 1950 necessitated an even faster pace for the Central's program of acquiring new locomotives and rolling stock. While receiving 249 Diesel-electric locomotive units during 1950, NYC and affiliates were placing further commitments which left 305 units on order from manufacturers at the end of 1950. (For news of still further Diesel orders, see page 1.)

**New Freight Car Orders Continue**

The Central System acquired 6,587 new freight cars during the year, coming up to Dec. 31 with 14,171 more on order. An additional 7,100 have been ordered since the start of this year.

The year 1950 saw the Central introducing, first of all railroads, the RDC-1, self-propelled, Diesel-powered passenger car. This passenger service innovation was installed on the Boston & Albany Railroad, where four of the RDC's are now in service.

Also added to NYC passenger service last year were 82 of the 100 new, air-conditioned, multiple-unit cars ordered for the New York City commutation area. Delivery of the remaining 18 was completed this month.

Among other highlights of the year were the completion of the new passenger station at Toledo, O.; and construction of new operating facilities at and near Wayneport, N. Y.

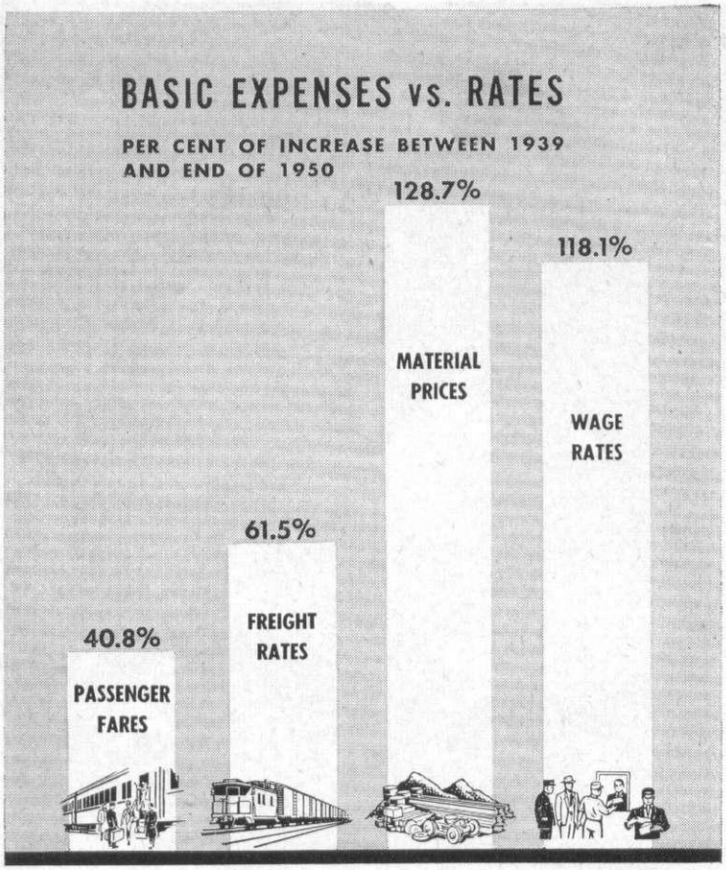



CHART SHOWS HOW RAIL RATES HAVE LAGGED BEHIND OPERATING COSTS

INTRODUCTION OF RAIL DIESEL CAR WAS ONE OF 1950'S HIGHLIGHTS

NEW PASSENGER STATION AT TOLEDO WAS COMPLETED AND DEDICATED

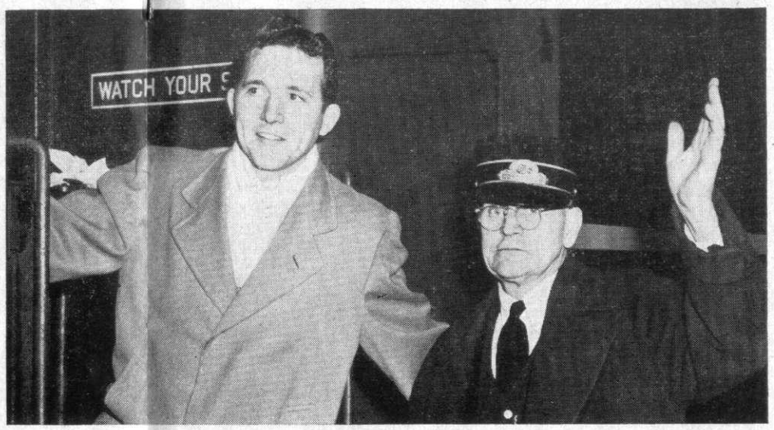
**GET YOUR COPY OF REPORT**

The 1950 annual report is being distributed to Central stockholders and employes this month. Copies are being forwarded to department heads and supervisors. You'll find the report interesting. If you haven't received one, ask your supervisor about it.

## Another One for NYC

. . . was this box car, 25,000th of the PS-1 all-welded type to be turned out by Pullman-Standard Car Manufacturing Co.'s plant at Michigan City, Ind. E. F. Gardner (right), Foreman of Equipment Inspection, Beech Grove, Ind., was on hand as the car came to the end of the production line amid ceremonies. Others in the picture are three Pullman-Standard officials: A. A. Logmann (on ladder), Paul Behn, and R. M. Shaver.

# HEADLIGHT HIGHLIGHTS OF THE MONTH




## Disc Jockey Mounts

. . . the steps of a New York Central passenger car in Cincinnati Union Terminal. Leo Underhill, early morning music man at radio station WCKY in the Queen City, had gone down to the station to record the sound of a locomotive whistle for use on the NYC-sponsored portion of his daily program. With him is Conductor C. A. Leet. Mr. Underhill's show plugs Central services.

## Bronze Star Medal

. . . awarded posthumously for World War II duty to Charles J. Geidner, Pittsburgh & Lake Erie Railroad Assistant General Yardmaster, is pinned on his three-year-old son, Charles F., by reserve Colonel W. T. Elmes, P. & L. E. Superintendent, as Mrs. Geidner looks on. Her husband, a major, died in 1948.

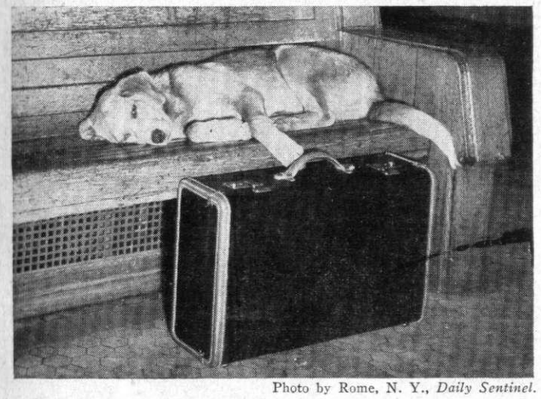
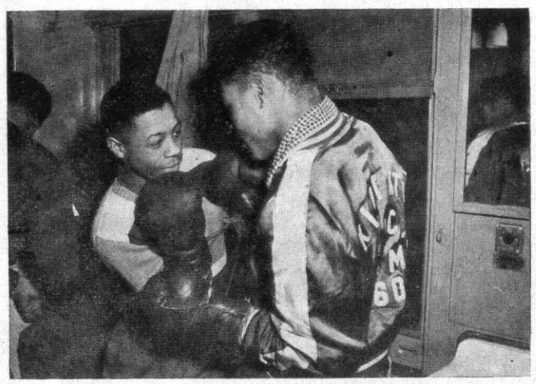


Photo by Rome, N. Y., *Daily Sentinel*.

## All Set to Snooze

. . . while he was supposed to be watching his master's suitcase, this dog didn't seem to care very much whether the train came in or not. Scene was in the Central's passenger station at Rome, N.Y. Photographer didn't rouse sleeper to get name and address.



## Putting on the Gloves

. . . in the Pullman car washroom en route to New York, Leroy Jeffrey (left) and Bill Tate show some of the stuff they were to exhibit later during the inter-city Golden Gloves boxing matches in New York. Chicago *Tribune* sponsored their trip, via NYC.

## A Ton of Toys

. . . if not more, were collected by members of the New York Central Lines Post 999, American Legion, at Cleveland to be distributed among tots in the free countries of western Europe. Post and auxiliary officers active in the drive were (left to right) Mrs. H. H. Nece, Peter Ducosky, Mrs. K. A. Heiny, C. L. Rowe, Mrs. Rowe. Toy total: 3,290.

## 'Mike' on Wheels

. . . enabled sportscaster Roy Shudt to do his early evening broadcast on schedule recently even though he was at the time speeding up the Hudson River valley by train. Radio-telephone aboard the Central's Twentieth Century Limited carried his voice to station WTRY, Troy, N. Y., which retransmitted it. Train Secretary H. J. Smith set up call.

# Centralines

Clarence H. LaFond, Assistant General Passenger Agent at Albany, N.Y., served as chairman of the Albany 1951 Heart Fund campaign . . . In Chicago the toy train set up to receive Heart Fund contributions in LaSalle Street station netted a payload of just under $400 . . . Mrs. Claude McDaniels, wife of NYC Crossing Watchman at Kankakee, Ill., is top-ranking member of the civilian blood bank there. She has donated 12 pints of blood since founding of the bank . . . K. A. Borntrager, General Manager at Detroit, has been made an honorary life member of the Michigan Railroad Club . . . E. R. Graves, Draftsman in the Signal department at Grand Central Terminal, New York, was the pusher behind a recent tour of GCT by 23 second-grade pupils of a Croton-on-Hudson, N.Y., school. The group, including Mr. Graves' 7-year-old son, rode from Harmon station to New York and back on commuter trains, the first train ride for many of them.

MR. LAFOND

Charles S. Hitchcock, retired Engineman living in Utica, N.Y., has a big collection of old locomotive pictures. One of his prize items, showing No. 521 in the 90's at Utica, was featured in the *Observer-Dispatch* of that city recently . . . His Dutch was showing, but to advantage, when G. E. Soutendam, retired NYC Telegrapher-Leverman (Niagara Falls, N.Y.) welcomed the burgomeister of Harlingen, Holland, to Harlingen, Texas. Mr. Soutendam, who was born in Holland, worked 35 years for the Central and now lives in San Benito, Texas. He was "drafted" to teach the Harlingen school glee club some Dutch songs for the European town official's good will visit . . . Edgar Simon, Traveling Freight Agent at Dayton, O., has been elected president, Miami Valley Traffic Club.

J. G. Castle, Assistant to Vice President, Personnel and Public Relations, told New York City high school students about railroad jobs in a broadcast recently over the New York schools radio station . . . In Detroit, prospective job-seekers were briefed on railroad careers by Superintendent A. W. Laskoske, who went on the air as a member of a panel discussing vocational opportunities . . . Reporter Charles E. Wiltse, of the Rochester, N.Y., *Times-Union*, advances a theory as to how the "Hojack" branch got its name. Railroaders on it, he says, used to greet people whose names they didn't know as "Jack;" and instead of saying "Hi," they said "Ho." Result: "Ho Jack," then "Hojack." Mr. Wiltse rode a Hojack train with Engineman Jim Terrott, Fireman Bob Dowie, Conductor A. J. Desens, Trainman Tommy Stone, Brakemen Steve Emlaw and Andy Talamo, and Expressman Herb Wehner . . . James F. Hood, son of NYC Switchman Coy E. Hood, of Harrisburg, Ill., stood third in a class of 1,700 mid-year graduates at the University of Illinois. He majored in history.

MR. CASTLE

Retired Pittsburgh & Lake Erie Railroad Car Inspector John T. Aspinall and Mrs. Aspinall celebrated their golden wedding anniversary Mar. 7 at Carnegie, Pa. . . . Columnist Jerry Evarts in the Buffalo *Courier-Express* dug way back into history recently to recall "the greatest transportation bargain of all time": the train ride all around Buffalo on the belt line for a nickel. Families used to take it for a Sunday excursion . . . Flower lovers in Utica, N.Y., got up early last month to take the Central's special train into New York for the big flower show at Grand Central Palace. Picking up passengers at Herkimer, Little Falls, St. Johnsville, Fort Plain, and other points, the special pulled out of Utica, its starting point, at 5:15 a.m. to give passengers a full day at the big floral exhibit.

# Anniversary Quiz

In honor of the 125th anniversary, on April 17, of the creation of the first company in the long line of railroads that became the New York Central, this month's Railroad Quiz is devoted to questions about NYC history. Check one of the four answers suggested below each question; then compare your choices with the answers given on page 13.

1. In what state was the charter granted for the first railroad of those which grew into the New York Central?
   **a. New Jersey** **c. Massachusetts**
   **b. New York** **d. Ohio**
2. How much did each of the coaches for the Mohawk & Hudson's first train cost?
   **a. $100** **c. $310**
   **b. $1,000** **d. $740**
3. Approximately how much does a present-day railroad passenger coach cost?
   **a. $100,000** **c. $50,000**
   **b. $30,000** **d. $70,000**
4. In 1843, how long did it take to get by train from Buffalo to Albany, N.Y.?
   **a. 12 hours** **c. overnight**
   **b. 2 days** **d. 25 hours**
5. What was the maximum allowable weight of a railroad carload of freight in 1849?
   **a. 8 tons** **c. 5,000 pounds**
   **b. 20 tons** **d. 12 tons**
6. About how many once-separate railroad companies are represented in the present New York Central System?
   **a. 120** **c. 2,000**
   **b. 250** **d. 600**
7. Who was at the throttle on the first trip of the DeWitt Clinton, first passenger train run on the Mohawk & Hudson Rail Road?
   **a. Ira Dickenson** **c. Charlie Hogan**
   **b. Dave Matthew** **d. Bob Butterfield**
8. In what year did the Central place in service a train called the Empire State Express?
   **a. 1891** **c. 1875**
   **b. 1902** **d. 1930**
9. When did the name, New York Central, first appear in the railroad industry?
   **a. 1826** **c. 1853**
   **b. 1865** **d. 1831**
10. Which of the railroads that grew into the Central was prohibited by law from carrying freight during the first 10 years of its existence?
    **a. Auburn & Syracuse** **c. Buffalo & Rochester**
    **b. Auburn & Rochester** **d. Utica & Schenectady**

# They Say It Happened

In England a local train was out of service three days because the regular fireman was getting married, his deputy had been drafted into the army, and it took time to find a substitute.

**In Spain a woman was fined for bringing tears to fellow passengers' eyes. She peeled onions on the train.**

A locomotive engineer who wanted to get out of Yugoslavia hid his wife in the tender and drove his engine across the border into free Trieste, sent fireman back with locomotive.

**A lady entered the old passenger coach which the B. & O. uses for a passenger station at Jane Lew, W. Va., bought her ticket, sat down. Hour later, she asked agent, "When does this train start?"**

Bitter over closing down of their railway, citizens of an English village loaded baggage car of last train with mock coffins.

# The 88 Million Dollar Question

*April is "Perfect Shipping Month." To point up the importance of the campaign against freight loss and damage, this article was prepared by George Grebert, Supervisor of the Freight Loss and Damage Prevention Bureau.*

During 1950, Class I railroads of the U. S. and Canada paid approximately $88-000,000 for freight loss and damage. New York Central's proportion: $6,728,782.

MR. GREBERT

A tremendous economic loss however you look at it. In addition, millions were paid out in order to maintain freight claim departments whose duty it is to examine and approve or decline the hundreds of thousands of loss and damage claims filed.

What is the reason for this huge waste? What are the causes? How can it be stopped? These are questions of vital concern to all of us engaged in the railroad transportation field. In these days of keen competition among various railroads and among different forms of transportation, loss of revenue in this manner is most unfortunate. It not only weakens us financially, but creates ill will on the part of our patrons—the shipping public.

First among the causes, and probably the most difficult to combat, is ROUGH HANDLING OF CARS IN YARD SWITCHING. In simple terms, this means permitting two cars to couple at a speed that will create an impact greater than the draft gears will absorb. If all our yardmen would adhere to the slogan, "Don't couple at more than 4 miles per hour," our damage bill would take a big drop overnight.

Next on the list of causes, we have UNLOCATED LOSSES. These represent freight which we have receipted for but fail to deliver. It may be an entire package, such as a case of dry goods, or it may be loss from a bulk shipment.

DEFECTIVE OR UNFIT EQUIPMENT is next among the causes of loss and damage. Examples would be: furnishing cars that are leaky and permit wet damage, or unclean cars that contaminate the lading.

DELAY comes next, involving shipments that do not arrive as scheduled, causing financial loss to consignees.

Next in order are THEFT, TRAIN ACCIDENTS, IMPROPER REFRIGERATION AND HEATING FAILURES, and ERROR.

Even though we reimburse shippers for their loss when freight is damaged or lost through our fault, they still have a justifiable gripe. Orders not filled, dissatisfied customers, duplicate production, replacement orders, preparation of documents to support claims—all of these annoyances, hindrances, and extra expense do not help shipper-rail carrier relations.

The April "Perfect Shipping" campaign is the answer to this unsatisfactory situation, the severe criticism, and the resulting traffic diversions. The constructive prevention measures embodied in this campaign, which significantly is sponsored by Regional Shippers' Advisory Boards representing 25,000 shippers or receivers throughout the country, clearly point out the way. This April campaign, like those of the past 14 years, will be marked by joint action by the shipping public and rail carriers to review handling practices and revitalize our determination to get freight through to destination in good condition the FIRST TIME. Let us visualize for a moment the tremendous production loss entailed when industry or agriculture is compelled to produce the SECOND TIME $88,000,000 worth of material that has been ruined during transportation.

Satisfactory transportation, which is vitally important today, means not only getting freight to destination and on time but also in a condition so that it can be used by the consignee as it is intended. We are faced with a situation that calls for national defense and rearmament. Materials are scarce, some will be well nigh irreplaceable.

We in the transportation field are members of a key industry in the effort to maintain our way of life and liberty. Let us resolve to do our job with less loss and damage to the goods entrusted to us. In that way we will be protecting America's resources and production.

• "More damage results from excessive impact than from any other cause. The best way to avoid this damage is to make sure that coupling speed does not exceed four miles per hour. It might appear that cars striking at eight miles per hour would hit with twice the force of cars striking at four. But the fact is that a car going eight miles per hour strikes with *four* times the force of a car moving at four miles per hour."

—Leaflet issued by Association of American Railroads

# Track Crew Keeps Safety Record Clear 19 Years

Nineteen years without a reportable accident adds up to an outstanding safety record anywhere. It looks especially good when it's turned in by a crew engaged in track maintenance work on a section of railroad where traffic is brisk.

The Fenwick, Ont., section crew of the Toronto, Hamilton & Buffalo Railway has established a 19-year clear record. They reached that goal this month and are determined to keep adding to it.

In honor of the achievement, which means more than 41,000 accident-free man-days of work, members of the crew received a commendation from W. B. Salter, General Manager of the T.H. & B. In addition, their mark was cited as exceptional by New York Central Superintendent of Safety D. E. Mumford.

Members of the crew, shown in the picture at right, are (rear, left to right) Harry Reinhart; Elmer Coon, who has been Foreman of the crew during the entire period in which the safety record was chalked up; Harry Traver, Jarvis Coles; and (kneeling) Blake Ostrosser and Keith Angle.

# 2,700 from Central Serving in Armed Forces

With Central people still answering calls to service with the armed forces, the total of NYC employes in uniform rose this month to 2,700. A list of those recently called to active duty follows:

ALBANY, N. Y.: George M. Brown, Gerald F. Cowden, Robert J. Daly, Robert J. Govel, James Schmitt, Robert E. Stapleton, James J. Sullivan, Stanley J. Tulej.

ASHTABULA, O.: Richard Mollick, Richard Mulder, Theodore L. Wojcik.

BEECH GROVE, IND.: Robert E. Breidenbach, Walter G. Crowder, Richard H. Duncan, William E. Hohn, Lawrence A. Jupin Jr. Richard G. Robison.

BOSTON: Joseph F. Driscoll, William F. Hough, Clarence C. Huggins, Eddie C. Purvis.

BUFFALO: Thomas J. Birkmeyer, Francis A. Bochyaski, John R. Brawner, John T. Collins, Harold V. Freeland, Bert J. Hoose, Edward C. Huebert, William T. Hughes, Richard F. Jarnot, Herbert W. Lenz, Joseph R. McEwen, Joseph A. Morcio, Robert J. Reger, Robert J. Rieman, Herbert A. Snyder, Richard A. Stotz.

CHICAGO: Arthur E. Brooks, Albert J. Franke, Willard Maytan, William W. Ramsey.

CINCINNATI: Daniel R. Apking, Charles Burford, Edgar D. Herndon, Maxel L. Stitts, William R. Weber.

CLEVELAND: Alan G. Bennett, Willmond S. Cook, Richard P. Hanrahan, Raymond Janota, Lawrence K. Knapp, Thomas R. Kosarik, Norman T. Krause, Lesley McElrath, Robert L. Marchbanks, George Marfut, George T. Mondock, Michael R. Palko, Charles J. Ryan, John Senko, Robert A. White, Donald F. Yomnick.

COLLINWOOD, O.: Charles J. Bencin, Tollie E. Boozer, Walter Epps, Frank J. Ferra, William R. Gressock, Oliver Jackson, Charles L. Lockhart, Jimmie Resperess, Robert P. Simmons, Lorin E. Smith, Hersie R. Wesson Jr.

DETROIT: Ronald B. Abee, Joseph M. Allain, Edward A. Anson, Richard C. Balsden, Edward Bobal, Herbert K. Christensen, Douglas H. Coneybeare, Allen P. Good, Vernon C. Greer, Donald B. Hollow, Louis F. Nickols, Ransom J. Rheaume, Howard J. Scott, Abelardo Suniga, Arthur A. Surerus, Stanley J. Symanski Jr., Ivon J. Thibodeau, Vincent J. Walsh, Gerald T. Watts.

EAST BUFFALO, N.Y.: Eugene Cepuchowski, Ronald C. Clippinger, Daniel A. Fronckowiak, Edmund R. Tarnowski.

EAST SYRACUSE, N. Y.: Wendall B. Ackerman, Howard T. Benack, Howard G. Bort, Robert R. Greiner, Fred H. Longden, James Patterson, Michael S. Sanson, Edward J. Swiderski, Edward F. Zaganczyk.

ENGELWOOD, ILL.: Earl D. Anders, Thomas E. Clark, James B. Hendry Jr., Charles E. McLaren Jr., Elmer G. Mayberry.

GIBSON, IND.: James B. Brown, Robert L. Seitzinger, Robert R. Simale, Henry A. Smith, Gerald Thompson.

HARMON, N. Y.: Saverio Denino, Robert A. Ekatis, Ole W. Manna Jr., Harold E. Page, John T. Pulichene, Robert P. Schofield, Francis P. Williams.

ILLINOIS DIVISION: Clarence E. Harrison, Charles E. Kuester, Claude A. Lloyd Jr., Everett Miller Jr.

INDIANAPOLIS: Gerald H. Alger, M. H. Brown, William K. Hilton, Roger L. Nolte, David L. Richardson, Clarence F. White.

JACKSON, MICH.: Loren E. Brown, Robert C. Mayo, Kenneth M. Stoddard, Walter J. Wilson.

KANKAKEE, ILL.: Charles Hibler Jr., Robert E. Longtin, Gene Tracy.

LINNDALE, O.: Donald C. Karper, Andrew A. Marsh, Norman W. Teckman.

McKEES ROCKS, PA.: James E. Aldridge, Atha E. Hayes, George C. Luksis, Leor F. Lyons Jr., James R. Murphy, Leonard J. Panella Jr., Harry R. Tharp.

NEW YORK CITY: Francis X. Ahearn, Earle F. Alexander, Morgan C. Banten, James G. Barzey, Thomas H. Bryers, George E. Caloz, Edward T. Carley Jr., Cornelius J. Conway, William H. Eichstadt, Edward K. Ferguson, Richard P. Foley, George J. Fugel, Nicholas Kalenich, Maurice M. Keane, William J. Leavey, Norman J. LeBlanc, John W. MacMenamin, Michael J. Meelikan, Frank C. Schmitt, William B. Steimel, Emil G. Tellinger, James L. Troy, Donald S. Vogt, Michael J. Walsh, Joseph J. Wylie.

OHIO DIVISION: Charles D. Bennett, James J. Eller, William A. Hubbard, Glenn L. Manning, Herbert L. Medcalf, William E. Voss.

PITTSBURGH: Tony Campisi, John A. Katona, John A. Parkins Jr., Raymond J. Samuels, Frank A. Viola Jr., Donald E. Wilson, Fred L. Wilson.

RENSSELAER, N. Y.: Frank J. Donato, Thomas J. Murphy, Joseph N. Rousseau.

ROCHESTER, N. Y.: Raynor E. Boyce Jr., Raymond J. Francisco, Salvatore A. Sciolino.

ST. LOUIS: David L. Bean, Johnsy C. Breedon, Oliver A. Thurmond.

SELKIRK, N. Y.: Earle E. Finch, Ward A. Mattice, William F. Van Wormer.

SHARONVILLE, O.: Raymer Atha, Perry D. Lawson, Dee Steele Jr.

SPRINGFIELD, MASS.: Alfred H. Colonna, John J. O'Connor, Edwin L. Thrasher.

SYRACUSE, N. Y.: James L. Butler, Joseph L. Carni, LaVerne M. Henderson, Lyle D. Robbins.

TERRE HAUTE, IND.: Charles L. Gehring, Gene F. Ingram, Robert O. White.

TOLEDO, O.: John C. Baker, Frank C. Bogdanski, Norman H. Brewer, Robert P. Brunke, Michael Carone, Raymond J. Casey, Idell Cummings, Donald G. Davis, William A. Deselms, Dale G. Dick, James C. Duggan, Joseph J. Juby, Harold F. Knierim, Robert J. Long, Donald H. McDermott, Louis E. Miller, Melvin J. Olzak, James A. Provonsha, Wesley J. Traver, William M. Whitner, William B. Wink, Ralph C. Winklejohn, William J. Zahn.

UTICA, N.Y.: Harold W. Davis, Lawrence E. Marlowe, Albert G. Nemeyer, Michael Rose, John J. Schmidt Jr.

WAYNEPORT, N. Y.: Mariano Fusco, Joseph C. Gelsomino, Willie J. Holmes, Thomas Lofton.

WEEHAWKEN, N. J.: Maurice Beane, Eugene W. Brucato, Andrew L. Conti, Benny DeSessa, Alfred A. Dunne, George J. Goodwin Jr., Joseph P. Kraljic, Francis J. McMorrow, Joseph N. Mallon, Curt Proschwitz, Robert E. Radoslovich, Albert H. Smith, Joseph C. Smith, Raymond E. Temple.

WEST ALBANY, N. Y.: Arthur G. Engwer, Paul P. Govel Jr., William B. Hickey, Andrew M. McDonald, John V. Matthews Jr., Gale E. Mosher, Walter P. Urban, Robert West.

WESTERN DIVISION: William R. Arko, Thomas B. Nichols, Herman J. Potokar.

WESTFIELD, MASS.: Noel D. Lane, Leon R. Marcyoniak, Harry W. Ringer.

ALSO: Thomas W. Lourim, Ann Arbor, Mich.; Jack Heverly, Avis, Pa.; Carl H. Doan, Robert W. Johnson, Bay City, Mich.; James F. Creighton Jr., Beacon Park, Mass.; Richard C. Reed, Bellefontaine, O.; Lucien E. Malczewski, Black Rock, N.Y.; Samuel H. Koebeke, Roy H. Parks, Blue Island, Ill.; Fred C. Lee, Bucyrus, O.; Wesley Zimmerman, Butler, Ind.; Joseph F. Galavotti, Canastota, N. Y.; Opha J. Herdman, Williard L. Steele, Charleston, W. Va.; Raymond F. Downey, Clyde, N. Y.; Robert L. Dickson, Thomas M. Hayes, Columbus, O.; Frank Senkulics, Corning, N. Y.; Robert P. Potthast, Croton, N. Y.; Bert B. Palfi, Danville, Ill.

ALSO: Nathan Dyer, Richard T. Jackson, Dayton, O.; Charles L. Rose, Delaware, O.; Jack Benson, Dunkirk, N. Y.; Udell I. Hosto, E. Alton, Ill.; John A. Horgan, E. Boston, Mass.; Stephen P. Zasadny, E. Chicago, Ind.; William W. Wright, E. Columbus, O.; Robert J. Dickun, Michael C. Smiley, E. Youngstown, O.; James Magauson, Hudson Division; George F. Downing, Electric Division; Jack R. Perkey, Chris J. Tressler, Elkhart, Ind.; Joseph P. Collett, Alton F. Weidman, Fonda, N. Y.; John C. Burns, Framingham, Mass.; Ernest E. Roberts, Fultonham, O.; Robert H. Heusinger, Gardenville, N. Y.; Edward Bliemeister, Harriet, N. Y.; Robert V. Wallace, Hudson, Mich.

ALSO: Floyd R. Burgess, Jersey Shore, Pa.; James B. McCallie, Kentland, Ind.; Arsenio Folchetti, Lake Mahopac, N. Y.; Ralph E. Ford, Robert L. Jones, Lawton, Mich.; Arthur L. Newman, Ligonier, Ind.; John Miko Jr., Little Falls, N. Y.; Phillip F. Alvaro, Lyons, N. Y.; Clarence V. Henschen, Lyons Yd., Ill.; Peter E. Hush, David J. Johnson, Marion, O.; Clarence E. Kelley, Gerald L. Rardin, Mattoon, Ill.; Wayne Williams, Monroe, Mich.; Gerald P. Greene, Morristown, N. Y.; Alexander Piccirillo, New Castle, Pa.; Waino R. Pekkanen, Newell, Pa.; William M. Burkett, Seth E. Tuesley, Niles, Mich.; Jorge F. Rodriguez, North Bergen, N. J.; Donald E. Rood, Palmyra, N. Y.; Marvin D. Ficklin, Petersburg, Ind.; Myron M. Clark, Howard D. Parkington Jr., Pittsfield, Mass.; Edward C. Tagner Jr., Poughkeepsie, N. Y.; Albert R. Adsit, Anthony Geno, Rome, N. Y.; Orville A. Manzer, St. Lawrence Division; Carl G. Krieger, Sandusky, O.; Edward Clancy Jr., Spencerfort, N. Y.; Frank L. Schwartz, George Pappas, Suspension Bridge, N. Y.; Clarence E. Lantz, Urbana, Ill.; James A. Petell, Watertown, N.Y.; Richard J. Johnston, Wesleyville, Pa.; Harold McLemore, Marvin C. Osborne, W. Detroit, Mich.; Robert Bouley, W. Springfield, Mass.; Donald F. Moylan, William F. O'Brien, Worcester, Mass.; William A. Lodico, Wyandotte, Mich.

**HE DROVE** diamond stacked steamers in the 90's. Now Charlie Wilkie (right) looks at picture of modern Diesel with Superintendent M. R. Dwyer, Buffalo.

## He Remembers '76

Noting the Central's 125th anniversary this year reminds Charles E. Wilkie, retired NYC Engineman of Buffalo, of 1876. That year was the 50th birthday of the Mohawk & Hudson Rail Road, which grew into the Central; but Charlie Wilkie remembers it for other reasons. On July 4, 1876, at the age of 7, he mounted to the cab of a NYC locomotive at Syracuse, N.Y. As honorary firemen, he and 30 other sons of Central employes pulled whistle cords in unison to celebrate the centennial of the signing of the Declaration of Independence.

Like his coach builder dad, Charlie went to work for the Central, but as a Machinist. He switched to engine service as a Fireman in 1888, became an Engineman in 1896. He retired in 1939, is still very active at age 82, keeps a lively interest in the Central.

# Zooming Costs Force Railroads to Seek 15% Rise on Freight

Citing increases in wages and higher materials costs, the country's railroads asked the Interstate Commerce Commission to raise freight rates an average of 15%.

The request came after the ICC had granted an interim increase of 4% to eastern roads (2% to others) pending a decision on the roads' earlier petition for a 6% rise. The interim increase is included in the 15% now sought. The steady upward trend in operating costs has forced the requested rate of increase steadily up from the 4% originally asked last fall.

NYC President Gustav Metzman, in a statement presented to the ICC, pointed to the Central's narrow rate of return, which in the first four post-war years averaged only 1.57%, the same as during the deep-depression years of 1931-35. The ICC has called 6% a fair rate of return for railroads.

"Inadequate earnings," said Mr. Metzman, "affect the quality of the service rendered . . . I cannot believe that denial of a fair return was intended at the time our government determined upon regulation of the railroad industry."

**New York Okays Fares**

The Public Service Commission of New York State authorized last month the 12½% increase in basic railroad passenger fares within the state—an increase which has been in effect since late in 1949 for travel between states and within all other states of the eastern territory.

Photo by Wide World

AT MEETING where wage agreement between railroads and non-operating employes was signed were (seated, left to right) C. D. Mackay, southeastern roads; L. W. Horning, NYC Vice President, representing eastern roads; D. P. Loomis, western roads; John R. Steelman, presidential assistant; G. E. Leighty, chairman for unions; T. C. Carroll, M. of W. workers; George Harrison, clerks; Michael Fox, A.F.L. railroad employes; (standing) F. A. O'Neill, L. Edwards, T. J. Scott, of mediation board.

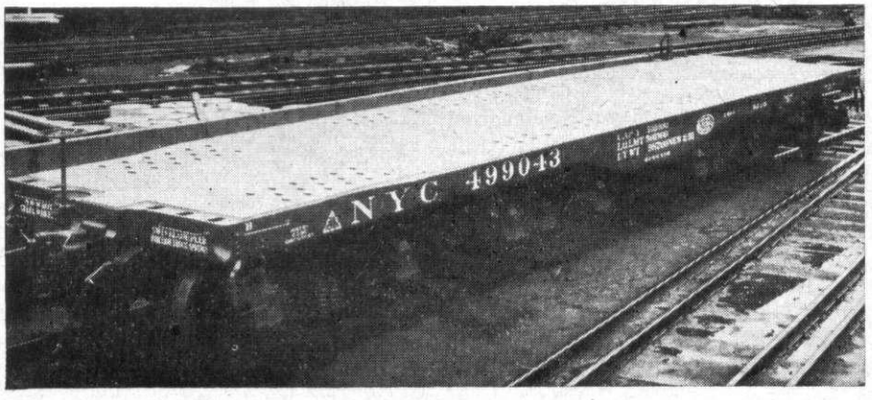
# Wages Rise in New Agreement

Non-operating employes — estimated to include four out of five of all NYC employes — received a 12½-cents-an-hour wage increase, retroactive to Feb. 1, as part of an agreement signed Mar. 1 by representatives of the nation's railroads and 15 non-operating unions.

The agreement, which extends until Sept. 30, 1953, also provides a cost-of-living adjustment provision, by which wage rates for employes covered will be geared to the Bureau of Labor Statistics' Consumers' Price Index.

Under the cost-of-living provision, an index of 178 serves as base. Four times a year, adjustment of one cent in the hourly rate will be made for each full point of change up or down in the BLS index, except that rates in effect on Feb. 1, 1951, will not be reduced.

First adjustment under the contract was due Apr. 1, when an increase of six cents per hour was due because of a rise in the index to 184.2 as of Feb. 15, date on which the Apr. 1 adjustment was to be based. Putting the increase into effect has been delayed by uncertainty as to whether the government's stabilization program would allow it. If allowed, the increase would push pay raises for rail non-operating workers past the 10% (above levels of Jan., 1950) limit generally prescribed by government stabilization policy.




## To Haul the Big Ones

Recently delivered to NYC by Despatch Shops Inc., the flat car above is the heaviest capacity freight car the Central owns. It will carry 250 tons, was bought primarily to handle giant generator shipments. Two similar cars of equal capacity exist, but none of greater capacity.

Four trucks, 16 wheels distribute heavy loads for which car was built.

## Answers

After comparing answers, check your score with the ratings given below.

1. b (New York)
2. c ($310)
3. a ($100,000)
4. d (25 hours)
5. a (8 tons)
6. d (600)
7. b (Dave Matthew)
8. a (1891)
9. c (1853)
10. d (Utica & Schenectady)

| Number correct | Rating |
|---|---|
| All 10 | Outstanding |
| 7 to 9 | Excellent |
| 4 to 6 | Fair |
| 1 to 3 | Poor |

### Niles Credit Dividend

The Niles, Mich., Terminal federal credit union announced a 3% dividend for members at its annual meeting.

# Passenger Finds Central Folks Live Up to Motto

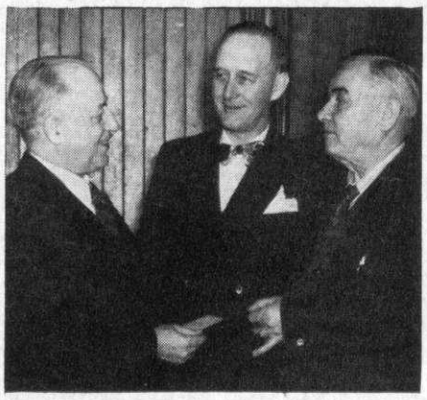
Many Central stations and ticket offices display notices reminding NYC folks that "The best people in the world pass through our doors—our passengers."

The courtesy and service shown by Conductor N. Stowell made Mother Mary Alexander, Provincial Superior of a religious order, quite sure that he believed in that slogan fully. She wrote to him recently from Rome, Italy, to thank him for the consideration he had shown on her trip from Buffalo to New York aboard the Chicagoan, at the start of her Holy Year pilgrimage.

### Makes Phone Call

Dr. John J. Swihart's arrival in Pittsburgh recently was no secret, thanks to the assistance given him by Erie Division Brakeman R. H. Brown. The Central held Train No. 279 at Buffalo 10 minutes on advice that Dr. Swihart, a professor at the University of Toronto, was arriving from the Peace Bridge.

Dr. Swihart had no time to inform relatives in Pittsburgh that he was on the train; so he sought out Brakeman Brown, who volunteered to make the call. Mr. Brown was unable to contact the party from Ashtabula, where he left the train; but on his return to Buffalo he tried again and was successful. Dr. Swihart wrote the Central to express his thanks.



JOHN HODGES (right) gets gold pass from Trainmaster J. Mitchell. Operator Harold Ethridge looks on.

LEON V. LEACH (left) was congratulated on receipt of gold pass by A. H. Osgood, a former coworker.

## Two Receive Gold Passes

Gold passes were awarded recently to John Hodges, Voorheesville, N.Y., and L. V. Leach, Beaver Dams, N.Y.

Mr. Hodges is an Operator. He started with NYC in 1901 as a Messenger at Albany, N.Y., and has worked at many Mohawk Division points.

Mr. Leach has spent his whole railroading career on the Fall Brook branch of the Pennsylvania Division, saw the day when that branch had six passenger trains daily. Passenger service was discontinued on the entire Pennsylvania Division in 1935.

# New Timetables Due End of This Month

Spring and the return of daylight saving time will bring new timetables on the Central, effective Sunday, Apr. 29.

For the second year, the Central will publish its commuter area timetables for the Harlem, Hudson, and Putnam Divisions in daylight saving time. Tables showing through trains on the Harlem and Hudson will remain in standard time, as will the Central's other tables.

### Drivers Cited

Three drivers of trucks engaged in the Central's coordinated rail-highway movement of merchandise freight were cited recently by their employer, Ohio Delivery Inc., for outstanding safe-driving records.

# Deaths

**John Bartkowiak,** 37, Checker, Utica, N.Y.

**Howard M. Biscoe,** 82, retired Vice President, Boston & Albany Railroad; joined B. & A. 1913, retired 1939.

**Henry E. Black,** 88, retired Superintendent of Milk Service, New York; retired 1932.

**John W. Conley,** Yardmaster, Indianapolis; joined NYC 1913.

**Timothy W. Evans,** 83, retired Vice President, Chicago; joined NYC 1883; retired 1937.

**Walter L. Fales,** 77, retired Supervisor of Track, Kingston, N.Y.; joined NYC 1900, retired 1941.

**Frank R. McShane,** 91, retired Road Foreman of Engines, Cleveland; joined NYC 1882, retired 1931.

**Lino M. Stark,** Wheel Yard Foreman, Detroit; joined NYC 1919.

**Victor Tier,** 66, Engineer, Boston & Albany; joined NYC 1905.

**Joseph A. Varallo,** 60, Timekeeper, New York City; joined NYC 1917.

**James R. Williams,** 71, retired Car Inspector and Repairer, Utica, N.Y.; joined NYC 1917, retired 1950.

# Club News

### At Battle Creek

Scores of NYC teams are contending for prize money in the annual tournament of the American Transportation Bowling Association at Battle Creek, Mich. The tourney will run on successive weekends until May 13. NYC entries outnumber those from any other road.

### At Cleveland

Cleveland chapter, Railway Business Women's Association, held a dinner and dance at Hotel Cleveland Apr. 7. Mrs. Genevieve Sonnie, president, reports the Cleveland chapter has more than 200 members and is believed to be the second-largest women's organization in Cleveland.

### At Pittsburgh

The athletic association of the Pittsburgh & Lake Erie Railroad has elected officers for one-year terms. A. J. Baranick continues as president; Carl Tissue, vice president; Miss E. T. Brunner, recording secretary; A. H. Malloy, treasurer; Miss O. D'Achille, corresponding secretary.

Executive committees within the association include:

At McKees Rocks: Joseph B. Chilko, Robert Chatham, J. E. Collins, H. E. Ross Jr.

At Youngstown: Florence Carroll, J. F. McGuire, R. L. Metcalf, John McGarry.

At Pittsburgh: P. J. Donovan, Henry Froelich, O. W. Hoover.

The association's tenpin bowling teams are interested in matches with other NYC System teams. Challenges should be forwarded to Henry Froelich, Truck Shop, P. & L.E. R.R., Pittsburgh, Pa.

### ATTENTION STOCKHOLDERS

If your New York Central Dec. 27, 1950, dividend check was not received, please write to Treasurer, 466 Lexington Avenue, New York, 17, N.Y.

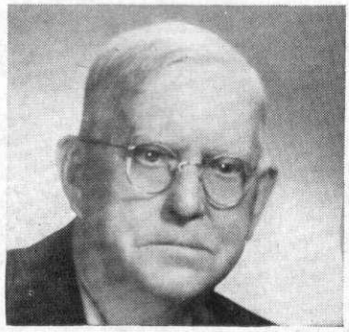
# Monthly Roll Shows Recent NYC Retirements

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

Abbate, Angelo, Section Laborer, Mohawk Division 25 3
Barrot, Leonce F., Clerk, Detroit 33 11
Barry, Joseph C., Designer, New York City 14 4
Barton, Raymond R., Chief Clerk, Zanesville, O. 30 11
Bell, Chester E., Telegrapher-Leverman, New York City 40 8
Belton, Frank S., Per Diem Clerk, Buffalo 35 11
Bentz, Raymond E., Brakeman, Terre Haute, Ind. 30 7
Bisceglia, Domenico, Laborer, W. Springfield, Mass. 33 2
Blodgett, Denton L., Assistant Foreman, Collinwood, O. 37 1
Bower, Arthur A., Machinist, Collinwood, O. 23 9
Boyle, Francks A., Mail Sorter, Chicago 23 10
Bradley, Thomas C., Inspector, Buffalo 42 6
Bryan, Harry E., Section Laborer, Newberry Junction, Pa. 32 5
Carey, Edward F., Car Cleaner, Albany, N.Y. 41 0
Clark, Edward L., Conductor, Rochester, N.Y. 44 6
Conroy, Joseph F., Machinist, Linndale, O. 37 10
Courtenay, Frederick, Agent, New York City 51 6
Crowell, Grover W., Conductor, Indiana Division 41 9
Daring, Thomas L., Locomotive Engineer, Ohio Division 43 9
Daughenbaugh, Chester B., Mason Helper, Jersey Shore, Pa. 31 1
Davis, Raymond L., Sheet Metal Worker, Beech Grove, Ind. 32 11
Diiuliis, Frances, Punch & Shear Operator, Ashtabula Harbor, Ohio 35 2
Downs, William R., Master Mechanic, Avis, Pa. 47 7
Dye, Charles H., Train Dispatcher, Fostoria, O. 44 0
Dziensziewski, Peter, Car Inspector, Elyria, O. 44 7
Eberhard, Charles, Assistant Signal Maintainer, Battle Creek, Mich. 34 9
Edwards, John W., Yardman, Gibson, Ind. 40 5
Emerson, Stella M., Clerk, Detroit 30 3
English, Clyde E., Electrical Worker, Dewitt, N.Y. 32 2
Foutou, John S., Machinist, W. Albany, N.Y. 33 7
Gage, Arthur M., General Storekeeper, Detroit 45 6
Geiger, Frederick M., Yard Clerk, Indianapolis 30 2
Gill, Joseph E., Gang Leader, New York City 29 0
Gilroy, Charles J., Switchtender, New York City 30 8
Goclowski, Adam, Laborer, Air Line Junction, O. 21 6
Gourlay, William I., Shore Foreman, New York City 29 9
Gowaski, Frank, Machinist, Collinwood, O. 36 2
Groves, Robert A., Telegrapher-Leverman, Electric Division 22 8
Hafer, William H., Clerk, Marion, O. 30 7
Hale, Harry E., Train Dispatcher, Toledo, O. 37 6
Havener, Arthur A., Chef, Chicago 38 10
Hope, George L., Water Service Repairman, Glassport, Pa. 33 6
Johnson, Milton C., Yardman, E. Buffalo, N.Y. 24 2
Karpuk, John, Boilermaker Helper, Buffalo. 26 6
Kilch, John L., Trainman, New Castle, Pa. 28 4
Krake, Leland W., Research Assistant, New York City 45 0
Krebs, Michael F., Machinist, Collinwood, O. 43 10
Lacouture, Florence Y., Clerk, Boston 33 2
LaPoint, Richard, Trucker, Utica, N.Y. 31 8
Letz, Francis C., Locomotive Engineer, Gibson, Ind. 49 8
McCann, Edward, Sergeant of Police, Detroit 33 8
McGovern, William J., Trucker, Framingham, Mass. 34 8
McIntyre, Charles N., Train Dispatcher, Watertown, N.Y. 48 11
McLeod, Charlotte H., Clerk, Detroit 43 4
MacDonald, George H., Locomotive Engineer, Michigan Division 45 9
MacInnis, Archibald, Crossing Watchman, Lansing, Mich. 23 7
Manning, Harry G., Toolmaker, St. Thomas, Ont. 33 7
Marquis, Aron G., Locomotive Engineer, Ohio Division 46 3
Mellon, Frances L., Clerk, New York City 32 7
Metzinger, William J., Brakeman, Buffalo 47 3
Mienturko, John, Car Cleaner, Cleveland, O. 26 0
Molling, James W., Conductor, Mohawk Division 43 10
Monroe, Grover C., Cleaner, New York City 25 0
Moore, Richard F., Machinist, Indianapolis 39 0
Morgan, Russell H., City Freight Agent, Buffalo 38 9
Morreale, August, Supplyman, E. Rochester, N.Y. 22 2
O'Brien, Neil F., District Station Accountant, Utica, N.Y. 44 3
Orphey, Christopher F., Engine House Foreman, Brightwood, Ind. 40 10
Papp, Sandor A., Machinist, E. Youngstown, O. 24 8
Rightmyer, Walter J., Brakeman, Hudson Division 45 3
Rinkinberger, Bernard, Machinist, Gibson, Ind. 28 0
Rix, John, Roundhouse Laborer, Niles, Mich. 40 4
Robinson, Robert, Locomotive Engineer, St. Lawrence Division 47 1
Rockwell, Harlow L., Land & Tax Agent, Rochester, N.Y. 25 5
Scarpa, Ralph, Porter, New York City 22 0
Schmidt, Edward J., Sheet Metal Worker, Buffalo 29 4
Schmitt, Peter A., Clerk, Detroit 49 7
Schuster, George, Locomotive Fireman, River Division 50 4
Sharrock, Jess E., Bridge & Building Foreman, Galion, O. 47 10
Shirley, James H., Section Laborer, Whitestown, Ind. 28 0
Siminson, Dr. Irwin D., Chief Surgeon, Chicago 25 6
Snook, William O., Crossing Watchman, Ohio Division 28 2
Spinos, Nick, Section Laborer, Cleveland Division 14 0
Steffens, Joseph W., Trainman, Boston 34 6
Stoltz, Lyell E., Locomotive Engineer, Illinois Division 45 9
Sullivan, James E., Car Inspector, Nottingham, O. 34 4
Tate, Snode, Machinist Helper, Mt. Carmel, Ill. 32 8
Terbrack, Louis B., Trainmaster, Jersey Shore, Pa. 50 10
Thompson, Joseph R., Examiner, New York City 13 9
Timmons, Joseph H., Cashier, Pittsburgh, Pa. 46 4
Toppari, Mathias E., Assistant Foreman, Ashtabula Harbor, O. 33 5
VanArsdall, Frank G., Conductor, Terre Haute, Ind. 40 10
VanBuskirk, Charles, Superintendent, Perishables Protective Service, Chicago 37 9
Walls, Ora E., Laborer, VanWert, Ohio 39 9
Walsh, David T., Towerman, Mohawk Division 45 9
Walter, Charles E., General Foreman, Linndale, O. 37 10
Wesley, Fort, Laborer, Urbana, Ill. 23 3
Wilkinson, Harry W., Locomotive Engineer, Mohawk Division 43 9
Williams, Charles E., Car Repairer, Sharonville, O. 21 8
Wyland, Ira M., Locomotive Engineer, Toledo Division 44 2
Wynn, Thomas P., Freight Transportation Inspector, Syracuse, N.Y. 30 11
Yando, George, Section Laborer, Canada Division 30 2
Zimmer, Clare L., Engineer Draftsman, Cleveland, O.

**WIFE SHARES** honors as E. L. Abbott (right), retiring Head Engineer, Auditor of Expenditures office, receives gift from R. H. Simcox.

**RESEARCH** was business of Leland W. Krake, recently retired from post as Research Engineer, office of Vice President, in New York.



**FRANK ROCK** retired as Yardmaster at Lafayette, Ind. He started railroading at age 14.

**AT NEW YORK** Yardmaster R. M. Craig (left) and Conductor Philip Forms, both retired.

**M. J. RUSH,** Freight Conductor on West Shore, retired after nearly 57 years' service.

## RECORD YEAR FOR RAILROAD BENEFITS

The Railroad Retirement Board reports that a record high was reached during fiscal year 1949-1950, both in amounts paid out and in number of people receiving benefits under acts administered by the Board. A total of $444,800,000 was paid out in retirement, survivor, unemployment, and sickness benefits. Persons benefiting totaled 1,083,000.

# Our 125-Year Plan

Another in a Series by Gustav Metzman, President

ONE HUNDRED and twenty-five years ago the 17th day of this month, the legislature of the State of New York passed a law creating the Mohawk and Hudson Rail Road Co. and authorizing it to build a railroad between the Mohawk and Hudson rivers.

MR. METZMAN

That action, taken at the request of two early American businessmen, started the long and exciting chapter of railroad history which is still being written by New York Central men and women. It brought into being the first of the nearly 600 railroad companies whose separate origins can be traced in the growth of the 11,000-mile New York Central System.

### No Formal Observance

A history that goes back a century and a quarter in the public service is something we NYC people can afford to be proud of. Were world conditions more settled, we would be celebrating this anniversary formally, with public observances and ceremonies. Because of the troubled state of international affairs, we are not doing so. It is fitting, however, that we take note of the occasion and consider some of the things that the 125-year history of a railroad system can tell us.

Perhaps the lesson which shouts loudest from the pages of that history is that progress—for a company as for a person—has to be earned. When the little band of foresighted men who organized the M. & H. set about building their 17-mile road between Albany and Schenectady, the steep grades at either terminus of the line weren't the only uphill battles they faced. And, if their first solution to the grade problem—the use of inclined planes and stationary engines to pull the cars up from town—proved to be the wrong one, they went on to build progress upon the knowledge gained by their mistake. That's something all men, right down to the present day, have had to do.

### Roadblocks in Charter

Even before the first spadeful of earth had been turned in construction of the road, obstacles more serious than steep grades were thrown in its path. In the very law that gave the new company its existence, the legislature included a provision that threatened to stop the venture before it could get started.

The provision, in effect, gave the State a five-year option on the Mohawk & Hudson, entitling the legislature at any time during that period to take over the road merely by paying the owners whatever they might have invested in it, *less* any revenues collected in the meantime for hauling passengers or freight. The implication was that, if the venture prospered, the State would take it over; if it didn't, the owners would have to stand the loss.

### Finally Saw Light

With the cards stacked that way, it was clear that people wouldn't invest their money in the road and it wouldn't be possible for construction to get under way. In 1828 the legislature, apparently realizing that progress requires incentive, repealed this part of the law.

The M. & H. ran its first train in 1831. The sparks from its wood-burning locomotive—the DeWitt Clinton of immortal memory—kindled a blaze of railroad enthusiasm that spread through upstate New York to Buffalo. In quick succession, companies were formed and tracks laid down that spanned the State from Lake Erie to the Hudson. By 1843, 10 years before all these links were forged into a living chain called the New York Central, it was possible to make the Buffalo-Albany trip entirely by rail, though it did take some 25 hours on the "fast" train (a good deal longer on the others) and a passenger had to change cars six times.

### Bigger Roads Needed

Obviously, the transportation service which the growing nation was coming to require was too big for a scattering of small roads to provide. The consolidation of 1853—with the appearance for the first time of the name, New York Central—was an inevitable step in railroad progress, as were later gatherings-in of component parts that make up the Central we know today. A big country demanded big railroads, with the nation and its railroads mutually contributing to each other's development.

In 1826, the $300,000 to $500,000 which the act of incorporation allowed the M. & H. to raise for capital seemed, and was, a big sum. The first passenger coaches purchased by the road cost $310 apiece (a passenger car today costs more than $100,000).

Then, as now, a railroad had to get money for plant and equipment from a public willing to invest its savings in the hope of adding to them through profits. Motivated by the prospect of earnings and by a foresighted desire to have the railroad serve their communities, people up and down the line got behind the new enterprises that were cutting paths and laying rails to bring points closer together.

### Strength Through Breadth

This broad base of railroad ownership, massing the resources of many people, has been one of the strengths of the rail industry from the beginning. Without it, transportation organizations like the Central, big enough to do the job required of them, never could have been built. That business enterprises in all fields have been able to grow apace with the growing American nation, benefiting all people, is one of the greatest tributes to the way of life America has chosen and maintained through the years. It proves that we have a way which works—and, most important, one that works for all of us.

The history of the Central to this point might be called the story of a 125-year plan. The ingredients of the plan are simple: opportunity, incentive, work, reward. The results are accomplishments that serve both the public and the individual.

### We Have Right Plan

Only time will tell whether the first 125 years are the hardest. For each generation, no doubt, its own problems seem the most vexing that ever have been. But this much we know: we have the right plan, and if we keep working with it to the best of our ability, we can make it work even better in the future than it has in the past. That's a worthwhile incentive for all of us, because we'll all share in the benefits.

G. Metzman
President

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