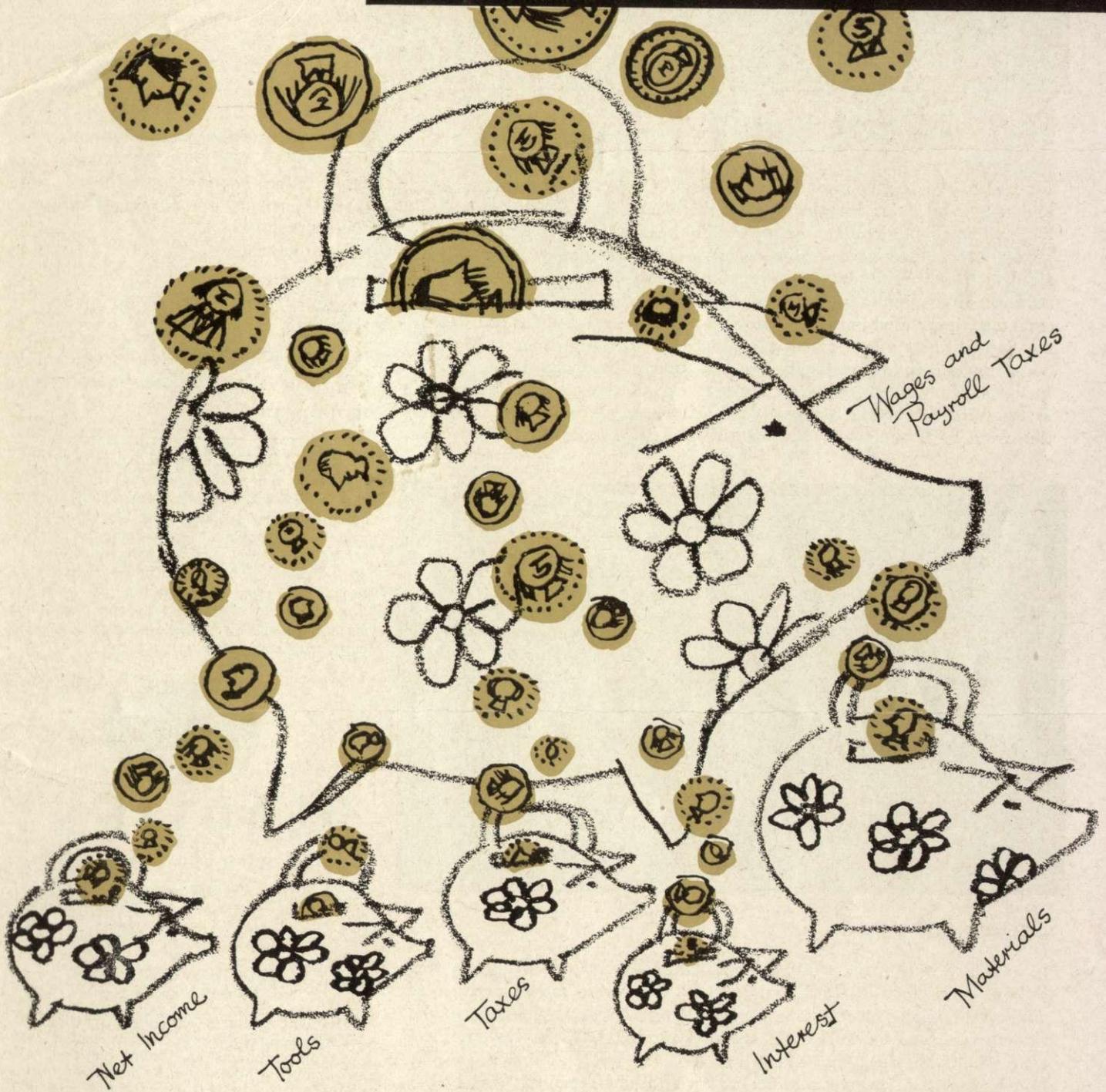


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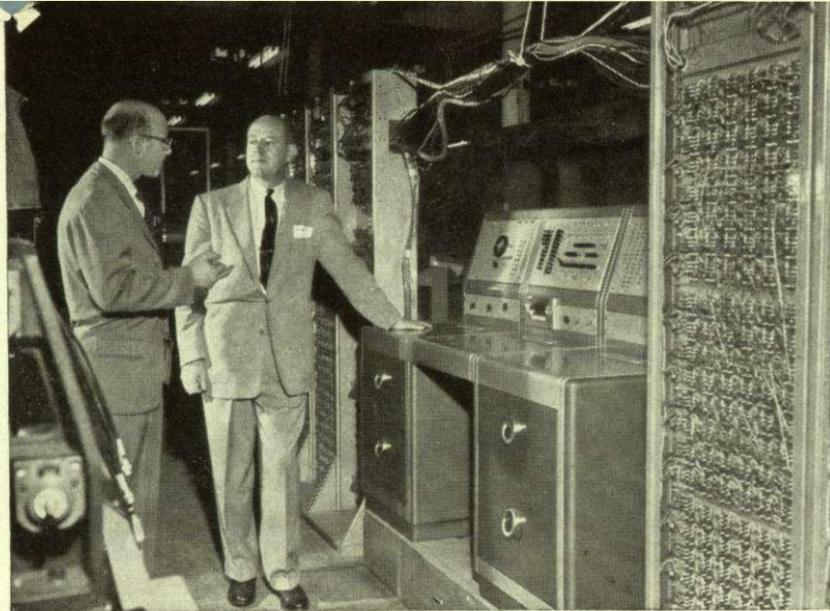
Central

# HEADLIGHT

APRIL, 1956



Annual Report Issue



### Fastest ticket tabulator . . .

. . . in the world is under construction for New York Central. Named *Centronic*, it is being built by Teleregister Corp., of Stamford, Conn., and is scheduled for completion later this year. The new electronic system will be able to handle as many as 1,000 reservations an hour. Passengers will be able to learn within seconds whether the accommodations desired for any specific date are available. The system utilizes an intricate network of computers and high-speed data-processing devices. The principal machinery used in the system will be located in Grand Central Terminal. It will link stations across the country from Boston to Los Angeles, San Francisco and Galveston, Tex., when other railroads have joined NYC in the network. Pictured here, James E. Hawthorne (right), NYC's Assistant Vice President-Passenger Sales, gets progress report on construction from S. J. Sindeband, President of Teleregister Corp.



### Send-off . . .

. . . for first run of an addition to the Central's *Early Bird* fleet of fast freights took place in Cincinnati recently. New train moves perishables and other freight from Cincinnati to Detroit on an 11-hour schedule. Gathered as time for initial run neared (from left): C. M. Lykins, Fireman; R. R. McAfee, Engineman; C. R. Sibley, Road Foreman; C. L. Marsh, Assistant Trainmaster; H. L. Leavell, Chief Terminal Yard Clerk; and F. D. Ahrens, Head Brakeman.

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THE COVER: NYC's annual report is out, with results of the road's operations in 1955 and some of its plans for the future. This month's cover is symbolic—portraying the Central's income and the way certain amounts must be set aside to meet specific obligations, just as an individual puts aside so much each pay day to pay the rent, buy supplies, pay bills, etc. For highlights of the report, see pages four, six and seven. If you'd like your own complete copy, use the coupon on page six.



## HEADLIGHT

APRIL, 1956

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New York Central Headlight

## First New Car Reporting Center Opens

The first of four district service bureaus in NYC's new mechanized car reporting network opened April 2 in New York. Functioning around the clock, seven days a week, the bureau serves as a clearing center for the Central's Eastern District freight train operations.

In intervals of two months, three other bureaus will be opened successively in Cleveland for the Western District, Indianapolis for the Southern District, and Detroit for the Northern District. When all four bureaus are in operation they will provide a mechanized car reporting system embracing 67 of the Central's major freight yards.

District service bureaus, rather than a single bureau for the entire System, are more advantageous from a traffic and sales point of view. They are closer to shippers and receivers of freight and thus are more easily accessible to them. They have the advantage of splitting up the work load and facilitating prompt preparation of reports. Also, the cost of establishing district bureaus is less than wiring the entire System into a single bureau.

### Completes second phase

Opening of the service bureaus marks completion of the second phase of the Central's freight service modernization program. It provides the Central with the most advanced car reporting operation of any railroad. The system was developed by NYC's bureau of Transportation & Economic Research under the guidance of Fred N. Nye, Director. The actual operation of the mechanized car reporting project will be under the supervision of Ward H. Leahy, Director of Car Reporting; John C. Scott, Assistant Director of Car Reporting; and Joseph Busselle, Assistant to Director of Car Reporting. All have headquarters in New York and report to the Assistant Vice President-Transportation, Augustus Hart.

At the opening of the New York bureau, Mr. Nye said, "The principal objectives of this program are to improve yard efficiency and speed up train operations. It will also improve car distribution and the utilization of all freight train equipment. We expect it to minimize—or eliminate completely—the random tracing of individual cars by automatically providing complete and current daily 'passing' re-



OVERSEEING opening of New York Car Reporting Service Bureau, Augustus Hart (second from right behind control panel), Assistant Vice President-Transportation is joined by (clockwise, starting with man seated at teletype) E. A. Maitre, Manager of the New York Bureau; J. Sutton, Manager Cleveland Bureau; J. A. Rhaesa, IBM Corp.; Ward C. Leahy, Director of Car Reporting-System; John C. Scott, Assistant Director of Car Reporting-System; Joseph Busselle, Assistant to Director of Car Reporting-System; M. Howe, Manager, Detroit Bureau; and J. Bunche, Manager, Indianapolis Bureau. All the bureaus will be open within six months.

ports on all loaded cars and special empties to all NYC sales and transportation offices.

"The new system," he said, "eventually will reduce to a large extent preparation of such reports as train consists, wheel reports, interchange reports, switch lists and on-hand reports.

### Big job involved

Making the new system work is an extremely big job, considering the volume of freight traffic moving over the Central. An average of about 12,000 cars a day are loaded on line or received from connections. The average freight car spends approximately two and a half days en route on the Central, so that on a typical day NYC has at least 30,000 loaded revenue freight cars under its control in line haul movement or in yard classification. In addition, about 20,000 empty cars and perhaps 2,000 handling NYC fuel and supplies move on the Central every day. Another 12,000 are daily to be found

on shippers' sidings being loaded, and another 13,500 on consignees' tracks, waiting to be unloaded. Added to all these are thousands of cars waiting in terminal yards for movement, placement, interchange or orders. The daily average number of freight cars on the Central's lines is approximately 140,000—enough to make up a solid train stretching from New York to St. Louis on NYC's route.

In the first phase of the new system, 25 of the Central's freight yards were tied together with a new direct teletype network. Under this system, each yard transmits only to the next yard for each car the initial and number, car type, gross tonnage, contents, position in the train, NYC destination, or (if it's an off-line destination) the junction point at which it will leave the Central and the road to which it will be delivered.

As soon as this data has been transmitted, the advance freight yard can

Please turn to page 14



# The Chairman's Message

The services of your President go on producing results many of which have yet to find their full reflection in operations. Under his wise selection an organization of top executives is being developed which will fully exploit your property's long latent potential, gradually reducing the unusual burden he has had to carry. In an industry whose average rate of return is so low the most capable executives are essential to the achievement of even moderately satisfactory earnings. The same expenditure of capital and skill in other industries would produce far greater earnings.

It is only in relation to the past that your officers and directors regard the 1955 performance of your railroad as satisfactory, either as to earnings or as to service. Earnings of \$8.03 per share would have been but \$5.12 except for certain unusual or non-recurring Federal income tax benefits, and much of that small sum came from other than railroad operations. Expressed in rate of return your railroad last year earned only 3.8 per cent on its rate making valuation as against the 4.2 per cent earned by all other railroads. Other public utilities, in sharp contrast, are permitted and almost insured a six per cent return. When it is recalled that the railroads are an absolutely essential link to our national defense their return must be recognized as being meager indeed.

## National interest injured

The rate making base for other public utilities, moreover, gives important recognition to replacement values, which receive inadequate consideration in getting railroad rates, largely based on original cost less depreciation as they are. Shippers, passengers and the national interest as well as railroad owners are injured by rates which fail to provide the

funds with which to meet the rising cost of new and better equipment. Is there any wonder that America's freight cars today average 19 years of age and its exorbitant-to-maintain heavyweight passenger cars 28 years of age? Of the latter 43 per cent are over 30 years of age. How much better service might be, and rates lower in the long run, if provision could have been made out of earnings for more rapid obsolescence, the key to America's dramatic progress in so many other fields.

It would cost New York Central more than a billion dollars to modernize its present fleet of rolling stock against the less than half that sum at which this equipment is reflected in our rate making base. Where is the incentive, much less the money, to come from with which to replace our rolling stock at ever rising costs when circumstances permit us to earn but a fraction of a fair rate of return even on its original cost?

This is a shocking situation in which to find the only weather proof means of transportation of a rich and proud nation at the zenith of its prosperity. But how much more disquieting to the future outlook for our personal convenience is it to find railroad passenger services, commutation, mail and express, losing at the rate of \$700 million dollars annually. Passenger train fares and charges do not yield enough to meet payrolls, taxes and other operating expenses, much less to replace long obsolete equipment. Is there any wonder that new orders for such equipment in the past five years have fallen to a rate which will not complete the job of replacement for 115 years? Are highways and airways to become even more dangerously overcrowded while our vast network of railways rusts in disuse?

Who is to blame for this incredible



Robert R. Young

situation imperiling America's only safe and comfortable means of transportation? Railroad men point to excessive governmental taxation and regulation while their competitors, the air, bus, truck and barge lines are being pampered and subsidized: formidable handicaps, indeed, but all the more reason that the railroads should long ago have united and protested as vigorously as any other industry would have done.

President Eisenhower on May 5, 1955, through his special Cabinet Committee on Transportation made certain important recommendations to Congress, officially recognizing the evils of over regulation, examples of which are legion. Only last December, for example, the railroads were forced to begin to accrue new retroactive wage increases amounting to \$500 million a year, equal to more than one-half of their last year's net income, without knowing when and to what extent the ICC would grant them offsetting rate increases. This uncertainty which is highly destructive of the little credit rail-

Please turn to page eight

## Annual Report—continued

—slow-moving lines at ticket windows —and will permit the sale of a higher percentage of space, the report declares.

In freight operations, NYC's *Early Bird* service grew during 1955 into a fleet of six trains from the midwest that reach New York and New England markets one day earlier than the old schedules permitted. *Early Birds* recently have been added to westbound runs from Boston to Chicago and Detroit in the mid-west and eastbound from Chicago to Pittsburgh and Baltimore in the east.

Not only is the Central moving

freight faster, but better track is being kept of shipments through a new control system of advance information on all freight cars.

An important development of 1955 was the change in name of the former Freight and Passenger Traffic departments to Freight and Passenger *Sales & Service* departments—a change not only in name but also in the concept of the two departments' main function: selling New York Central transportation and serving NYC customers.

Many Central employees will receive the complete annual report as stockholders. Others may obtain a copy by

filling out the coupon on this page and sending it RRB to the HEADLIGHT.

Use this coupon to get your copy of the 1955 Annual Report

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New York 17, N.Y.

Please send me a copy of the Central's Annual Report for 1955.

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Name .....

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New York Central Headlight

# The President's Report

The marked progress your company has made in the past year would have been impossible without the dedicated work of all your employes and the growing spirit of teamwork which moves them in their day-to-day activities. I am deeply grateful for the way in which the 80,000 members of the New York Central family have performed their jobs during 1955. Virtually the same people working with the same physical plant last year turned in a performance which has given the New York Central its highest net income in any year except 1943 and the highest net railway operating income for 1955 of any railroad in the United States.

In considering the 1955 net income of \$52,000,000, it should be remembered that because of past losses and accelerated amortization of certain equipment and facilities your company paid no Federal income tax last year. Our tax picture is likely to change in 1956, so that we must generate more income if we are to have a comparable net income after taxes.

## New plan of organization

The accomplishment which promises the greatest potential good for your railroad in the future is the one most difficult to measure directly: The adoption on January 1, 1956, of a new plan of organization designed to assure that management can do a better, more responsible job. With it, the railroad turns from a wholly departmental organization to one of line and staff, with authority, responsibility and accountability decentralized to the division and district levels. This streamlining of our organization should be the keystone of our future progress.

The 1955 budget, covering both operations and a program for additions and betterments to the property, was the first in the company's history prepared with the help of the entire supervisory staff. It proved to be of great assistance to all the supervisors of the company in maintaining closer cost controls. For the first time it permitted us to make an accurate projection of our cash for the entire year.

But what has been put into the blueprint stage for 1956 and the four years beyond is even more exciting.

The five-year program projected last Fall for the physical improvement of the property will be of great help in the elimination of unnecessary expenditures to property which we plan to rebuild or eliminate within the next five years. As examples, our projects for centralized traffic control will obviate the necessity for heavy expenditures on a large portion

of our mileage; we will not spend important sums in many of the yards which we plan to replace with new, modern facilities; and many buildings which we plan to eliminate will not require the degree of maintenance they would receive if we planned to use them indefinitely. Thus, we are already making savings on items which are projected several years ahead in the five-year budget.

The improvements we make under the five-year budget will give us a modern, more efficient plant to work with. These are expensive jobs to do, requiring the outlay of many millions. But the savings will pay for the improvements quickly, and will continue year after year.

We are already benefiting from great savings because of changes which have been instituted in our equipment maintenance program. Although we spent less money, we have doubled or tripled production in several categories of equipment repair and rebuilding.

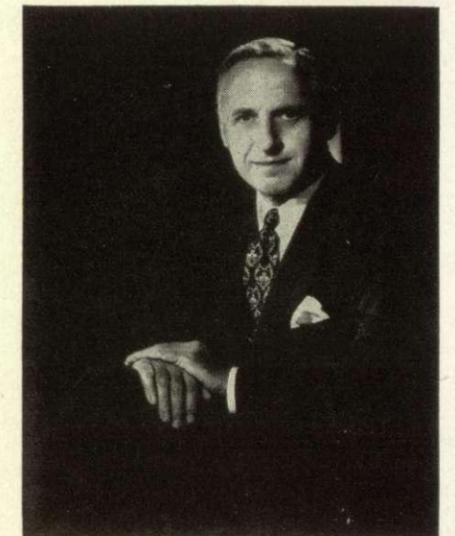
Largely as a result of putting science to work for us at our Cleveland laboratory, we were able last year to get more work out of our diesels. Although there was no significant increase in our diesel fleet until the last month of 1955, and the number of steam locomotives available to us decreased steadily through the year, we did 15% more business (as measured in terms of revenue ton-miles) than in 1954.

## Equipment purchases

Because we look for a continued high level of business activity in general, and are confident that we will be able to handle more of it, we have purchased 50 more diesel locomotives which have already been delivered this year and 14,400 freight cars which will be delivered this year and next.

At long last there is even room for some optimism—albeit long-term—about the passenger side of our operations, which has cost your company and the industry so dearly for more than a decade. The concept of a low center of gravity, lightweight passenger train, so long in the mind and heart of our Chairman, Robert R. Young, and popularized by him as the "Train X" concept, has been on our list of preferred projects since the new management took over the Central.

Over a year ago, a committee composed of officers of six railroads began an intensive study of modern passenger train design. As this is being written, two manufacturers have already put such trains into production and a third will have a new lightweight, low center of



Alfred E. Perlman

gravity train completed by April 1st. By the end of 1956 these trains will have been so tested in service that we should have a complete answer regarding their service potential and the economics of their operation.

Although we are very hopeful of the results this new passenger equipment will bring about, it alone is not enough to solve our problem. The evils built into the hodge-podge of unequal taxation, regulation and subsidization of the various competing forms of transportation not only result in lavish handouts of tax money and facilities to our competitors, but frustrate us in our efforts to provide the type of service the public wants at a price the public is willing to pay. In cooperation with the rest of the railroad industry, we are seeking a return to fair competition in the transportation industry.

## Our philosophy of management

The management of your company stands as an umpire among the company's owners, its customers and its employes. It cannot favor one over the other.

For our customers, both passengers and shippers, we are trying to use our mass transportation facilities to give the best possible service at the lowest possible cost.

For our owners, we are trying to provide an adequate return on their investment, for it is their money which has provided us with the tools and plant so necessary for efficient operation.

For our employes who invest their working lives in the operation of the railroad, we are trying to provide fair wages and good, safe working conditions in satisfactory surroundings.

If our customers do not receive ade-

Please turn to page nine

## Robert R. Young's Annual Report Message—continued

roads have left, was greatly aggravated by the formal opposition to the rate increase of the Secretary of Agriculture, the General Services Administration, the Tennessee Valley Authority, fourteen Senators and many private business interests and now that the ICC has acted a Senate hearing is threatened. Yet, none of these intervenors before the ICC appeared in the mediation proceedings to object to the wage increases which made the rate increases necessary.

### The impact on railroad credit

In view of the pressure of these groups who are wilfully blind to the necessity of these rate increases, the ICC is to be commended for the fact that in this current instance the lag which has always prevailed between wage increases and rate increases was reduced to a little more than two months when on March 2 that body granted six sevenths of the railroads' request, with important exceptions. This rate increase, however, still has to be cleared by the regulatory authorities of many states before it can be put into effect on intrastate traffic. The leading banker engaged in the business of raising money for railroad plant and equipment regards the appealing post-war lags between wage increases and rate increases as having undone all that four years of war traffic had done to help railroad credit.

Certainly, if our purpose is to have sound railroads some way must be found to adjust their selling prices to meet wage increases as immediately as any other industry, at least until they earn as high a rate of return as other public utilities. Where would the steel or automobile industries be today if after every wage increase they had to wait until a Governmental Agency had heard their case and that of their customers in open hearings before there could be a price increase? Yet the railroads have never more than weakly protested against the disastrous consequences of these delays. If the field of railroad regulation is filled with weeds, the prime responsibility is that of the railroads. Neither Congress nor the ICC should be expected to deal with changing conditions unless they and the public are made fully aware of the changes and the resulting needs of the railroads.

It is City, State and National subsidies to our competitors, however, which pose an even greater threat to adequate railroads than does regulation; yet, we find no record of the railroads ever having organized effectively to object to these subsidies or to share in them. When some

of us propose that the railroads, too, accept subsidy for keeping money-losing services in operation, there comes a chorus of protests from certain railroad executives against "The evils of socialization." After all, how does one define a subsidy in these days in which national, state and local government expenditures equal 23 per cent of gross national product? The motor industry benefits more, perhaps, by highway expenditures than agriculture does by direct subsidy; but few regard the motor industry as subsidized. When a publisher accepts the fact that the Post Office, under Congressional compulsion, and the railroads between them absorb four-fifths of his outgoing transportation costs, he rationalizes their generosity with other people's money as an "Educational service" or, at most, as a subsidy to his subscribers. There are few industries today that do not benefit from government subsidies in one way or another; and only one, the indigent railroad industry, that shuns them.

### A contrast in attitudes

Contrast the lackadaisical railroad attitude with the increasing and concentrated efforts of the truckers (and their rich and powerful suppliers) who have the daring enterprise even in an election year to attempt, with every promise of succeeding, to shift their share of new highway costs to the private automobile owners.

We cannot help but believe that if there were the same degree of ownership management in the railroads that there is in these other businesses there would be greater equality both of regulation and of subsidy. That is why we have felt it is so important for railroads to devise ways of making their executives and other employes shareowners and have put owners on your New York Central board of directors, so long controlled by those whose interests were in direct conflict with yours as shareowners. At the end of 1955 the members of your present board of directors and Alleghany Corporation owned 1,513,480 shares of Central, or 23 per cent of all outstanding stock. Since the end of 1955, Alleghany has bought 118,900 more shares of Central, thus reaffirming its confidence in your management's ability to overcome these roadblocks to a sound railroad economy.

Some hold that tax relief is a form of subsidy, which may account for the failure of some railroad men, indifferent to their shareowners, to organize and obtain it. A politician in an election year hardly can deny that it is better for an American railroad to get government help

in the form of tax relief than for some railroad overseas to get it as a gift. No fair-minded person can fail to agree that if the New York Thruway is untaxed the railroad that parallels it and whose traffic it diverts should be untaxed. If the parkways into the City, the Long Island Rail Road and the Lexington Avenue subway are untaxed, why should our equally important but money-losing Park Avenue railway, already heavily taxed, have those taxes punitively increased as they were last year? Because of these inequities thirty per cent of America's commutation train mileage has been abandoned since 1929.

### The railroads' vitality

Yet in spite of all this, the railroads still render the best comparative service. The railroad commuter does not regularly stand as he does in the subway or wait in the rain as he does for the bus. While our long haul trains are sometimes late, unlike the planes, it is not for a day or two and when the train arrives it is at its predetermined destination, not some city far away that alone is free from fog. Occasionally the railroads have an accident but you can go ten times as far without meeting death in a train as you can on the highways. This basic vitality of the railroads, which alone has enabled them to date to preserve service, cannot much longer withstand the unfair competition of subsidized motor, air and water carriers.

Why is it then, rendering the best service at the least price, that the railroads have allowed themselves to get into the ridiculous position of being the one segment of transportation regularly damned by the Public? W. K. Vanderbilt's reported "The Public be Damned" has come full circle through a public lack of information as inexcusable as it is deplorable. Operating like Gresham's Law of Currency, the best service is being driven out by the bad, and the traveller's complaint promises to be ended by ending railway service.

Once these customers of ours are shown that the sure and quick way to new equipment and good service is in equality of taxation and subsidy between all forms of transportation, "the bird is on the wing." The New York Central has already begun to encourage its sister railroads to engage in such a joint campaign of education. Unfortunately, the problem is so vast that it cannot be solved by any single railroad.

The Association of American Railroads has a perfect case to lay before the American people, and not one out of a

## Drive Opened for 'Perfect Shipping'

This month marks the twentieth consecutive year in which April has been designated "Perfect Shipping Month" by the National Association of Shippers Advisory Boards and the nation's railroads.

Each April the railroads and their customers join in a concerted attack on the national claim bill of \$100 million for freight loss and damage. The annual campaign is a kick-off to a drive that lasts throughout the rest of the year.

New York Central's contribution to this year's campaign is a more vigorous careful car handling drive in switching yards and increased activity at freight stations in the physical handling, trucking and stowing of freight.

The car handling program is being aided by the Central's *Visuaload Car*, now in action and demonstrating to Central employes the effects of coupling impact. Throughout the month there will be special meetings to highlight important phases of the campaign, such as the need for greater care as warm weather approaches. As temperatures rise, cars roll more easily and require greater alertness to prevent excessive impact.

More than 12,000 New York Central employes participated in over 800 meetings supporting the 1955 campaign, and this year's activities are expected to surpass those figures.

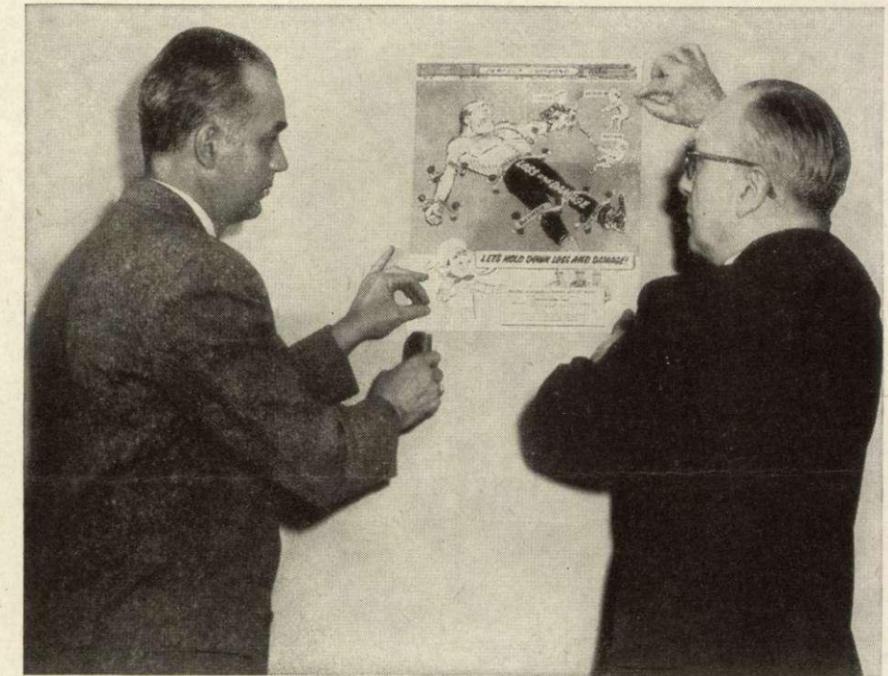
The real measure of success, however, will be the results obtained in cutting loss and damage to freight.

### Mr. Young's Message—concluded

thousand of our riders knows it. The New York Central would like to join the 131 Class 1 Railroads of America in a great and constructive advertising campaign of public information, uninhibited by some of their non-owning directors' consideration for the sensitivities of our competitors. One hundred million dollars spent for paid advertising in newspapers, magazines, on television and radio would not be too much to return sanity, through public understanding, to transportation. Then might every urban area become a delight to live in.

Shareholders can help us achieve these desirable ends by telling the full railroad story to those with whom they come in contact.

April, 1956



MOUNTING POSTER, Edwin G. Overmire (right), Superintendent-Claim Prevention, and Howard H. Maier, Supervisor-Claim Prevention, open drive to make April "Perfect Shipping Month." Campaign is sponsored jointly by shippers and railroads. This year marks twentieth consecutive year for spring campaign.

## Alfred E. Perlman's Report—continued

quate service at competitive prices, it injures our employes' opportunity to continue to enjoy good pay and good working conditions and it reduces our owners' chance of receiving an adequate return on their investment.

If our employes are not treated fairly, they have no incentive to give the good service our customers require, and that, in turn, will reflect itself in a poorer return to the owners.

If the owners fail to receive an adequate return, they have no incentive to make the investment needed to provide adequate facilities with which we can give good service at competitive prices, causing our customers to desert us for our competitors, imperiling the jobs and security of our employes.

Your management's incentive to provide good service for our customers is self-evident. As employes we have an obvious desire to see that our fellow-employes receive good pay and working conditions. As shareowners we have a clear interest in seeing to it that our fellow investors receive a fair return on the money they have put into our plant.

If we were to consider the interest of

any one group at the expense of the others, we should be failing in our obligation to all, to the eventual detriment of the property, its customers, its owners and those who work for it.

### The results

Therefore, the program we have projected gives consideration to all three of these "interests," and 1955 has been a good year for all three.

In 1955 owners received regular quarterly dividends for the first time since 1931; employes have participated in a national wage increase which on the Central alone is equivalent to \$38,600,000 annually; and shippers are getting and using expedited service as is shown by the growth of our "Early Bird" freight schedules.

As this performance resulting in high net railway operating income continues, we can complete our urgently required program of physical improvements on a pay-as-you-go basis, assuring us of a plant continually modernized with the best that new technology has to offer us, and dynamic, well-trained personnel to operate it in the most effective manner.

# HEADLIGHT Highlights



## Friendly handclasp...

... climaxes ceremony during which New York chapter of Railway Business Women's Association presented an American flag for use in social and recreation room of NYC General Office Building there. From left: Elma Clark, NYC Mechanical department; Ann Kasten, Transportation department, Railway Express Agency, and current chapter president; Charles E. Crowley, Manager, NYC Building; and Katherine Baird, Division Superintendent's office.



## Safety conference...

... of supervisors in the Central's Maintenance of Way department was held in Utica, N.Y. Conference discussed safety problems in maintenance work and ways of solving them. Pictured during a break in the meeting are, from left, Harry Horman, Utica, Supervisor of Track; Charles M. Dabney, Cleveland, Safety Engineer; T. V. Ford, Albany, N.Y., Signal Supervisor; John E. Spangler, Albany, Division Engineer. Similar meetings are being held on all Central divisions.



Yonkers, N. Y. Herald Statesman

## Champions...

... of women's basketball in Westchester County (N.Y.) in recently concluded season were led to victory by their team captain, Mary Ann Cramer, Secretary in the Central's Personnel department at New York, and coach Ken Treulieb, Clerk in NYC's Payroll department. Coach Treulieb is shown presenting to Mary Ann the ball used in the final game at the County Center in White Plains, N.Y., which led to the feminine cagers' victory.



## Golden spike...

... in recognition of his leadership as first chairman of the Railroad Community Relations Committee of Toledo, O., is presented to James L. Robinson (right), NYC's Division Freight Sales Manager there, by David I. Mackie, chairman of the Eastern Railroad Presidents Conference. At left is Slade Freer, Jr., of the Baltimore & Ohio Railroad.

## Award...

... as top sportsman in Ashtabula, O., recently was presented to NYC Car Repairman Art Cedar (right) at banquet sponsored by Coca Cola Co. Art was cited for organizing professional football and for services to Little League and Pony League baseball for city's boys. Making the presentation is Lou "The Toe" Groza, place-kicking star of Cleveland Browns.



## Thanks...

... for his 26 years' service to 4-H Clubs in Michigan is expressed with an award to Mansel Gay, General Foreman of NYC's Detroit Stock Yards. From left to right: George MacIntyre, Michigan Commissioner of Agriculture, Charles E. Scott, Superintendent, Detroit Stock Yards, Mr. Gay, A. G. Kettunen, Michigan 4-H Leader, and Maurice Hill, member of 4-H Club Staff of Michigan State University.

## New Posts Announced for NYC Men

Appointments of Central men to new posts recently include a number of changes in the Law department.

**Harold H. McLean**, formerly General Counsel at New York, has been named Vice President and General Manager of the Pittsburgh & Lake Erie Railroad, with offices in Pittsburgh.

Born in Finch, Ont., Mr. McLean attended Detroit Junior College, now Wayne University, and the University of Chicago. He received his law degree from the University of Chicago Law School.

Mr. McLean joined the Central's Law department at Detroit in 1927. After serving as Assistant General Attorney there, he moved to New York in 1940 as Commerce Counsel, serving in that post until 1949, when he became General Solicitor. In 1952 Mr. McLean became General Counsel and held that



Mr. McLean



Mr. Gray

post until his new appointment.

Succeeding him as General Counsel is **James B. Gray**, who has been with NYC since 1951, when he became Commerce Assistant. In 1953 he was appointed to the newly created post of Assistant General Counsel and has held that position until receiving his new assignment. Mr. Gray is a native of Collinsville, Ill. He attended Southern Illinois University and received his law degree from the University of Illinois.

In another move involving New York Central attorneys, **Samuel H.**



Mr. Hellenbrand



Mr. McEvoy

**Hellenbrand** has been named Director of Taxes, a newly created position in

NYC's Finance department. He has been succeeded as General Tax Attorney by **Frank McEvoy**.

In his new post Mr. Hellenbrand will maintain close coordination between the Finance and Law departments concerning tax problems. Creation of Mr. Hellenbrand's new post underlines the Central's role as a major taxpayer. NYC pays more than \$60 million in taxes a year. More than \$18 million of this is paid within New York State and more than \$8 million is paid to the City of New York.

Mr. Hellenbrand joined the Central in 1942 after attending Brooklyn College and receiving his law degree from Brooklyn Law School.

Mr. McEvoy, who graduated from Brown University, received his legal training at the law schools of the University of Virginia and New York University. He joined the Central's Law department in 1951.

**Stephen T. Keiley**, formerly Manager of Passenger Train Service at New York, has been appointed Terminal Manager-Grand Central Terminal, succeeding **Ernest B. Moorehouse**, retired.

Mr. Keiley began his Central career in 1924 as a Chainman in the Engineering department. Subsequently, he served as Trainmaster at a number of points, he was named Assistant to General Manager at Syracuse in 1948. The following year he became, successively, Transportation Assistant to Vice President and Assistant to the Manager of Grand Central Terminal.

In 1952 Mr. Keiley was promoted to Superintendent at Watertown, N. Y., and later that year was transferred to Boston. He moved to New York as Manager of Passenger Transportation in 1954.

In other departments of the Central recent appointments have included the naming of **Robert S. Eisenhauer** as Director of Public Relations. Mr. Eisenhauer previously was Director of Public Relations & Advertising for Chesapeake Industries, Inc. In his new position he will be responsible for present and expanding community, press, radio, television and special



Mr. Eisenhauer



Mr. Saakvitne

services. His headquarters will be in New York. Mr. Eisenhauer also has served on the public relations staff of the Chesapeake & Ohio Railway and before that was on the editorial staff of the *Cleveland News*.

**Harald C. Saakvitne** has been named Executive Assistant-Staff in the office of the Central's Vice President-Staff at New York.

Mr. Saakvitne's Central career began in 1952, when he joined the Law department at Detroit, transferring later to New York where he was Commerce Attorney until his new appointment.

In the Central's Transportation department, three men have been named to new posts in connection with the railroad's new mechanized car reporting system. **Ward H. Leahy** has been appointed Director of Car Reporting-System; **John C. Scott** has been named Assistant Director of Car Reporting-System; and **Joseph Busselle** has been appointed Assistant to Director of Car Reporting-System. All three have headquarters in New York. For more about the new car reporting system, see story on page three.

In the Mechanical department, **R. W. Mustard** and **E. S. Mustain** have been named Assistant Master Mechanics at Syracuse and Buffalo, respectively. They have jurisdiction over both locomotive and car work on the Mohawk, Syracuse-Rochester, Buffalo, St. Lawrence, Adirondack, Ottawa and Pennsylvania divisions.

Freight Sales & Service appointments include **W. G. Werner**, named Assistant Coal Sales Manager at New York to succeed **H. A. Coughenor**, retired.

**F. W. Billmire** has been appointed District Coal Salesman with headquarters at LaSalle Street Station, Chicago.

**V. T. Winings** has been appointed District Freight Sales Manager at the Central's office in Milwaukee, Wis.

New York Central Headlight

## Credit Union: Railroader's Friend

Mrs. Robert Ogg of New York says: "It may sound real corny when you hear some of the old fashioned sayings, but believe me, I know how true it is that 'a friend in need is a friend indeed.'"

Mrs. Ogg's husband, a New York Central Dining Car Inspector, died recently. The friendship she talks about that helped her through that "time of need" was found in the Credit Union to which Mr. Ogg belonged for many years—the Grand Central Terminal Employes Federal Credit Union, one of 37 such groups on the NYC System, organized and operated by Central men and women for the benefit of their fellow employes.

A few days before her husband passed away, Mrs. Ogg found herself confronted with \$300 worth of emergency hospital and medical bills requiring immediate attention. She turned to the Credit Union, where she found not only friendly help for the emergency, but also a surprise ending for her Credit Union story.

At first, Mrs. Ogg intended to withdraw some of the \$1,000 that had been accumulated over the years by her husband's wise decision to follow the Credit Union payroll savings plan.

After talking over the situation with Louis Bonderefsky, Treasurer of the Grand Central Credit Union and Assistant Manager of the Grand Central Information Bureau, she decided instead to borrow the \$300 she needed right away. The interest on this loan amounted to less than the interest she continued to receive on the savings left intact.

Moreover, Mrs. Ogg discovered that both the savings and the loan were covered by equal amounts in life insurance taken out automatically by the Credit Union on each member's savings or loans.

Unfortunately, Mr. Ogg passed away only three days later. Insurance on the loan repaid it fully and Mrs. Ogg received both the \$1,000 savings and another \$1,000 in insurance. Any wonder, then, why she feels so strongly in favor of Credit Unions?

More and more Central people are finding their employe Credit Unions helpful in the conduct of their personal financial affairs. Completely under the direction of their employe-



**SURPRISE ENDING** to her Credit Union story came for Mrs. Robert Ogg when she received check for double her husband's savings through insurance which the employe-operated group takes out on members' savings and loans. Presenting the check is Louis Bonderefsky, Treasurer of the Grand Central Terminal Employes Federal Credit Union and Assistant Manager of the GCT Information Bureau. In center is Thomas H. Byrne, Superintendent-Dining Service, New York.

members, with the Central handling payroll deductions for them, Credit Unions are rendering an increasing service to NYC men and women. They fill a need for a sound system of savings and loans for Central railroaders.

A Credit Union is a group of people usually (but not necessarily) employed in one area of the Central System, who build up a fund with their savings and use that fund for making loans at reasonable interest to members of the group. Credit Unions are chartered by federal or state governments. They are periodically examined by state or federal auditors, just as banks are.

A Credit Union helps its members save money conveniently, safely and in small sums—in some instances as little as 25 cents each payday—or in larger amounts. The Central permits Credit Unions to make collections from members through payroll deduction.

Credit Unions are owned, operated and controlled entirely by their own members. The management of the New York Central has no authority in their affairs. Each Credit Union's affairs are

handled entirely by its own directors. Recognizing the value of Credit Unions for its employes, New York Central has encouraged their growth throughout the System. A number of years ago, a committee of Central officials made a study of employe savings plans and their judgment was that the Credit Union better meets the needs of employes of the Central than any other type of savings and loan plan.

Following the committee's report, NYC adopted this official policy:

*"In the interest of the welfare of its employes, the New York Central desires to encourage the establishment of sound Credit Unions among groups of its employes. . . . Experience has shown that in business organizations where Credit Unions are functioning effectively, the number of garnishments and assignments filed against employes' wages has greatly declined, thus reducing the distress to employes and the difficulties to the company from this source. . . . Supervisory personnel may aid materially in making Credit*

Please turn to page 14

## Eastern District Inaugurates Station Service Training

As part of a System-wide expansion, NYC's Eastern District this month is inaugurating a training program similar to one that has proved successful for several years in the Southern District. Purpose of the program is to qualify station service employees for more responsible jobs, particularly as freight agents, and is designed for new employees interested in station service work, present station employees capable of assuming greater responsibility and freight and ticket agents at small or intermediate stations.

While candidates generally will be

selected by station supervisory personnel, volunteers also will be given every consideration. Training will extend over a period of about six months and later will be supplemented by a home-study course now being prepared. The program, designed to provide well qualified station agents for the future, will also be introduced in the Central's other operating districts. Supervision and coordination of the program is in the hands of the District Supervisors of Stations and Motor Service and supervising agents in each of the System's operating districts.

## Credit Unions —continued

*Unions effective if they will inform any employe who may have garnishment or assignment difficulties of the existence of a Credit Union in his locality and suggest that he discuss his difficulties with the Credit Union representative.*

Loans are made to members of Credit Unions with the approval of the group's credit committee. A loan may be had when it is for a useful purpose—that is, when it would be of genuine service to the borrower and his family.

Interest rates on these loans cannot be more than one per cent per month on the unpaid balance. Usually there is no other charge except a small fine if payments are not made on time.

Borrowers from Credit Unions may repay their loans in regular monthly installments. These payments may be made through convenient payroll deductions.

When a man or woman has personal financial difficulties—piled-up debts, over-extended credit, emergencies like Mrs. Ogg's, wage garnishment proceedings, or similar situations, he can usually get straightened out by talking to a representative of his nearest Credit Union. All of the transactions of members and their Credit Unions are held in strict confidence. The sole aim of the Credit Union is to help its members—to help them save money easily, safely, and to help them get safely through rough financial waters.

The locations of Credit Unions organized and operated by New York

Central employees are listed on this page. Formed by your fellow employes to help you, they stand ready to assist you in a regular savings program or to aid in solving your financial problems. Credit Unions organized and operated entirely by New York Central employes are located in the following cities:

Albany, N. Y.  
Boston  
Buffalo  
Charleston, W. Va.  
Chicago (3)  
Cincinnati  
Cleveland (2)  
Columbus, O.  
Detroit (2)  
East St. Louis, Ill.  
Erie, Pa.  
Hammond, Ind.  
Harrisburg, Ill.  
Indianapolis  
Jackson, Mich.  
Kankakee, Ill.  
Lindale, O.  
Westville, Ill.  
Mattoon, Ill.  
New York  
Niagara Falls, N. Y.  
Niles, Mich.  
Pittsburgh  
Rochester, N. Y.  
Syracuse  
Toledo, O. (2)  
Urbana, Ill.  
Utica, N. Y.  
Weehawken, N. J.  
St. Thomas, Ont.  
Windsor, Ont.

## Pension Pointers

By Frederick P. Fleuchaus

Secretary, NYC Board of Pensions

A number of letters have been received from employes inquiring whether persons attaining 70 years of age qualify for pensions.

Effective Nov. 1, 1946, The Funded Contributory Retirement Plan for Salaried Employes and Officers, as well as the Central's Supplementary Voluntary Unfunded Pension Plan, reduced the retiring age one-half year each year, beginning Jan. 1, 1947. Thus, beginning with Jan. 1, 1956, all employes who qualify for pensions under either plan must retire at age 65. This means that employes qualifying for pensions must retire at the end of the month in which they attain the age of 65. Should they remain in service beyond their scheduled retirement date, they will forfeit any pension to which they might be entitled. Retirement under the Railroad Retirement Act would not be affected by the requirement of the Funded Contributory or Voluntary Unfunded retirement plans.

## Service Bureau

(continued)

start to program its work and manpower for the most efficient handling of the train when it arrives.

Now all of this information also will be transmitted automatically to the service bureau for the district in which the yard is located. A glance at the records in a service bureau will reveal immediately the date and time of a given car's last arrival or departure at a New York Central freight yard, and the train in which it is moving.

Every day, each service bureau will publish a book containing the latest record of movement for all loaded freight cars and certain empty cars. These books will be mailed to all New York Central Freight Sales offices. With them, NYC sales representatives will have the advantage of fingertip knowledge of the latest whereabouts of every customer's shipment.

By systematizing and simplifying the work of checking freight car movements, the new system will improve NYC's competitive position so that more business can be attracted to the New York Central.

New York Central Headlight



## NEWS BRIEFS

### FIRST ALL-ALUMINUM TRAIN

... in the U.S. will make its debut on the Central this spring. Named "Xplorer," it will go into experimental revenue service between Cleveland and Cincinnati, leaving Cleveland in the morning and returning the same afternoon. Exact time schedule has not yet been completed. This newest lightweight train is of the low-slung, low-cost type familiar as the "Train X" concept. "Aerotrain," first of the Central's lightweight experimental trains, will go into revenue service between Chicago and Detroit starting May 18.

### CARLOADINGS

... on the Central in February amounted to 349,469 cars loaded on line and received from connections. This brought the total for the first two months of 1956 to 713,789 cars, a drop of 2,594 cars, or 6.2 percent below the same period of 1955.

### FREIGHT RATE INCREASE

... of six per cent was granted the nation's railroads by the Interstate Commerce Commission. The railroads had asked for an increase of seven per cent.

### NEW YORK CENTRAL YARDS

... will be revamped and streamlined in a new System-wide program. NYC plans to spend more than \$25 million to overhaul three major freight yards at Buffalo, Youngstown, O., and Elkhart, Ind. Comparable projects are contemplated for other existing freight facilities as part of the Central's long-range modernization program.

The Youngstown and Elkhart projects are still under study. Construction of a new \$10,559,000 electronically-controlled Buffalo classification yard is scheduled to begin this month. The Buffalo project is expected to pay for itself in less than two years. Salvage operations at outmoded yards in the Buffalo area will defray the cost of new construction by an estimated \$4,454 reducing the net cost of the project to \$6,105,000.

The sweeping overhaul of freight facilities in Buffalo and nearby Gardenville will slash operating expenses by over \$4 million every year and will save shippers an estimated 225,000 car-days a year. Increased efficiency will also permit the release of more than ten locomotives for other duty.

Additional advantages to be gained from the

retirement of unnecessary and outmoded equipment will be: freeing approximately 300 acres of real estate for industrial development; important savings in maintenance costs; and cutting by two-thirds present time on freight car handling.

At present, freight car handling averages 25 hours, 40 minutes in East Buffalo and 21 hours, 10 minutes in Gardenville. The estimated average time required for movement through the new yard is seven hours, 55 minutes.

Essentially, the push-button freight yard will make it easier to service cars and to provide through-operation of cars by setting up a complete modern switching system to allow final classification of cars in one switching operation. Concentration of operations within a relatively small area will permit peak use of yard engines and road power.

Included in the overall yard plan are provisions for a 250-car-capacity car cleaning yard; an 85-car-capacity car repair facility equipped for 'round-the-clock operation; a 60-pen stock yard; and facilities for the inspection and servicing of all engines assigned in the Buffalo area.

### NET INCOME

... of the Central in February was \$2.1 million, on operating revenues of \$62.2 million. This compares with net income of \$2.2 million in the same month of 1955, on operating revenues of \$55.8 million. For the first two months of this year, NYC's net income totaled \$4.6 million, compared with \$5.3 million for the first two months of last year.

### "GREAT BUCKETS OF BUNK

... are being peddled about the importance of highways and the obsolescence of railroads in the national defense," declared labor leader W. P. Kennedy in an address at the ninth annual dinner of the Federation for Railway Progress in Washington, D.C. He is President of the Brotherhood of Railroad Trainmen.

To an audience of over 800 congressmen, senators, government officials, labor leaders and railroad officials, Mr. Kennedy said: "The public is due for a rude awakening from the current federal highway program. They have been sold on the program as a means of reducing traffic congestion, yet the money is being spent, not in the towns and metropolitan areas where congestion occurs, but on the intercity turnpikes where there is no real congestion."

# Commuters Fete Brakeman On His Retirement

Retirement day was an extra-special one for Matty Crotty, 70, who stepped out of his job as Brakeman on the Central's Electric Division last month.

Matty—a Central railroader 45 years—was feted by commuters who rode with him every day on train No. 92, which he worked each morning from Poughkeepsie, N.Y. (his home town) to Grand Central Terminal.

The air on the train that morning was filled with conviviality as commuters expressed their appreciation of the good service Matty had given them over the years.

To send him off to retirement in good style they gave him a number of gifts. Chief among them was that standard item for railroad men the world over—a watch. Only this one was two and a half feet in diameter, and accompanied by a long paper chain. In addition to a number of other "gag" presents, they gave him a wallet containing a dollar for every year of his Central service.



RETIREMENT WATCH is presented to Brakeman Matty Crotty on train by commuters Frank Gilbert (left), of Tarrytown, N.Y., and Thomas DiStasio, of Ossining, N.Y.

## New NYC Program For Law Trainees

New York Central's Law Department has embarked on a new training program for young lawyers designed to provide them with practical experience in many phases of the railroad's operations as well as specialized legal experience.

Graduates of accredited law schools, in the upper half of their classes, under 30 years of age, are eligible.

NYC's Law department now employs 65 full-time attorneys who handle cases and problems in nearly all fields of law. The department has sections engaged in corporate and financial law, taxation, administrative law, and litigation and general law. In addition to offices in New York, offices for handling general law work are located in Chicago, Detroit, Cleveland and Boston.

The training program extends over two years. Each trainee is assigned to work for successive periods of approximately five months in each of the four sections of the Law department. During the following four months, he will be assigned to work in other departments of the Central, knowledge of

which will aid him in the section of the Law department to which he will later be assigned permanently.

Trainees intending to take bar examinations in Illinois, Michigan, Ohio or New York will be assigned during the first five months of their training in that state. The next 15 months will be spent in New York.

The program is designed to provide young lawyers with practical training in all phases of law, aid them in selecting the field of law in which they are best qualified and most interested, acquaint them with the types and scope of the company's law problems and furnish them with knowledge of the functions of the Central's other departments.

"Perhaps the happiest thing about our situation as railroad people and employes . . . is that since so many of us work directly with the public which pays our wages and salaries, we have a better chance than the factory worker to do something personally about our company's welfare and our own continued earning power."

—J. P. Kiley, President  
The Milwaukee Road

## New Film Available On Cabinet Report

A new motion picture dealing with the Presidential Advisory Committee on Transport Policy and Organization is currently being distributed by the Association of American Railroads.

Entitled "The Right to Compete," the 14-minute technicolor sound film explains through real-life and animated cartoon sequences the public significance of basic recommendations of the Cabinet Committee report.

Presented through the eyes of a typical American family, the 16-millimeter film traces briefly the growth of free competitive enterprise in America from colonial days to the present, with special emphasis on the part played by transportation.

The film is available for use at meetings of civic groups, service or church clubs and other organizations. It is accompanied by material for a short talk which may be given before or after the film is shown.

If you would like to borrow the film for such a showing, simply write to HEADLIGHT, Dept. F, 466 Lexington Avenue, New York 17, N. Y.

New York Central Headlight



## 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 indicate the years of service spent with the Central:

### EASTERN DISTRICT

Anop, A., Mail Porter, Springfield, Mass. 29  
Asher, F. J., Red Cap, Buffalo 25  
Avallone, C., Section Laborer, Boston 42  
Bailey, C. R., Clerk, Rochester, N. Y. 45  
Baker, W. W., Clerk, Rochester, N. Y. 46  
Banham, R. H., Lineman, New York 37  
Bardo, N. M., Locomotive Engineer, Syracuse Division 49  
Barichievich, A., Deckhand, Weehawken, N. J. 34  
Baron, J. E., Freight Carman, East Buffalo, N. Y. 14  
Baumeister, Miss H. I., Ferry Ticket Seller, New York 38  
Beck, O. B., Assistant Chief Clerk, New York 48  
Beirns, J. J., Car Cleaner, Boston 13  
Bergstrom, O. W., Conductor, Avis, Pa. 45  
Berry, E., Laborer, East Buffalo, N. Y. 12  
Biggar, P. O., General Yardmaster, Niagara Falls, Ont. 49  
Borucki, V., Carman, East Buffalo, N. Y. 44  
Braunig, A. F., Air Brake Tester, West Albany, N. Y. 38  
Brewster, J. P., Locomotive Engineer, Syracuse Division 48  
Bryslawski, F., Baggage Trucker, Rochester, N. Y. 32  
Buckley, D., Locomotive Engineer, Suspension Bridge, N. Y. 35  
Bulger, A. P., Checker, New York 39  
Bunn, J., Porter, New York 22  
Button, L., Locomotive Engineer, River Division 49  
Cabral, A., Stower, Boston 16  
Cahill, D. J., Conductor, River Division 51  
Cain, B. J., Signal Foreman, Allston, Mass. 41

Camporeale, F., Stevedore, New York 20  
Carroll, J. J., Car Repairer, Selkirk, N. Y. 14  
Christopher, E. L., Electrical Foreman, Buffalo 39  
Cleary, E. J., Locomotive Engineer, Hudson Division 51  
Colvin, M. E., Machinist Helper, Rochester, N. Y. 13  
Comora, L., Laborer, Selkirk, N. Y. 24  
Corbo, M., Section Laborer, Rochester, N. Y. 36  
Correggio, P. A., Machinist Helper, Beacon Park, Mass. 48  
Cox, George W., Special Assistant, New York 47  
Coyle, H. B., Fire Sergeant, New York 35  
Cozzi, A. A., Carman Helper, Mott Haven, N. Y. 36  
Crean, M. T., Locomotive Engineer, Buffalo Division 49  
Cullen, Ronald J., Assistant Signal Engineer, Springfield, Mass. 45  
Davenport, C. B., Trainmaster, Watertown, N. Y. 45  
Degener, F. W., Clerk, Haverstraw, N. Y. 38  
De Lap, J. P., Engineman, Syracuse Division 35  
Dempsey, J. A., Deckhand, Weehawken, N. J. 21  
Denni, F. A., Head Clerk, New York 17  
De Pasquale, J., Freight Handler, Rochester, N. Y. 33  
De Simone, C., Section Laborer, Utica, N. Y. 20  
Di Luzio, V., Stevedore, New York 37  
Dimartino, R., Section Laborer, Canandaigua, N. Y. 15  
Doeringer, P. F., Chief Clerk, West Albany, N. Y. 47  
Driscoll, J. E., Locomotive Engineer, Albany Division 52  
Dutkiewicz, E. R., Laborer, West Springfield, Mass. 35  
Dyduch, J. A., Trucker, Utica, N. Y. 36  
Evans, G. L., Locomotive Engineer, Syracuse Division 49  
Fabiano, R., Car Repairer, Weehawken, N. J. 41  
Fagnan, C. N., Watchman, Gardenville, N. Y. 15  
Farlow, Robert G., Clerk, New York 47  
Ferdinand, J. A., Clerk, Buffalo 29  
Ferrel, L. J., Agent, Buffalo 45  
Fields, W. M., Pipefitter, Mott Haven, N. Y. 33  
Fisk, M. I., Machinist, Watertown, N. Y. 34  
Fix, G. J., Freight Car Painter, East Buffalo, N. Y. 38  
Foland, P. W., Assistant Chief Train Dispatcher, Weehawken, N. J. 49  
Forman, S., Freight Carman, East Buffalo, N. Y. 31  
Fredrickson, H. A., Assistant Division Engineer, Poughkeepsie, N. Y. 43  
French, T. A., Red Cap Attendant, New York 31  
Fuchs, R. R., Locomotive Engineer, River Division 49  
Gallasso, W., Section Laborer, Rome, N. Y. 39  
Garrison, J. A., Laborer, Electric Division 31  
Garrison, P. B., Supervisor of Track, Poughkeepsie, N. Y. 41  
Garwood, C. H., Laborer, East Rochester, N. Y. 21  
Gerasimchik, H. M., Car Cleaner, New York 12  
Gigante, D. M., Porter, Buffalo 37  
Gill, T., Stevedore, New York 33  
Gillen, F. J., Hostler, Harmon, N. Y. 29  
Goldstein, F. A., Sheet Metal Worker, West Albany, N. Y. 49  
Grebert, G. M., General Supervisor Claim Prevention, N. Y. 46  
Groeschke, C. P., Patrolman, New York 26  
Guettler, A. G., Locomotive Engineer, Boston 50

Haight, J. C., Signal Foreman, New York 43  
Hain, J., Freight Carman Helper, East Buffalo, N. Y. 14  
Haines, H. L., Telephone Leverman, Buffalo Division 33  
Hall, J. B., Red Cap, Buffalo 35  
Hall, C. R., Agent, Camillus, N. Y. 56  
Hedden, C. R., Agent, Lowville, N. Y. 47  
Heerrick, R. G., Agent, Brewerton, N. Y. 48  
Herwig, W. L., Laborer, New York 34  
Hilton, F. R., Clerk, New York 53  
Hine, R. W., Clerk, West Albany, N. Y. 46  
Hoffman, H. F., Switchtender, Weehawken, N. J. 40  
Hogan, P. T., Inspector of Police, New York 42  
Holmes, R., Locomotive Engineer, Mohawk Division 44  
Holzschuh, J. C., Caller, Buffalo 13  
Howard, C. E., Locomotive Engineer, Mohawk Division 45  
Hulek, S., Section Laborer, Niverville, N. Y. 31  
Hunter, J. A., Section Foreman, Hammond, N. Y. 46  
Hutchinson, S. A., Section Stockman, Utica, N. Y. 38  
Indiano, A., Carman Helper, East Rochester, N. Y. 14  
Jackson, F., Section Laborer, Boston 33  
Jenkins, D., Baggageman, Suspension Bridge, N. Y. 12  
Johnson, C. L., Red Cap Attendant, New York 36  
Johnston, Miss M., Charwoman, New York 31  
Kaczmarek, F., Inspector & Repairer, Black Rock, N. Y. 14  
Kaczmaski, J. J., Mill Machine Operator, East Buffalo, N. Y. 36  
Kaminski, M. S., Oiler, Mott Haven, N. Y. 29  
Karp, J., Blacksmith, East Buffalo, N. Y. 34  
Kelly, E. P., Baggage Trucker, Rochester, N. Y. 36  
Kennedy, T. J., Car Inspector, West Springfield, Mass. 38  
Kent, H. E., Signal Maintainer, Buffalo Division 35  
Kircher, J. H., Signalman, Mohawk Division 39  
Kloc, M., Freight Carman, East Buffalo, N. Y. 15  
Knoll, H. W., Conductor, Hudson Division 50  
Knopp, W. A., Blacksmith, Richland, N. Y. 23  
Kobos, J., Laborer, East Buffalo, N. Y. 14  
Kociemski, S. J., Machinist, Buffalo 45  
Krafft, M. C., Car Inspector, East Syracuse, N. Y. 40  
Kramer, C. B., Air Brake Repairer, Pennsylvania Division 37  
Krauch, A. O. M., Instrumentman, Albany, N. Y. 13



RALPH W. BROWNELL (right), Train Dispatcher, Syracuse, accepts service certificate from C. B. Fleming, Div. Superintendent.

April, 1956



MANY FRIENDS gathered to congratulate John W. Stalter, Freight Agent at NYC's 60th Street Freight Station in New York, on his last day of service. At retirement ceremonies Mr. Stalter was awarded his service certificate and a gift from co-workers by H. B. Tucker, Superintendent, at right.



TERMINAL MANAGER, Grand Central Terminal, New York, E. B. Moorehouse, recently retired from that position.



"... MY LAST DAY" proclaims sign which adorned the engine of smiling Adam J. Bucher, Syracuse Division Engineer, on his last day of service after more than 50 years with the Central. Mr. Bucher is shown receiving a congratulatory hand shake from K. M. B. Stoddard, District Road Foreman. Well-wishers John Lang (left), Engine House Foreman, and Harold Evans, Fireman, are also shown. Mr. Bucher plans to spend his time fishing in Florida.

### Recently Retired—continued

Krzymowek, M., Laborer, West Springfield, Mass.	30	Palmer, C. P., Clerk, Utica, N. Y.	47
Kuhn, J., Counter, Buffalo	34	Panetta, I. P., Section Laborer, Pittsfield, Mass.	29
Kulecz, A., Section Laborer, Buffalo	14	Paoliceili, G., Section Laborer, Electric Division	13
Kwiek, J., Laborer, Syracuse	13	Paronett, J., Carpenter, New York	43
Lamb, G., Locomotive Engineer, St. Lawrence Division	49	Phillips, J. A., Brakeman, Syracuse, N. Y.	30
Lang, J. J., Leading Signal Maintainer, Selkirk, N. Y.	51	Piccalo, D. E., Section Laborer, River Division	45
Larrance, L. L., Brakeman, DeWitt, N. Y.	37	Plechowiak, S., Car Inspector, Buffalo	43
Lattin, J. E., Signal Maintainer, Electric Division	45	Pifer, G. C., Conductor, Rochester, N. Y.	48
Limbach, Miss M. M., Telephone Operator, Rochester, N. Y.	38	Porter, S. E., Supervisor Lumber & Tie Inspection, Montgomery, Ala.	34
Lubonty, M. L., Leading Signal Mechanic, River Division	39	Potvin, Mrs. M. D., Charwoman, New York	18
MacDonald, A., Brakeman, Hudson Division	46	Poulin, R. E., Assistant Signal Maintainer, Schenectady, N. Y.	36
Maciejewski, J., Coal Passer, Albany, N. Y.	25	Quarante, G., Roofer, Weehawken, N. J.	33
Major, H. J., Locomotive Engineer, St. Lawrence Division	48	Quinn, E. J., Trainman, Albany Division	46
Marallo, J., Section Laborer, Poughkeepsie, N. Y.	33	Rapson, A. E., Carpenter, Beacon, N. Y.	13
Martin, G. J., Fire Chief, New York	14	Reid, Mrs. M. C., Maid, New York	12
Martin, J. C., Laborer, Avis, Pa.	13	Reilly, W. M., Clerk, West Albany, N. Y.	52
Mateer, Miss G. E., Secretary, New York	41	Reynolds, Miss H. M., Assistant Manager, New York	38
Maurer, W., Car Cleaner, North White Plains, N. Y.	12	Ricciardi, C., Section Laborer, River Division	22
Mazur, J., Trucker, Buffalo	35	Richert, J. M., Conductor, Buffalo Division	41
McCarthy, J. J., Machinist, Beacon Park, Mass.	36	Ri, Mrs. R., Charwoman, New York	29
Mead, E. S., Locomotive Engineer, Mohawk Division	39	Robertson, George D., Engine Inspector, Beacon Park, Mass.	51
Melodia, P. F., Stevedore, New York	30	Robison, T., Janitor, Beacon Park, Mass.	33
Michels, H. J., Assistant Chief Train Dispatcher, Buffalo	39	Russell, S. J., Trucker, Malone, N. Y.	13
Miller, A., Brakeman, Mohawk Division	38	Ruxton, R. G., General Foreman, Utica, N. Y.	48
Miller, S. R., Section Foreman, Germantown, N. Y.	40	Ryan, J. P., Deckhand, Weehawken, N. J.	35
Moll, R., Conductor, Utica, N. Y.	38	Salzman, E., Conductor, River Division	47
Morschi, J., Assistant Janitor Foreman, Buffalo	12	Santangelo, W., Section Laborer, Gardenville, N. Y.	14
Morse, F. H., Locomotive Fireman, River Division	43	Schaeffer, F. W., Assistant Engineer, Boston	37
Murnane, D. J., Inspector & Repairer, Selkirk, N. Y.	28	Scharlock, J. R., Brakeman, East Buffalo, N. Y.	33
Naczas, M., Car Inspector, Boston	18	Schmeltz, E. J., Brakeman, Mohawk Division	35
Nataline, Mrs. S. M., Car Cleaner, Buffalo	13	Scott, S., Section Laborer, West Springfield, Mass.	32
Negro, T., Laborer, Rensselaer, N. Y.	30	Seifert, H. H., Assistant Engineer, Syracuse	32
Nelson, W. C., Locomotive Engineer, West Springfield, Mass.	40	Shatraw, H. A., Ticket Agent, Adirondack Division	38
Newhall, Miss R. S., Typist Clerk, New York	40	Shay, P. J., Patrolman, New York	42
Nowak, S., Crossing Watchman, Niagara Falls, N. Y.	43	Smith, C. R., Fireman, Weehawken Division	38
Ortman, J., Sheet Metal Worker, East Buffalo, N. Y.	31	Smith, I. M., Shop & Equipment Inspector, Buffalo	32
Pagliacchi, G., Laborer, Electric Division	25		



GIFT AND SERVICE CERTIFICATE were awarded to William S. Garrison, Yard Clerk at NYC's Westchester Avenue Station in New York, by Agent F. A. Arone, at right making presentation, at recent retirement ceremonies at the station.

Walek, J., Carpenter, Buffalo	11
Wallace, A., Electrical Repairman, Electric Division	28
Walrath, E. D., Brakeman, Watertown, N. Y.	39
Walters, H., Chef, New York	23
Ward, D. E., Division Engineer, Rome, N. Y.	38
Washburn, H. M., Locomotive Engineer, Albany Division	51
Waterloo, F. E., Train Secretary, New York	24
Weaver, John E., Conductor, Mohawk Division	46
Webb, J. A., Signal Supervisor, Poughkeepsie, N. Y.	45
Weeks, Mrs. G. L., Clerk, Boston	30
Wenzel, W. J., Yard Conductor, Rochester, N. Y.	40
Westervelt, C. K., Clerk, New York	42
Weston, W. J., Laborer, Harmon, N. Y.	12
White, W. F., Locomotive Engineer, Albany Division	49
Williams, H. P., Foreman, Brewster, N. Y.	53
Winne, R. R., Division Supervisor Air Brakes & Steam Heat, Harmon, N. Y.	43
Wolfersteig, G. O., Machinist, Kingston, N. Y.	27
Zeiler, A., Mason Foreman, Poughkeepsie, N. Y.	43
Zybcynski, F. C., Blacksmith Helper, East Buffalo, N. Y.	26

### WESTERN DISTRICT

Akers, C. E., Chief Stationmaster, Toledo	44
Ault, H. E., Brakeman, Western Division	38
Bahnsen, A. M., Brakeman, Cleveland	45
Beckman, E. E., Conductor, Cleveland	33
Betz, F. T., Car Inspector, Charleston, W. Va.	40
Black, E. J., District Station Accountant, Cleveland	46
Boehm, M., Car Inspector, Cleveland	13
Brown, R. E., Locomotive Engineer, Toledo Division	44
Bruno, S., Carman, Toledo, O.	36
Burns, J. P., Locomotive Engineer, Erie Division	43
Butler, C. A., Stationmaster, Elkhart, Ind.	45
Christie, D. P., Clerk, Westfield, N. Y.	39
Clemens, H. P., Assistant Perishable Freight Sales Manager, Chicago	47
Clipper, O., Section Laborer, Western Division	13
Condon, J., Conductor, Ashtabula, O.	49
Costello, J. J., Steward, Chicago	47
Coughenour, H. A., Coal Freight Agent, Chicago	43
Crim, J. W., Train Dispatcher, Toledo Division	43
Cripe, H., Machinist Helper, Elkhart, Ind.	36
Crippen, H. B., Locomotive Engineer, Toledo Division	46
Cummins, G. T., Clerk, Ashtabula, O.	36
DeLuca, T., Laborer, Chicago	37
Doehring, A. C., Repair Track Foreman, Nottingham, O.	48

Gordon C. W., Brakeman, Toledo Division	43
Guaronski, P. S., Section Laborer, Dunkirk, N. Y.	27
Hart, R. R., Car Inspector & Repairer, Toledo, O.	32
Hastings, C. A., Conductor, Dickinson, W. Va.	49
Helm, P. A., Assistant Foreman, Ashtabula, O.	44
Fightower, F. E., Conductor, Kankakee, Ill.	43
Hill, Walter A., Locomotive Engineer, Western Division	47
Hoppe, E. C., Inspector Gang Leader, Toledo, O.	51
Hosterman, J. F., Machinist, Elkhart, Ind.	44
Howells, W. E., Freight Conductor, Ohio Central Division	44
Hull, W. B., Baggageman, Youngstown, O.	10
Iamarino, J. A., Section Laborer, Cleveland Division	14
Johnson, S., Laborer, Kankakee, Ill.	32
Jones, H. C., Repair Track Foreman, Hobson, O.	46
Kalla, S. A., Car Cleaner, Cleveland	13
Koester, L. W., Car Inspector, Toledo, O.	47
Koniecko, J., Blacksmith, Westerville, Pa.	43
Kozar, G., Laborer, Ashtabula, O.	11
Kuchenrither, F. E., Locomotive Engineer, Toledo, O.	46
Latva, C. J., Car Inspector, Ashtabula, Harbor, O.	27
Lebeau, A. J., Conductor, Kankakee, Ill.	51
Leonard, J. H., Laborer, Collinwood, O.	29
Lyles, W., Parlor Car Porter, Chicago	35
Mascolo, J., Laborer, Elkhart, Ind.	28
Mason, L., Locomotive Engineer, Youngstown, O.	48
McElhinny, C. H., Steam Crane Foreman, Hobson, O.	42
Miller, E. L., Section Laborer, Thornville, O.	21
Miller, H., Crossing Watchman, Elkhart, Ind.	27
Moore, H. S., Road Foreman of Engines, Chicago	45
Motsch, J., Machinist, Collinwood, O.	38
Newman, J., Section Laborer, Toledo Division	12
Parise, J., Section Laborer, Ashtabula, O.	20
Parker, R. A., Locomotive Engineer, Western Division	43
Phillips, F. C., Car Inspector & Repairer, Perry, O.	37
Rankin, R. D., Clerk, Toledo, O.	46
Reamer, W. E., Crossing Flagman, Cleveland	33
Renn, F. R., Conductor, Toledo Division	44
Rockwell, J. R., Store Helper, Collinwood, O.	20
Salter, G. A., Conductor, Toledo Division	47
Sampson, C. H., Clerk, Toledo, O.	40
Springer, R. L., Agent, Reading, Mich.	44
Steinavich, T. J., Car Repairer, West Kankakee, Ill.	43
Steinkraus, W. F., Night Foreman, Chicago	47
Teodorovich, M., Air Brake Repairer, Nottingham, O.	36
Tereskiewicz, J. J., Section Laborer, Ashtabula, O.	10
Tienvieri, E. E., Car Repairer, Ashtabula Harbor, O.	19
White, D. A., Brakeman, Cleveland	39

### NORTHERN DISTRICT

Brown, E., Delivery Clerk, Detroit	31
Crandall, R. D., Agent Telegrapher, Lawton, Mich.	42
Hirons, M. C., Settlement Clerk, Detroit	45
Jennings, E. A., Conductor, Detroit	37
Lefaive, W. E., Locomotive Engineer, Jackson, Mich.	44
Litek, F., Watchman, Detroit	38
MacBain, R. G., Locomotive Engineer, Canada Division	44
Mayhew, U. G., Locomotive Engineer, Detroit Division	44



TESTIMONIAL DINNER in honor of Rodney G. Ruxton, General Car Foreman of the Mohawk, Adirondack and St. Lawrence Divisions, brought railroad men to Utica from various points on the System. Pictured (left to right): Mr. Ruxton; J. S. Davis, Trainmaster, both of Utica; J. E. DeFreest, Assistant Master Mechanic, Albany; V. T. Burns, Master Mechanic, New York, and L. G. Polisse, chairman of the dinner and Mr. Ruxton's successor as General Car Foreman.



TWO CENTRAL men to retire recently in Syracuse are C. L. Dawley (left), Chief Clerk, and Albert R. Stearns (right), Passenger Conductor. James H. Barry, Passenger Trainmaster, presents them with Gold Passes in honor of their long service records.



PASSENGER ENGINEER George L. Evans (left) of Syracuse holds Gold Pass he received on retirement for his brother, N. J. Evans, retired Supt. of Rochester, to see.

### PITTSBURGH AND LAKE ERIE

Neal, J. R., Laborer, Bay City, Mich.	27	Donahue, J., Carman Helper, Sharonville, O.	30
Pardey, F. C., Switchman, St. Thomas, Ont.	32	Edwards, W. H., Janitor, Indianapolis	38
Reser, E. A., Conductor, Detroit	32	Frazier, L., Car Inspector, Mattoon, Ill.	43
Reyer, W. F., Car Inspector, Albion, Mich.	44	Hackett, E. P., Yardmaster, Sharonville, O.	55
Rolden, M., Section Laborer, Detroit	30	Hooper, J., Coach Cleaner, St. Louis	13
Seeley, L. J., Section Laborer, Lansing, Mich.	37	Hutchinson, C. R., Locomotive Engineer	31
Tarasiewicz, J., Boilermaker, Jackson, Mich.	39	Jervise, C. E., Machinist Helper, Bellefontaine, O.	37
Taylor, E. J., Crane Operator, Jackson, Mich.	37	Johnson, F. A., Conductor, Columbus, O.	36
Thomas, G., Laborer, Monroe, Mich.	12	Kerns, J. W., Telegrapher, Valley Junction, O.	39
Tsoneff, S., Section Laborer, Jackson, Mich.	21	Knuckles, W. P., Air Brake Repairer, Beech Grove, Ind.	29
Ulgener, L. J., Locomotive Engineer, Detroit Division	44	Lee, D. W., Carman, Beech Grove, Ind.	27
		McCullough, A. E., Supervisor of Track, Indianapolis	38
		McKenna, J. P., Night Engine-house Foreman, Duane, Ind.	39
		Neumann, G. A., Engineman, Ohio Division	43
		Nowlin, C. A., Telegrapher, Ohio Division	52
		Osting, W. H., Patrolman, Jeffersonville, Ind.	33
		Purkey, W. A., Conductor, Ohio Division	47
		Quakemeyer, F. F., Conductor, Cincinnati, O.	35
		Saltzger, J. H., Assistant Mechanical Superintendent, Indianapolis	33
		Sickles, Ray D., Engineman, Ohio Division	45
		Timmons, C. H., Section Laborer, Indiana Division	30
		Weinwuth, A. L., General Clerk, Indianapolis	39
		Weingates, F. J., Ticket Agent, Sandusky, O.	46

### INDIANA HARBOR BELT AND INDIANA

Boydt, R., Yardmaster, Gibson, Ind.	31
Denton, T. J., Bridge & Building Foreman, Blue Island, Ill.	33
Nowlan, J. C., Chief Clerk, Gibson, Ind.	37



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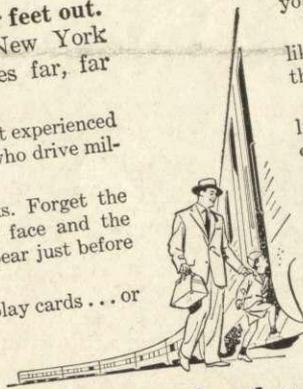
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