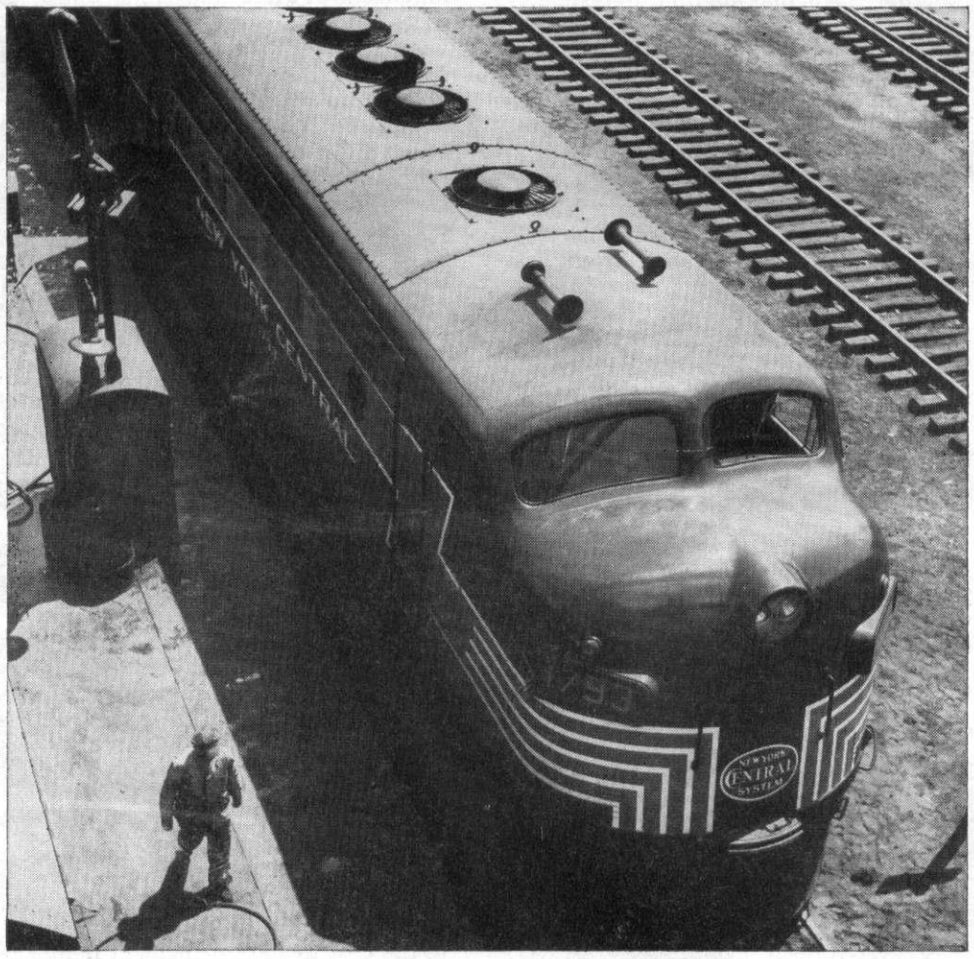
NEW YORK CENTRAL SYSTEM

HEADLIGHT

MAY, 1953



FILLING STATIONS for NYC's diesels, like this at DeWitt Yard, Syracuse, N. Y., get busier and busier as NYC further increases its fleet of diesel-electric motive power. Last year NYC used 178,000,000 gallons of diesel fuel. With 73 new units acquired so far this year and 164 more just ordered, 1953 consumption of fuel will exceed 200,000,000 gallons.

Operating, Equipment Posts Filled

In recent further changes in connection with streamlining of the Central's Operating department, Frank K. Mitchell has been appointed Assistant Vice President—Equipment and Vernon L. Nelson has been appointed Assistant Vice President—Management Services. Both have headquarters in New York.

Mr. Mitchell, formerly Manager, Equipment, continues to have jurisdiction over maintenance and engineering services for all rolling stock, both locomotives and cars.

Mr. Nelson, previously Assistant Comptroller, is directly in charge of various important services—other than maintenance of equipment, maintenance of way, and transportation—centered in the Operating department. He has jurisdiction over Operating department budgets, statistical services, inventory control, station services, planning and analysis, and industrial engineering studies.

Augustus Hart, Assistant Vice Presi-

(*Continued on Page* 12)

NYC Diesel Fleet To Get New Units

By the end of this year, diesel locomotives are expected to replace steam power on all NYC lines east of Detroit and Cleveland. This will be made possible with delivery of NYC's newest order of 164 diesel units, costing approximately $27,500,000.

With these new units, the Central System will have 2,113 diesel units—more than any other railroad — with a total horsepower of 2,758,900. This will amount to about 60 per cent of the horsepower necessary for complete dieselization of the System.

Diesels now do most of System work

Diesel engines are now doing most of the locomotive work on the Central System. At the end of 1952, diesel and electric motive power were accounting for 67.6 per cent of the freight train-miles on the System and 60.9 per cent of the passenger train-miles. Diesels and electric engines accounted for 71.7 per cent of the System's yard switching locomotive hours at the end of the year.

A few sentimentalists are saddened at the departure of steam power from the NYC scene, but most enginemen and firemen are glad to see the diesels come. They find the new engines cleaner, more efficient and more dependable in operation.

Central enginemen and firemen step easily from steam engines to diesels as a result of instruction they have received in the operation of the newer type of power. This training program has been in progress since 1938.

New units will go to P&LE, too

The Central itself will receive 124 of the new units ordered. The other 40 will go to the Pittsburgh & Lake Erie. Thirty-four units will be 2,250-horsepower; 80 will be 1,500- and 1,600-horsepower road switchers for use in passenger, freight and switching service; 15 will be 1,500- and 1,600-horsepower units for freight and switching service; and 35 will be 1,000-horsepower yard switching locomotives.

CONCERNING THE NEW YORK CENTRAL SYSTEM

Back Pay Checks Issued

They burned the midnight oil in the Central's payroll department last month in order that 121,000 employes of the Central and affiliated roads might receive extra checks on May 5.

The checks, which totaled in the neighborhood of $3,200,000, were for four months' back pay resulting from an increase of four cents an hour awarded railroad employes by a referee appointed last year by President Truman to arbitrate a rail wage dispute. The award, announced March 18, 1953, was made effective as of Dec. 1, 1952.

The increase was included in current pay checks starting April 1, but it was necessary to issue separate checks for the portion of the award retroactive to Dec. 1.

Before these checks could be made out, payroll department employes had to go through time records for the months included in the retroactive pay period to determine the number of hours worked by each Central employe affected. This work had to be done mostly during overtime hours because of the large volume of regular work involved in getting out current pay checks.

Employes who are not covered by union agreements and whose salaries were less than $400 a month on Dec. 1, 1952, also received an increase. They received an additional $5 a month, retroactive to Dec. 1 and reflected in current pay checks starting with the first pay period in April.

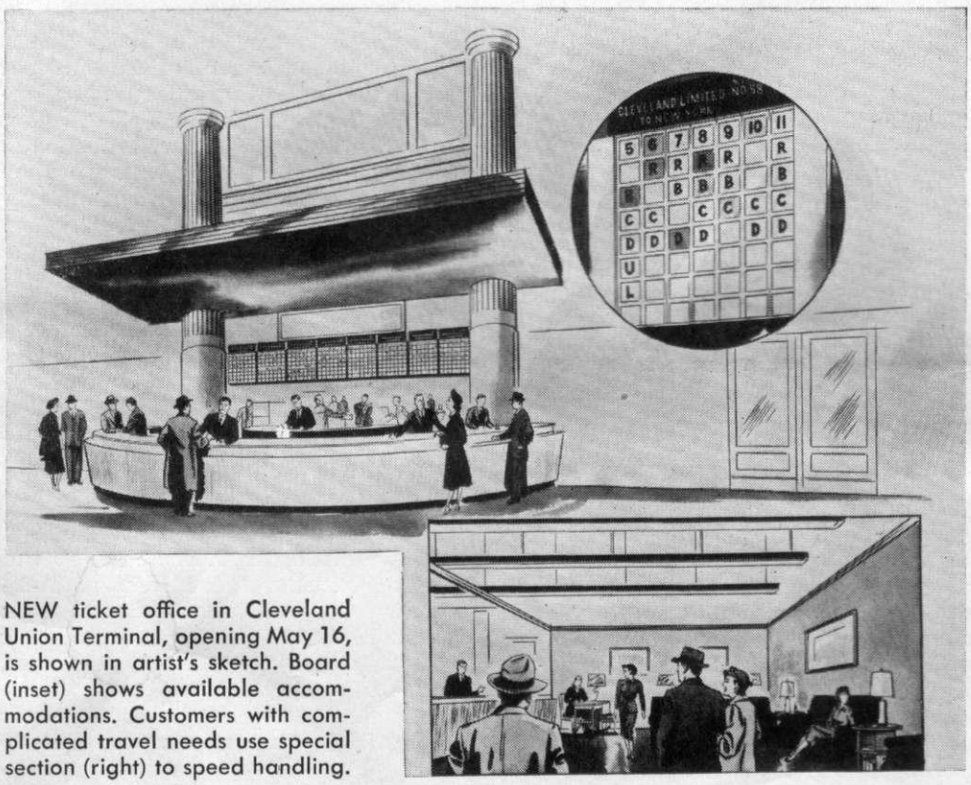
Big Four Takes Safety Lead

The Big Four district moved into first place on the employe safety list among the larger districts of the NYC System in February, while the Peoria & Eastern retained its lead among the smaller roads making up the System.

The ratio of accidents on the job per million man-hours worked for the entire NYC System in February was 9.78, not so good as the January ratio of 9.27.

The Big Four moved from third to first place, cutting its January ratio of 8.35 to 6.82 in February. Lines West took second place among the System's larger districts with a ratio of 8.86. Michigan Central dropped from first place in January to third place in February with a ratio of 9.36. Fourth place was taken by Lines East with a ratio of 11.75.

Among the System's smaller roads, Peoria & Eastern continued in February to hold its perfect record of no on-the-job accidents chalked up in January. Second place in this group went to Pittsburgh & Lake Erie with a ratio of 8.38. Third place was won by the Indiana Harbor Belt with 8.68; fourth place by the Chicago River & Indiana with 10.55; and fifth place by the Boston & Albany with a ratio of 11:20 accidents per million man hours worked.



NEW ticket office in Cleveland Union Terminal, opening May 16, is shown in artist's sketch. Board (inset) shows available accommodations. Customers with complicated travel needs use special section (right) to speed handling.

Lower Prices in New Dining Service

Passengers on the Empire State Express may now choose budget-priced meals in a new dining service, inaugurated May 1.

A streamlined, stainless steel dining car called the Thrift Grill, added to the train, serves quality meals simply, but attractively, at reduced prices. Combination breakfasts start at 70 cents, luncheons at $1.40, and dinners at $1.50. In addition to complete meals, "Sandwich Specials" are available, including dessert and beverage and ranging in price from 95 cents to $1.50.

The Thrift Grill is open to both coach and parlor car passengers on the Empire in both directions daily between New York and Cleveland. A regular NYC dining car is also operated on the train between New York and Buffalo and on the section of the Empire which runs between Buffalo and Detroit.

Tells Shippers They'll Gain

Speaking before the Detroit Traffic Club recently, F. H. Baird, Assistant Vice President, Passenger Traffic, told shippers that they stand to profit by elimination of the railroads' money-losing services and urged them to help the railroads in their efforts to discontinue money-losing trains.

Mr. Baird said that little-used passenger trains are siphoning off money that otherwise could be used for improvements to both freight and passenger service.

"By throwing railroad passenger operations as a whole deep into the red," he said, "they make the freight service bear an unreasonable share of the total expense."

Mr. Baird cited a rise of 138 per cent in the cost to the railroads of materials and a rise of 150 per cent in straight time hourly railroad wages since 1939. He noted, however, that railroads had increased their freight rates only 83 per cent and passenger fares only 45 per cent in the same period.

Railroad Show Switches for Summer

Beginning June 1, the Railroad Hour will present original musical romances for its summer season over the National Broadcasting Company network.

The program, sponsored by the nation's railroads, including NYC, is heard every Monday evening over the nation-wide NBC network at 8:00 p.m., eastern daylight time.

Gordon MacRae, popular radio and motion picture star, is featured on the

show. This summer his co-star will be Dorothy Warenskjold, widely known to opera, radio and television audiences, who has appeared many times as a guest artist on the Railroad Hour.

Specially written scripts for the summer Railroad Hour will be based on great stories of literature, legend and history.

Will Improve Mail Handling

At a ceremony last month the cornerstone was laid for a new mail terminal being built by the Central in Cleveland at a cost of about $8,000,000. The new terminal will improve handling of the steadily growing volume of mail moving over NYC to and from the city.

The stone was set in place by Ormonde A. Kieb, Assistant Postmaster General of the United States, as officials of the Central and city looked on (see picture on this page).

The new mail terminal, located on Cleveland's lake front, will have inside facilities for 70 mail and express cars and 350 mail trucks. Bulk mail will be received there and distributed to ready-to-roll mail cars by means of a mile-long conveyor system.

The building is expected to be completed by the summer of 1954.

Profit Small Compared to Gross

The Central took in $72,514,577 in operating revenues during March. Net income, or profit, amounted to only 3 and 4/10 per cent of that sum, or $2,468,839.

Among expense items coming out of the month's revenues, approximately $3,200,000 went to cover, for March and the three months preceding, the four - cents - per - hour wage increase granted rail employes by a referee's award announced March 18. This, of course, was in addition to regular wage payments during the month, which totaled nearly $36,000,000.

For the first three months of 1953, operating revenues totaled $203,782,-024. Net income for the same period was $6,253,914. While an improvement over last year, when a four-day strike in March put NYC in the red for the first quarter, the 1953 showing thus far still represents only a shade over three cents of profit for each dollar of operating revenues.

Living Costs Down, Wages Up

Hourly wage rates on the Central are still above the first-of-the-year level, despite a drop in the consumers price index to which wages are tied by "escalator" agreements.

A three-point decline in living costs as reflected by the index resulted in a three-cents-per-hour reduction in railroad wages April 1. But this was more than offset by the fact that in March a referee, appointed last year by President Truman to arbitrate a rail wage dispute, awarded a four cent hourly increase to railroad employes, retroactive to Dec. 1, 1952.

Cleveland *Press* photo

CORNERSTONE for NYC's new mail terminal in Cleveland is laid by Assistant U. S. Postmaster General O. A. Kieb (left), and Charles F. Wiegele, NYC Assistant to Vice President.

Wage agreements on the Central and other railroads contain "escalator" clauses which tie hourly wage rates to the consumers price index published by the U. S. government. The index is checked every three months and railroad wage rates are moved up or down one cent for each percentage point the index changes between readings.

Since April 1, 1951, the effective date of these "escalator" clauses, adjustments to Central wages because of them have resulted in a net increase of ten cents an hour, which does not include the four cents per hour increase awarded by the referee.

NYC Dining Service Lauded

Dining service on the Central and other railroads is the subject of a feature article in the forthcoming June issue of "Holiday" magazine. The article was written by Lucius Beebe, well known writer on railroads.

Mr. Beebe charts the growth of railroad dining cars from their beginnings in the 1860's to today's "crisp linen, gleaming silver and expert service."

The dining service on the Central's Twentieth Century Limited and Commodore Vanderbilt is rated among the finest by the author, who describes eating in a dining car as "one of the authentic attractions of rail travel."

New Travel Folder Issued

A new edition of the Central's Year-'Round Travel Guide, designed to help sell NYC passenger services, is now available from all Central passenger representatives or from the Advertising department.

The folder features a chart that gives rail fares between points on the Central and many of the principal cities reached by railroads with which the Central connects in Chicago, St. Louis and Cincinnati.

The family fare plan and group travel plan, which give travelers big savings in rail travel, are outlined in the folder.

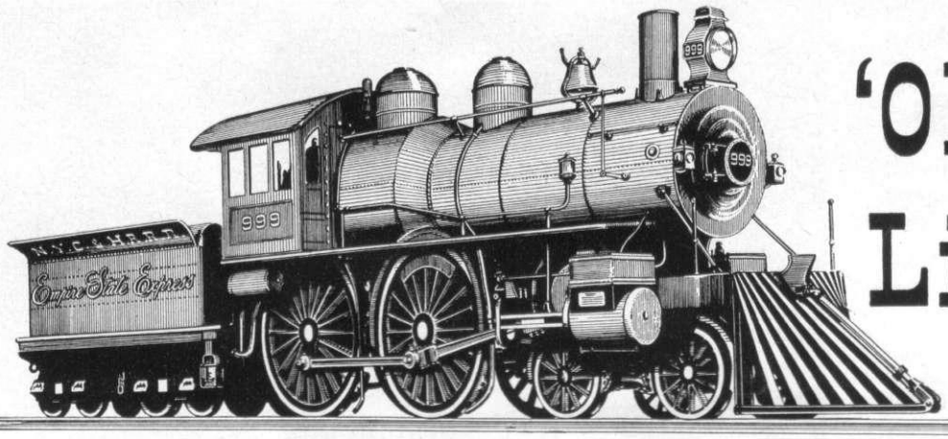
The Travel Guide contains helpful travel information. including suggestions for vacation spots, alternate routes available on round trip tickets and information on NYC's fleet of streamlined passenger trains. The folder can help all NYC employes sell the Central's passenger services.

Summer Excursions Resumed

Sunday excursions for upstate fans of New York's major league baseball teams and city folks hankering for a day outdoors have been resumed by the Central for the spring and summer.

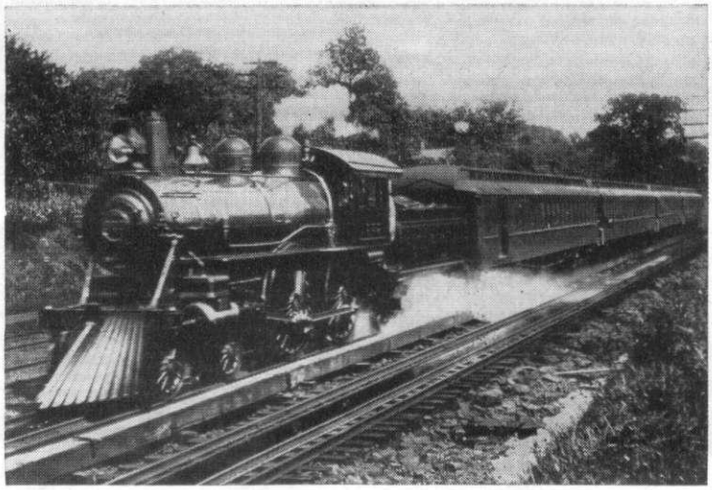
For baseball fans, a special excursion train leaves Poughkeepsie, N. Y., every Sunday morning in May at 7:32 a.m., daylight time, stopping at Beacon, N. Y., at 7:55 a.m., and arriving in New York with plenty of time before the games start to do some sightseeing. Return trains on Sunday evenings get excursionists home by 10:30 p.m.

For city folks who want to get away for a day's outing in the country, NYC is running a Sunday excursion to Bear Mountain, N. Y. A special excursion train leaves Weehawken, N. J., every Sunday morning until the end of June at 8:59 a.m., daylight time, after the arrival of the Central's 8:50 a.m. ferry connection from New York, and arrives at Bear Mountain at 10:07 a.m. Two return trains are operated in the late afternoon, with early evening arrivals in New York.

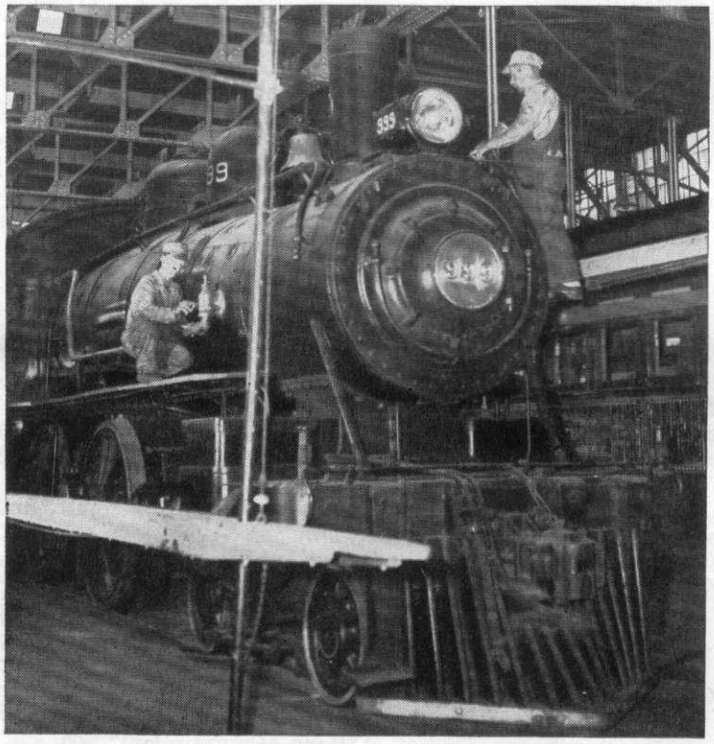


'Old 999' Lives On

THIS MONTH A FAMOUS CENTRAL ENGINE RECALLS HER DAY OF GLORY



THE QUEEN of the Central's fleet 60 years ago, 999 looked like this when she made her record-setting run with the Empire. High drivers, measuring 86 inches in diameter, were secret of her speed.



GENTLE CARE is given the famous old trouper of the rails. Kept in storage at Selkirk, N. Y., she is polished, painted and tuned up before leaving engine house on public appearances.

IT was a fine spring day 60 years ago—May 10, 1893, to be exact—when Charley Hogan mounted to the cab of his locomotive. It was the 999, at the head end of the Empire State Express, and before the day was over she was to stand unchallenged as the fastest thing on wheels.

The 999 was the product of a great salesman's vision and the result of long, hard work by Central equipment engineers.

George H. Daniels was General Passenger Agent of the Central during the last decade of the 19th century. Starting his business career as a patent medicine salesman, he later turned to railroading and became one of that industry's most colorful figures.

Sensing the value of showmanship combined with service in selling rail transportation, Mr. Daniels in 1890 introduced the Empire State Express. With gleaming new equipment, outstanding service and a fast schedule for its run between New York and Buffalo, the Empire was the forerunner of today's streamliners.

New speed record was the goal

Eager to promote NYC service in connection with the Chicago World's Fair of 1893, Mr. Daniels decided that a Central train should set a new world's speed record.

The Central's Superintendent of Motive Power, William Buchanan, was assigned to design and build a locomotive to do the job. After several months of planning, testing, designing and re-designing, it was decided that the engine's speed would depend on the size of her driving wheels. So wheels 86 inches in diameter were decided upon for the attempt to set a speed record. When the engine was finished her total cost had reached $13,000, a large sum in that day.

Trial runs successful

After some trial runs, the Central men knew their engine was ready. The run from Syracuse, N. Y., to Buffalo was picked for 999's bid for immortality, and the Empire State Express was to be the train she would pull.

On May 10, 1893, when the Empire arrived at Syracuse on its westbound run, 999 was coupled on. Charley Hogan mounted to the cab with orders to "let her out—all the way!" In following his orders that day, Charley Hogan made history.

The train moved slowly out of the Syracuse station. Rumors had buzzed back and forth all day. Some passengers held stop watches nervously in their hands. They had heard that in a test run the day before, 999 had reached the unbelievable mark of 102 miles an hour and that this day she would be trying for still greater speed.

Excitement was in the air as the Empire left Rochester, N. Y., and climbed Bergen Hill to Batavia. Charging ahead on her huge 86-inch driving wheels, 999 moved steadily faster. Those on board were breathlessly aware that they were moving faster than human beings ever had traveled.

Charley Hogan had the throttle wide open. Some people say that on the last 36 miles into Buffalo—level and straight —Charley's hair turned from brown to white as 999 reached

Wide World photo

APPEARING ON EXHIBITION IS 999'S JOB NOW. STILL A BIG ATTRACTION, SHE ALWAYS DRAWS CROWD, AS AT KINGSTON, N. Y.

the spectacular speed of 112.5 miles per hour, holding it for over six minutes according to stop watches held by observers.

The news was flashed around the world. The engine was displayed at the World's Fair in Chicago, where all might marvel. Later it was exhibited all over the country.

To commemorate the event, the U. S. Post Office issued a special stamp bearing an engraving of the famous train.

Her famous run and speed record have become a firm part of American lore. So traditional has the number 999 become for racing champions that even in soap box derbies all over America every year crowds cheer as the local hero charges down derby hill with "999" splashed across the victorious vehicle, although the driver himself may not know the story of the original 999.

In an age when each year brings new miracles of technology, 999's fame was bound to be short-lived. The huge driving wheels that were the secret of her success were not suited to the more moderate speeds of regular passenger service. Longer, heavier trains called for engines with greater pulling power than 999's. Finally, the coming of the diesel locomotive left nothing but a place in memory for the champ.

Now, 999 spends her days in retirement in NYC's shops at Selkirk, N. Y. On special occasions she comes out to appear in pageants depicting the development of transportation. At the Railroad Fair held in Chicago several summers ago, she worked as a regular two-a-day performer in the show, steaming proudly across the stage as she did 60 years ago when there wasn't anything on wheels to beat her.

STREAMLINED steam locomotive, placed in Empire service in 1941, was worthy descendant of 999, which made the train one of the most famous in the world. This engine cost about $120,000.

SLEEK DIESEL now pulls the Empire over the same route followed on the famous run. A two-unit diesel locomotive now costs the Central $472,000, compared with the $13,000 cost of the 999.

Centralines

Mrs. Hannah Conway, Secretary in the Central's Traffic office in Birmingham, Ala., is the only "certified professional secretary" in Alabama. She made the grade in a 12-hour examination given by the National Secretaries Association. Only 20 per cent of those taking the test passed it. Many NYC employes belong to the Association, which is celebrating National Secretaries Week May 24-30 . . . New York chapter of NYC Lines Square Club held annual ladies night banquet last month. Chapter is one of several groups on System composed of New York Central employes belonging to Masonic lodges.

Mrs. Conway

A. P. Billis, recently qualified as a Locomotive Engineer, believes he's the first Greek-American to become a qualified locomotive engineer . . . Mr. and Mrs. Norman Curtiss, Sr., Little Falls, N. Y., celebrated golden wedding anniversary. Present were their five children, four grandchildren, a great grandchild and over 100 friends and relatives. Mr. Curtiss is a retired NYC Conductor . . . NYC Athletic Association in New York launched 1953 membership campaign early this month.

Otto Gottschalk, Car department, Toledo, has organized a bowling team of NYC men who are all over 60. Together they have a total of 225 years of Central service and 40 years of bowling experience. Members are William Deaver, Otto Korb, Joe Mannenberck, Vincent Krzewinski and Mr. Gottschalk. They're interested in bowling against other NYC men in the same age group . . . Roman Possedi, Jr., Switchman at Englewood, Ill., before entering the Army, is now a conductor on the military railroad that serves U. S. Air Force Base at Fairbanks, Alaska. His father, also a Central man, works at Root Street Coach Yard, Chicago . . . Railroad Branch of the YMCA at Albany, N. Y., recently held its annual board of directors dinner. Feature of the evening was display of oil paintings by Charles Rauhauser, executive secretary of the branch, depicting railroad scenes.

Walter S. Singer, NYC Freight Agent at Erie, Pa., has been named president of the Sportsmens Club of the Erie Freight Agents Association. R. J. Caldwell, Chief Clerk in NYC's Freight department there, has been elected secretary-treasurer . . . E. N. Robinson, Assistant General Passenger Agent, Pittsburgh & Lake Erie Railroad, came to rescue of jurors who were locked up during a week-end recess. He provided NYC movies to show them, only relaxation they got . . . E. G. Overmire, Superintendent, Freight Loss & Damage Prevention, New York, was speaker recently before Alpha Delta Nu traffic fraternity at Poughkeepsie, N. Y. . . . A paper on freight loss and damage prevention practices on the U. S. railroads, prepared by Frank G. Love, Assistant to Vice President, Operations and Maintenance of the Central, will be presented before the Pan-American Railroad Congress in Washington, D.C., next month . . . National convention of Railway Business Women's Association is scheduled for this month in St. Louis. . . . Leonard H. Rose, Assistant Secretary of NYC's Pension Bureau in New York has been appointed chairman of the membership committee of the Grand Central Branch of the YMCA in that city. J. G. Castle, Director of Training and Employment, New York, has been named chairman of personnel committee of the branch.

W. F. Davis, recently named General Manager of the Indiana Harbor Belt and Chicago River & Indiana railroads, was welcomed to his new post at a luncheon given by the Hammond, Ind., *Times*. Civic and business leaders from many near-by cities attended. . . . A Central man, William A. Fleete, of Cleveland, has been elected president of the Switchmen's Union of North America . . . Frank Whalen, NYC Dispatcher at Rotterdam Junction, N. Y., and Mrs. Whalen have had a little of their anxiety over their son relieved. A former prisoner of the Reds, returning from Korea, brought with him a letter from their son, Corporal Richard Whalen. It was the first word they had heard of him in nine months. His letter described the tension built up in prisoner camps as those left behind watched some of their fellow prisoners leave for home . . . S. T. Keiley, General Superintendent of the Boston & Albany Railroad, was one of the chief speakers before the second annual meeting of the Safety Section of the Association of American Railroads in Boston.

Railroad Quiz

Answers on page 14

1. How much did the Central's famous locomotive 999 cost when it was built back in 1893?
   a. $13,000 **c. $23,000**
   b. $63,000 **d. $43,000**

2. What do railroaders call a stub station?
   a. a railroad station on a branch line **c. a station in which the tracks come to an end**
   b. a building in which the stubs of tickets are sorted **d. a station building one story high**

3. What percentage of the world's railroad mileage is in the western hemisphere?
   a. 25 per cent **c. 65 per cent**
   b. 45 per cent **d. 85 per cent**

4. What was the secret of engine 999's great speed?
   a. its weight **c. its big driving wheels**
   b. its small size **d. its custom-built boiler**

5. What is a service yard on the railroad?
   a. one where passenger cars are cleaned and readied for the next run **c. one where engines await repairs**
   b. one where freight is loaded and unloaded **d. one in which trains are made up**

6. Approximately how many railroad bridges are there in the United States?
   a. 100,000 **c. 190,000**
   b. 150,000 **d. 210,000**

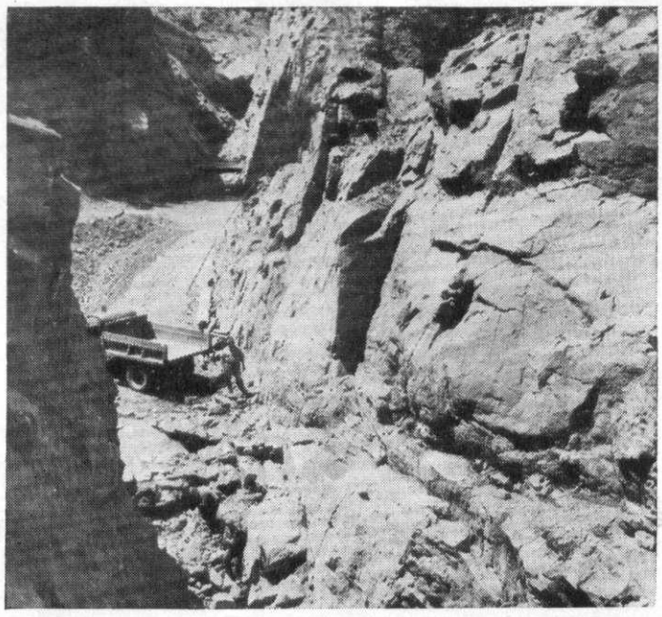
7. How much free time is a receiver of freight allowed in which to unload a car?
   a. 3 days **c. 1 day**
   b. 8 hours **d. 2 days**

8. Who was at the throttle when 999 made its record speed run?
   a. George Daniels **c. William Buchanan**
   b. Charlie Hogan **d. Tom Jones**

9. Where are major repairs made to NYC diesel locomotives?
   a. Detroit **c. Columbus, O.**
   b. Collinwood, O. **d. Buffalo**

10. What part of a rail passenger's transportation bill goes for federal tax?
    a. 10 per cent **c. 5 per cent**
    b. 15 per cent **d. 20 per cent**

SENDOFF for first carload to leave new Emeri-crete plant includes triple handshake by (left to right) E. D. Snow, NYC's General Freight Agent, Joseph DeLuca, mine owner, and J. P. Brady, Division Freight Agent.



DEEP CANYONS near Peekskill, N. Y., contain the only emery deposits being mined in the western hemisphere. Blasted from these rock walls, ore is trucked to the crusher.

New Product Boosts NYC Traffic

AN UNUSUAL new product is helping people all over the country to keep their footing—and also helping NYC build more freight traffic.

From a new $100,000 plant located on the Central at Peekskill, N. Y., Central crews are switching daily shipments of "Emeri-crete," a form of crushed emery stone which when mixed with cement makes a slip-proof flooring for industrial plants. (NYC plans to use it in its new diesel shop being built at DeWitt Yard, near Syracuse.)

Emery, second only to diamond in hardness, has long been in use as an abrasive. Most grinding wheels are made of it, and it has other industrial applications, but Emeri-crete is a relatively new use for the substance.

There are few emery deposits in the western hemisphere —the finest grades of the mineral have for many years been imported from Turkey and Greece. The only emery deposit now being worked in the western hemisphere is the one supplying the Peekskill plant. It's located about three miles northeast of the plant.

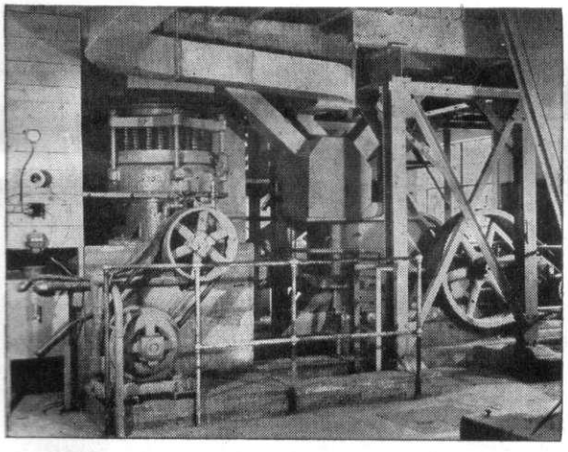
In 1939 emery from this mine was used in experiments made by the mine's owner, Joseph DeLuca, and the Walter Maguire Co., of New York, to develop new uses for the ore. Emeri-crete is the result of their experiments.

Diamond drills are used to bore holes in the emery deposits. Then dynamite is inserted to blast the ore loose. As much as 50 per cent of the loosened ore is usually discarded as impure.

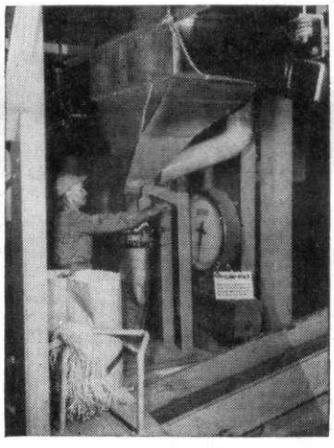
From the mine, the ore is trucked to the new Peekskill mill, built on a seven-acre tract on the west side of NYC's four-track main line. The property was leased to the Cortland Stone Corp., which operates the plant, by the Central.

At the mill, the emery ore is dumped into a hopper which funnels it into a giant crushing machine, where huge jaws of specially hardened metal alloy crush it into small pieces. The crushed emery is carried on a conveyor to the screens which separate it according to size.

NYC traffic officials joined officials of the manufacturing company at a ribbon cutting ceremony for the opening of the new plant recently, then watched the loading of the first car of Emeri-crete on the mill's siding. The carload went to Michigan where it will be used in construction of a new floor in an automobile assembly plant.



CRUSHING MACHINE in new emery mill is made of special steel and magnesium alloy. Big jaws inside chew up the rough ore, reduce it to small sizes.



FUNNEL sifts crushed emery ore from conveyor to packaging machine to fill 100-lb. sacks.

LOADING of packaged Emeri-crete into waiting Central freight cars is done at new plant's railroad siding with help of mechanical trucks.

Gratitude

. . . of the people of Holland was expressed by Prince Bernhard of The Netherlands (left) to NYC Conductor Fred Hotchkiss, who conceived idea of the Dike Train for Holland Flood Relief. Central employes ran the special train, donated and collected nearly $10,000.

Ready

. . . to make donation to NYC-Pullman Employes Blood Bank, Hugh Deatcher, Sheet Metal Worker, Grand Central Terminal, is registered by Nurse Pauline Margraf. W. F. Place (center), Vice President, Finance, headed drive that netted 1,101 pints to aid NYC employes and armed forces.

New York *News* photo

Showing

. . . her ticket to Gateman Michael Busceni at Grand Central Terminal, Roberta Peters of the Metropolitan Opera gets ready to leave New York for Cleveland on start of spring tour of the music company. Other Met stars in group are (from left) Brian Sullivan, Alberto Erede and Jerome Hines. The Met uses NYC service for part of its annual 15-city tour.

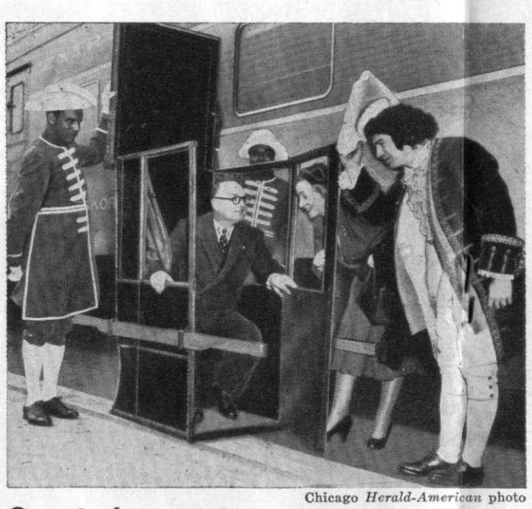
Sailorette

. . . is Gloria Christensen, Clerk in the Central's engine terminal at Englewood, Ill. An expert golfer and swimmer, Gloria's main sporting interest is in boating on Lake Michigan and she's shown getting boat in shape for the summer week ends coming soon. Gloria lives in Chicago, has been with the Central seven years.

HEADLIGHT HIGHLIGHTS

Model train

. . . in Grand Central Terminal helped get drive under way to raise funds for American Cancer Society. Stage and screen star Kim Hunter (center) started the train. She received advice on railroading from (left to right) Charles Cassel and William Carney, Engineers; John Malcolm, Fireman; and Matt Grogan, Engineer—all NYC men. They opened the campaign with their own contributions.



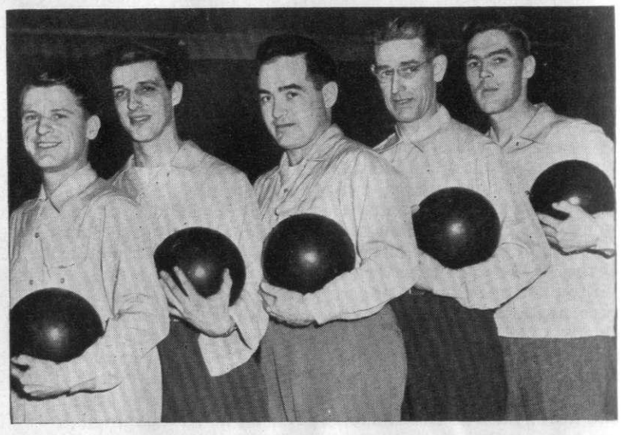
Chicago *Herald-American* photo

Greeted

. . . in style of another era was Mayor A. W. S. Berry of Bath, England, when he reached Chicago recently on the 20th Century Limited. Rig he's sitting in is 17th century "sedan chair," traditional conveyance for Mayor of Bath on ceremonial occasions. Mrs. Berry is with him.

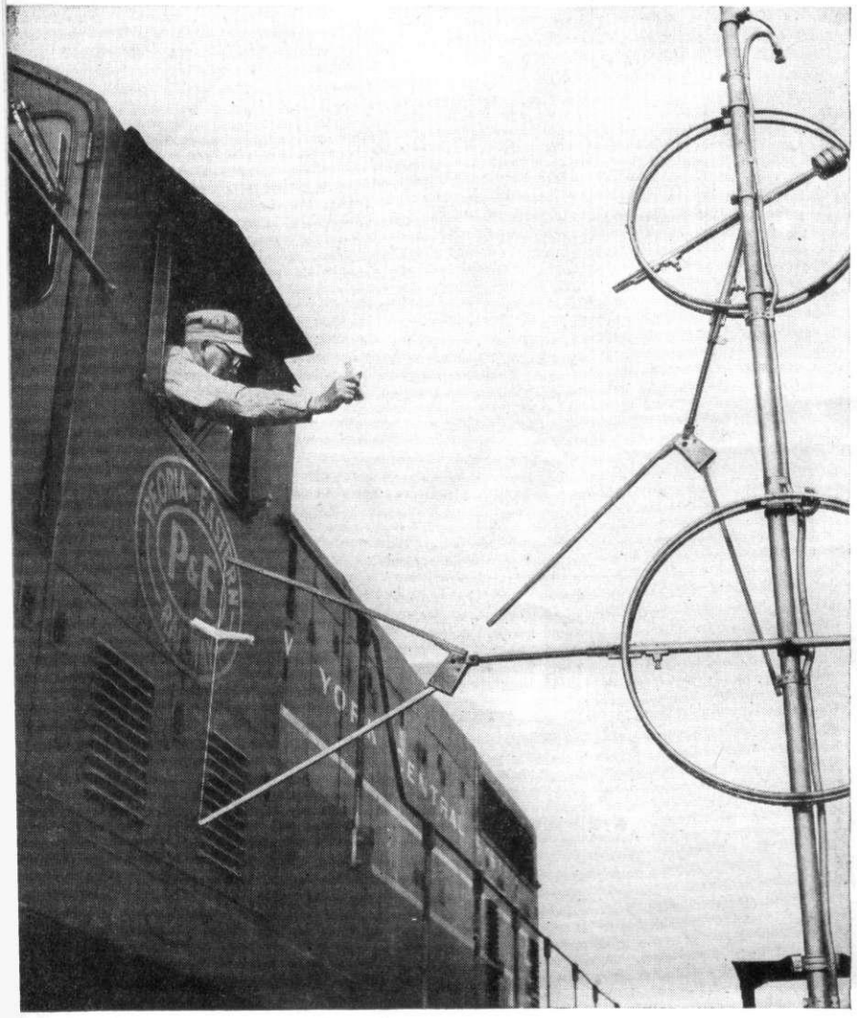
Joint ceremony

. . . recently saw induction of three brothers into NYC Post 999 of American Legion, Cleveland. From left: Post Commander Nick Fatica, Tom, Bill and Ed Robinson, and Ed Martin, First Vice Commander. The post is made up of NYC war veterans.

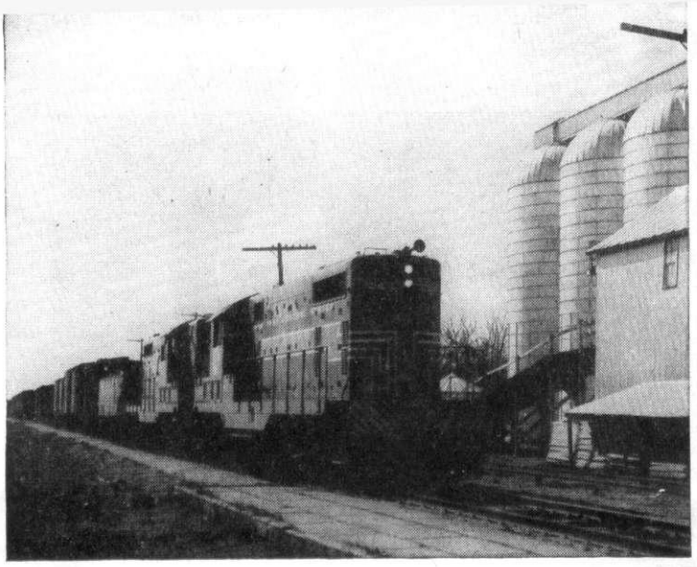


NYC bowlers

. . . at Ogdensburg, N. Y., recently organized a team to compete in local industrial league. Members are (left to right) Leo F. Cody, who started team, Malcolm Casselman, team manager, Henry Ryan, Denis Reagan and Neil Payne. Off to a good start, team got lift from Mr. Ryan, who scored tops in singles match.



PICKING UP ORDERS from a hoop, Engineer Bill Rushbrook slows his P&E diesel down to 15 miles an hour. Duplicate set of orders will be picked up by the conductor as the last car of the train passes the hoop.



GRAIN ELEVATORS are familiar sight to P&E train crews. Although most of its territory is still devoted to farming, steady growth of industries keeps adding more carloads to P&E trains.

PERSONAL CALLS on local officials reflect P&E's role as good citizen. From left: General Manager Emmanuel; Agent Gibson; Dave Twomey, Chamber of Commerce; Danville Mayor Wilson.

P&E: Little Railroad Doing a Big Job

PHYSICALLY, the Peoria & Eastern Railway is a small railroad—only 211 miles from one end to the other, and mostly single track. But in spirit the P&E is a "big" road, and it handles over 4,000,000 tons of freight and nearly 50,000 passengers a year in an unusual passenger operation with a bigness of heart and folksy manner that make it a favorite with the residents of the area it serves.

The P&E is a "first-name" railroad—the 700 men and women who run it know each other intimately and work together in a spirit of close friendship to operate their part of the 10,700-mile New York Central System.

From its operating headquarters in Indianapolis, the P&E runs northwest across Indiana and Illinois to Peoria. It is chiefly a freight line, for the automobile has long since taken away most of its passenger traffic. The P&E has only one regular passenger train. It leaves Indianapolis daily at 7:15 in the morning, arrives in Peoria at 1:15 p.m., turns around and heads back to Indianapolis, arriving at 7:50 p.m.

Runs through farm country

The P&E runs through farm country that is also dotted with light industries. Its freight trains carry farm and factory products to market from its own territory, and the road also serves as a bridge line between other railroads and NYC connections at Indianapolis.

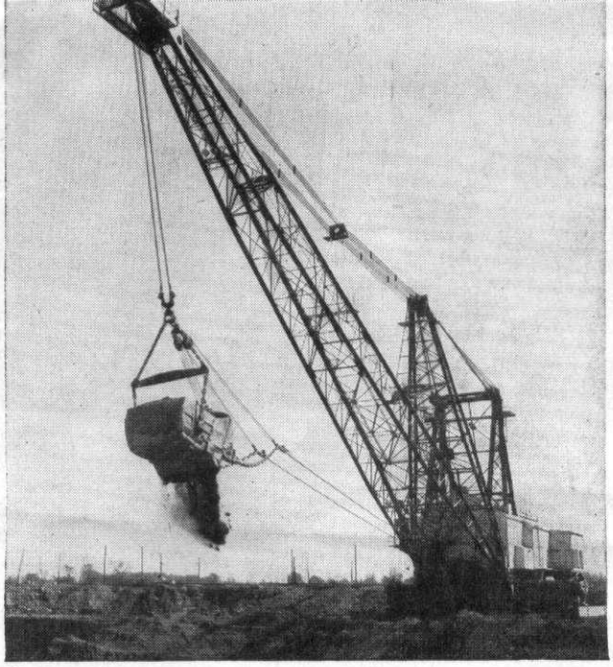
The variety of freight in P&E trains runs from farm produce and bricks to livestock and manufactured goods. Coal is a big item on the P&E's traffic list. Near the road's Hillery freight yard at Danville, Ill., Fairview Collieries Corp. operates its big Harmattan Mine. This strip mining operation, carried on with huge power shovels, puts 85 to 90 cars of coal on the P&E every day the mine operates.

Quick change-over to diesels

Few railroads have made the change-over to diesel motive power as fast as the P&E. Its first diesel road switcher was delivered Nov. 21, 1950. "By Christmas Day," says Master Mechanic Howard McFarland, "there wasn't a trace of steam power left." And in just about the same length of time P&E engineers and mechanics became thoroughly familiar with the workings of their new engines.

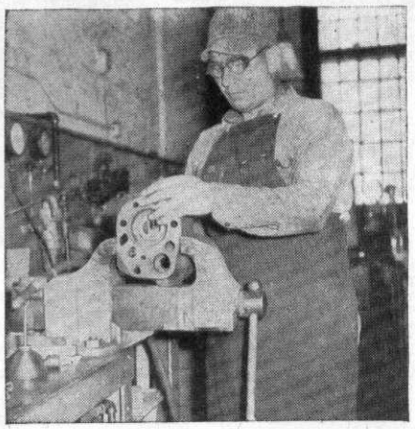
For road service, P&E uses road switchers, nicknamed "Geeps" from their classification number, GP-7. It has 12 of these 1,500-horsepower engines in freight service. Two similar engines, equipped with steam generators, handle the passenger service. Seven 1,200-horspower yard switchers complete the road's motive power roster. This total of 21 engines is half the number of steam locomotives needed before dieselization.

The P&E's Geeps haul an average of 600 carloads of freight

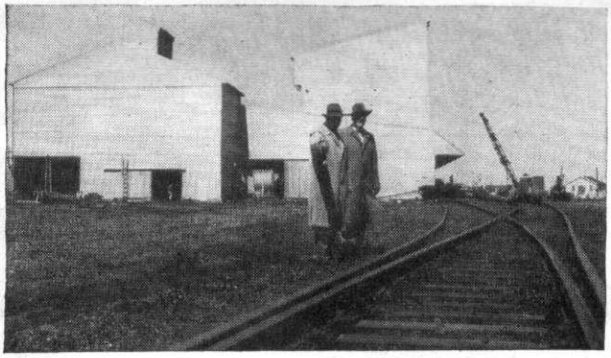


GIANT SHOVEL at coal mine near P&E's Hillery Yard scoops up 50 tons at a time, just about the equivalent of a carload. The coal is washed before cars are loaded.

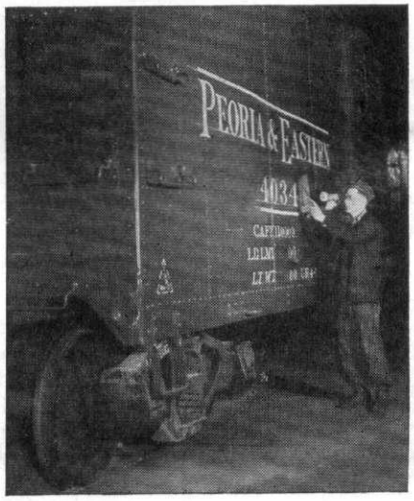
TESTING air brake distributing valves at Urbana engine repair shop is job of Air Brake Machinist Jim Current.



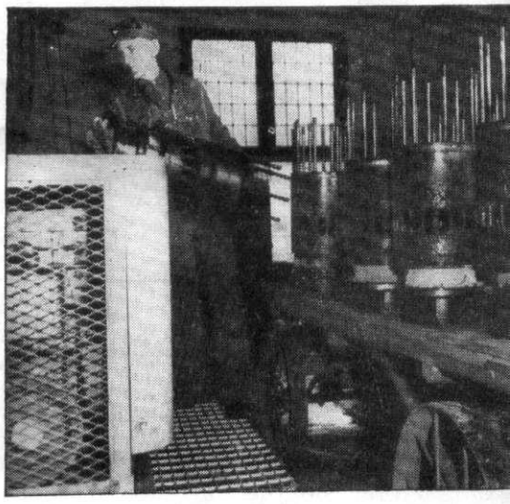
ENGINE REPAIRS are made in the P&E's shop at Urbana, Ill. Here John Lewis, Jr., works on an air brake valve.



NEW PLANT is being built by Federal Chemical Co. near Danville. Siding built from P&E's main track is inspected by Agent Gibson (left) and General Manager Emmanuel.



FRESH PAINT job by George Little winds up repairs on car in shop, which does 20 heavy repairs a month.



CYLINDER LINERS are degreased in engine shop by S. S. Kennedy. Shop makes 30 engine overhauls a month.

a day. Of this number, about 150 cars originate on the P&E as outbound freight.

Once a year the P&E becomes a heavy passenger-carrying road. That occurs on Memorial Day, when nearly 150,000 fans converge upon the Indianapolis Speedway to witness the world-famous 500-mile auto race held there annually. The P&E carries between 30,000 and 42,000 passengers to the race every year.

Speedway located on P&E

The Speedway is located beside the P&E's tracks. The road maintains a station there and on the day of the race runs express service between Union Station in Indianapolis and the Speedway. Four ten-car trains with diesels at both ends are used. When a train is unloaded at the Speedway Paddock, the engine that had been at the rear becomes the head end and takes the train right back to Union Station for more passengers. After the race, the procedure is reversed.

At Urbana, Ill., half way between its terminals, the P&E maintains car and engine shops and service building. The neat-as-a-pin engine shop conducts regular periodic overhauls of the road's locomotives. The car shop overhauls, repairs, and repaints all of the road's rolling stock as it becomes necessary.

The Peoria & Eastern for a number of years has been consistently at the top of the list of the Central System's employe safety record. Its good housekeeping practices are partly responsible for the good safety record.

In addition, every month P&E General Manager Karl F. Emmanuel holds safety meetings at various points on the road, in which safety, sales and service, careful handling, courtesy and good housekeeping are stressed. The meetings are used to remind P&E employes that their safety depends largely upon themselves—the care they take in doing their work and how they follow safety rules.

That they remember their safety responsibilities between meetings is amply attested to by the road's record. In all of 1952 there were only six on-the-job accidents to P&E employes, all of them minor. In 1951 there were only three. Proud of the record, P&E men and women are determined to stay at the head of the safety list.

The P&E's original predecessor started operations in 1869. In 1890, the Big Four took over the running of the smaller road under an operating agreement. When the Central leased the Big Four in 1930, NYC also took over the Big Four's lease of the P&E. Today, as a subsidiary company of the Central, the P&E is an operating unit of the New York Central System, although its own name still appears on all of the road's rolling stock.

Road exceeded expectations

A few years after it was opened for traffic, P&E officials thought they had reached the road's limit with trains carrying 200 tons of freight. Today's Geeps on the P&E pull 7,000-ton freight trains at 50 miles an hour as a matter of routine.

Cutting through the heart of the Hoosier country, across the storied Wabash River, the P&E plays a vital role in the area it serves, giving jobs to hundreds, paying taxes, buying supplies locally, and, above all, providing good transportation in the best New York Central tradition.

VIEWS around the System

No Place Like Home

NYC men at various points on the System were asked, "If you could have your present job, and all that goes with it, anywhere you might choose on the New York Central System, where would you choose to be?" Their answers are given below.

Mr. Watson

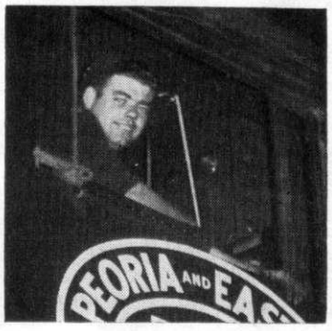
Herbert H. Watson, Ticket Salesman, Grand Central Terminal: I would like to work right in my home town, Ridgefield Park, N. J., on the River Division. Having lived there for 43 years the roots are now very deep. There's no place like home.

Mr. Montville

A. E. Montville, Wire Chief, Rochester, N. Y.: I'd rather be right here in Rochester than any place else. It's the best place I know of to live. We have everything any larger office in our department has. We're completely modernized. I like the way we get things done here in Rochester without the hustle and bustle of bigger cities.

Harley R. Slade, Machinist Apprentice, Urbana, Ill.: I like it right here in Urbana. We have a swell bunch of guys. My father worked here for 20 years, so I guess it's in my blood. We have a lot of cooperation here and it's a swell town.

Fred Van Epps, Station Baggage Man, Albany, N. Y.: I've seen quite a few NYC towns. Some of them looked pretty good, but I like it here in Albany and I wouldn't go out of my way to change. Any town is a good one as long as the people are nice and they have good bowling alleys.



Mr. Slade

Mr. Van Epps

Operating, Equipment

(Continued from page 1)

dent — Transportation, exercises staff responsibilities in the Operating department regarding all matters of a transportation nature.

Reorganization of the Equipment department, effective May 1, provides for separate operation of the locomotive and car departments, each under a general manager of maintenance. New sections in the Equipment department have been created for general engineering services and managment services.

Another newly established position will be that of Industrial Engineer, under the Chief of Management Services, to develop better work standards and methods, reduce costs, and develop better standards of performance.

Special emphasis also is being given to proper stocking of materials under a Supervisor of Inventory Control. Recruiting of personnel for the department, developing of apprentices and maintenance of an executive development program will be handled by a Supervisor of Personnel.

Under a Budget Supervisor all expenditures for the department will be budgeted and statistics pertaining to them will be established and carefully checked. For the first time, a full-time research and development staff will be created to work on new materials, new applications, and long-range projects such as atomic power and gas turbines.

S. T. Kuhn has been appointed Chief of Management Services in the new setup. He was formerly Assistant to General Superintendent of Equipment. **E. L. Johnson** has been named Chief of Engineering Services. He has been Acting Chief Engineer of Equipment.

Ashley L. Wright, formerly Superintendent of Equipment at Cleveland, has been appointed General Manager of the locomotive maintenance program. His counterpart in car maintenance is **F. C. Ruskaup,** formerly General Superintendent of Equipment.

I. W. Martin, formerly Assistant to General Superintendent of Equipment, is in charge of steam locomotive maintenance as General Superintendent. **Fay Thomas,** formerly Assistant to General Superintendent of Equipment, has been named General Superintendent in charge of diesel and electric locomotive maintenance. **C. H. Knowlton,** formerly Assistant Engineer-Equipment, has been appointed Engineer - Locomotive Services.

George J. Flanagan has been named General Superintendent of passenger car maintenance. **R. R. Sneddon** has been appointed General Superintendent of freight car maintenance. **Gordon T. Wilson** has been made Engineer-Car Engineering Services.

Robert J. Parsons has been named Assistant to General Superintendent of steam maintenance.

William H. Chidley has been made District Manager of Equipment at Cleveland. **Harry R. Martin** has been appointed Assistant District Manager of Equipment at Boston. **H. C. McFarland** has been named Master Mechanic at Beech Grove, Ind.

James J. Wright has been made Industrial Equipment Engineer. **C. E. Miller** has been named Supervisor of Inventory Control and **M. S. Riegel** has been appointed Supervisor of Personnel. **M. T. Bernhofer** has been named Supervisor of Budget and Statistics.

E. E. Everett, formerly Assistant to Manager-Equipment, has been appointed to the new post of Assistant to Assistant Vice President-Equipment. **D. R. Craft** has been named Assistant Supervisor-Personnel-Equipment.

Pats on the Back

Letters have been received by the Central commending:

Mrs. Patricia Schellhase of NYC's West Jackson Boulevard ticket office, Chicago, for her consideration and courtesy in arranging accommodations for an ill passenger.

John F. Carroll, Conductor on the Knickerbocker, for his pleasant smile and courtesy to passengers which seemed to the writer of the letter to "fill the car with good will."

Robert L. Taylor, Mohawk Division Brakeman, for going out of his way to find a passenger's lost jewelry on a New York-bound train and declining any reward after locating it.

Richard Cooper, Station Master's office, Rochester, N. Y., for his kindness and courtesy in helping a Rochester family locate an elderly relative who had missed train connections on her way to visit them. Mr. Cooper also found and returned the lady's purse, which she had lost.

All the Central employees who helped five-year-old Carol McKay make her first railroad trip alone on train No. 355, The Michigan, from Detroit to Battle Creek, Mich.

Winners Chosen In Poster Contest

Don Rall, Sheet Metal Worker at NYC's Harmon, N. Y., locomotive repair shops, is winner of the first prize of $50 in the poster contest sponsored by the Central's Freight Loss & Damage Prevention Bureau.

Don's poster, parts of which are reproduced on this page, was selected as best among the 132 entries submitted by NYC employes from all parts of the System. Posters were entered in the contest by Central people representing a wide variety of occupations—including sign painters, car cleaners, upholsterers, baggage handlers and many others.

Running close behind the top winner and taking second prize of $25 is Phil Browne, Conductor on the River Division.

Third prize of $15 goes to A. R. Petrone, Billing Clerk on the Pittsburgh & Lake Erie Railroad at Pittsburgh. Kenneth W. Newcomb, Clerk in the office of the Auditor of Expenditures at Boston, is winner of the fourth prize of $10.

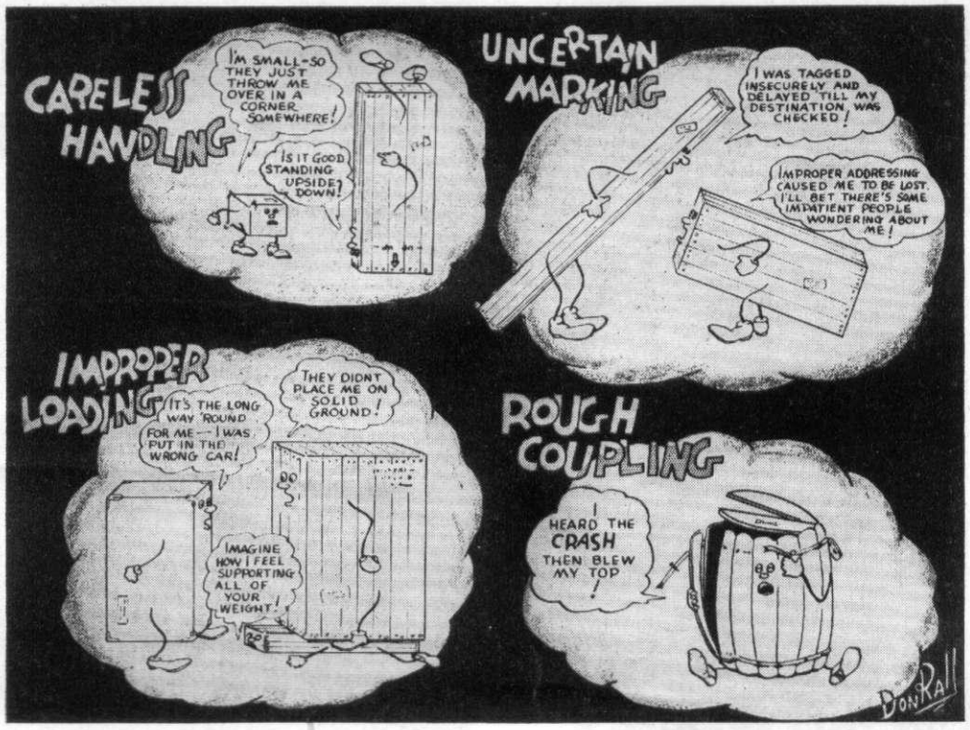
Winners of six prizes of $5 each are: Clarence A. Thorne, Agent, North Adams, Mich.; Richard M. Nachtrieb, Relief Agent, Batavia, N. Y.; Alfred Myers, Sr., Conductor, Buffalo; D. W. Kaiser, Assistant Signal Maintainer, Adrian, Mich.; Glen E. Robinson, Clerk, Marion, O.; and E. Doehler, Locomotive Engineer, Buffalo.

The contest invited posters from NYC employes on any phase of prevention of loss and damage to freight—which last year cost the American railroads $107,000,000. All Central employes were eligible except members of the Loss & Damage Prevention Bureau.

Entries were judged not only on the artistic quality of the posters, but also on the ideas contained in them and the way in which they were expressed.

In accordance with the rules governing the contest, all of the posters submitted will be kept by the Loss & Damage Prevention Bureau for possible use in future campaigns to reduce loss and damage to freight on the Central.

Prize winners Rall and Browne have both had training as artists. Don once worked as a greeting card illustrator before becoming a Central employe. Phil has studied at the Newark, N. J., Fine and Industrial Arts Academy. Some of his work has been published in the "Trainmen's Journal," publication of the Brotherhood of Railroad Trainmen.



DETAIL of Don Rall's prize-winning poster shows his artistic talent and points out important things for freight handlers to remember to help them cut down loss and damage claims.

NYC Men Named To New Posts

James B. Gray has been appointed Assistant General Counsel of the New York Central System, with headquarters at New York.

Mr. Gray was previously Commerce Assistant. He has been with NYC since 1951. In addition to the private practice of law he has held positions in the law departments of the Illinois Central and Missouri Pacific railroads.

In the Accounting department, **Kenneth W. Porter** has been appointed Assistant Comptroller at New York. Mr. Porter was formerly Auditor of Expenditures at Detroit.

Howard A. Riedel has been named Auditor of Expenditures and **Joseph P. Walsh** has been appointed Assistant Auditor of Expenditures, both at Detroit.

J. P. Ensign has been named Assistant Chief Engineer of the Pittsburgh & Lake Erie Railroad at Pittsburgh and **R. E. Vandivort** has been appointed Assistant to Chief Engineer of the P&LE, also at Pittsburgh.

In the Operating department, **Harry F. Wolff** has been named Assistant to Vice President and General Manager at Syracuse. Mr. Wolff formerly was Assistant to Assistant Vice President at New York.

Russell S. Reuss has been appointed to the new position of Assistant to General Manager for the New York Terminal District. He was formerly Special Assistant to Vice President at New York.

Tips on Traffic Continue to Help

Central employes are continuing to pass along tips on potential traffic to help boost NYC freight and passenger business.

C. E. Wallquist, Assistant Chief Clerk in the Freight department at Boston, heard of a proposed trip to Peoria, Ill., by a large group of businessmen. He quickly passed word along to NYC passenger representatives. The result: 129 round-trip tickets between Boston and Peoria via NYC.

You may be able to get some business for the Central from Boy Scout groups this summer. If any Scouts you know of plan to attend the National Scout Jamboree in California in July, why not try to sell them NYC service?

An easy way to help build NYC business is to use the coupon on this page. After it is filled out, hand it to your supervisor, who will see that it gets prompt attention.

TRAFFIC TIP

(Fill out and hand to your supervisor)

_____ *(date)*

I understand that

_____

(name of prospective customer)

whose address is _____

☐ may ship some freight

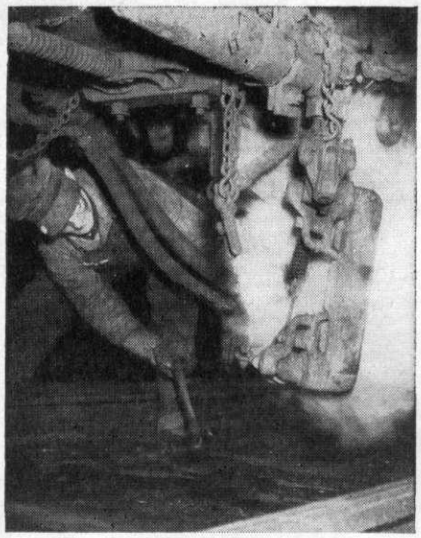
☐ may make a trip

☐ may locate a plant

(please sign your name) _____

(Position) _____

(Location) _____



What's RIGHT in this picture?

One of this man's duties is to disconnect steam lines between passenger cars at a New York Central terminal.

Before starting to disconnect this one he waited, as he always does, until the train was fully stopped.

He has gloves on to protect his hands from burns.

He keeps his face away from escaping steam as he lets excess hot water and steam out by loosening the connection a little before completely uncoupling the line. He won't knock the connectors apart until he has made sure the end valves on the line are completely closed.

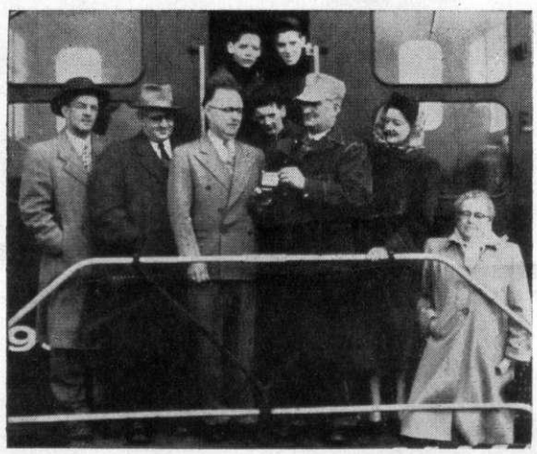
After the line has been uncoupled, he will make sure to stand to one side, away from escaping steam, as he places the coupler in the safety support ring.

Because he always takes these precautions, he was not one of the ten Central men who suffered injuries while disconnecting steam lines last year. By continuing to follow the safety rules every day he's determined to remain accident-free in '53.

Railroaders Are Many

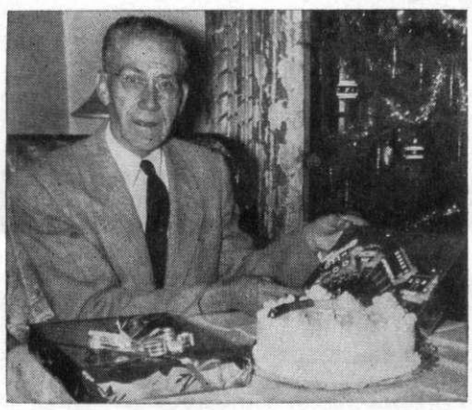
The American railroads are among the world's largest employers. They provide employment directly to approximately 1,250,000 wage earners. Together with their families, these railroaders comprise a group of around 4,500,000 men, women and children—equal to the population of North Dakota, South Dakota, Montana, Wyoming, Colorado, Idaho and Nevada combined.

Veteran Central Employes Honored With Gold Passes

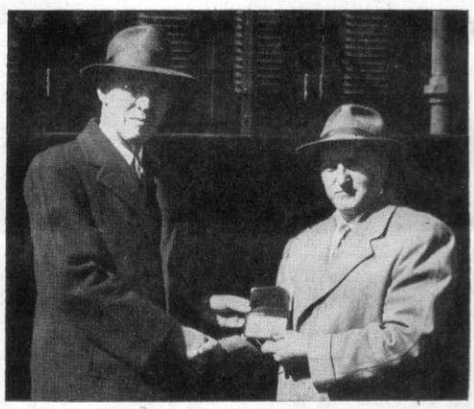


ENGINE PLATFORM was site of recent presentation of gold pass to Engineer William Fanning (right) by W. W. Ayrault, NYC Agent at Oswego, N. Y.

BRAKEMAN A. S. Force, Corning, N. Y., received gold pass from Frances Haley, Chief Clerk to Trainmaster.



PARTY CAKE and gifts marked occasion when William E. Glinther, Agent, Houston, O., received his gold pass after 50 years.



GOLD PASS was presented to H. P. Williamson (left), Sheet Metal Worker, Poughkeepsie, N. Y., by J. Patterson, Supervisor.

NYC Man Wins Medal In Korea

A New York Central man, Robert L. Smith, of New York, has been awarded the Bronze Star for heroism in Korea.

Pfc. Smith, who worked in the Baggage department in Grand Central Terminal, entered the Army in 1951.

He risked his life by volunteering to trace and repair damage to communications lines immediately after they had been cut by intense enemy artillery fire.

Although he was subjected to extremely heavy fire, he kept at his task until ordered to retreat by his commanding officer. The official citation awarding the medal states, "The heroism displayed by Pfc. Smith on this voluntary mission reflects high credit on himself and the military service.

Quiz Answers

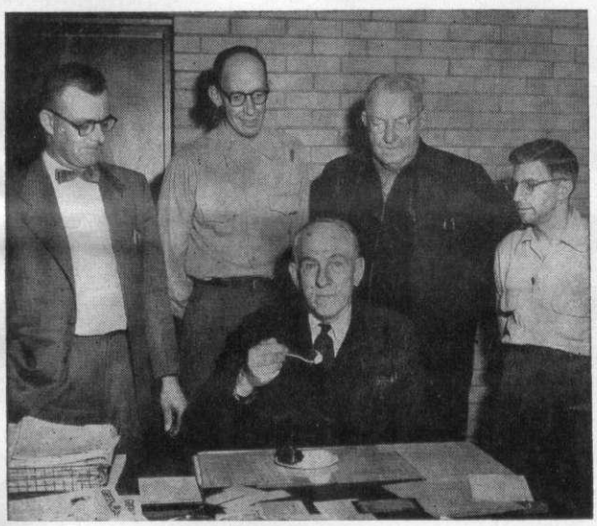
1. a. ($13,000)
2. c. (a station in which the tracks come to an end)
3. b. (45 per cent)
4. c. (its big driving wheels)
5. a. (one where passenger cars are cleaned and readied for the next run)
6. c. (190,000)
7. d. (2 days)
8. b. (Charlie Hogan)
9. b. (Collinwood, O.)
10. b. (15 per cent)

Number Correct	Rating
All 10	Outstanding
7 to 9	Excellent
4 to 7	Fair
1 to 3	Not so good

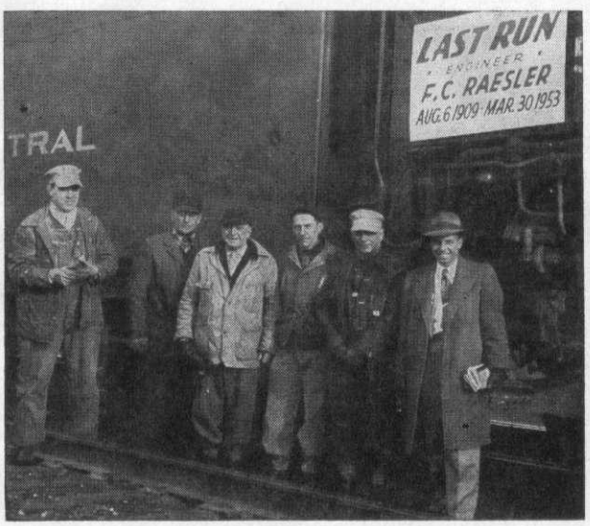
Monthly Roll Shows Recent NYC Retirements

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.

Amspaugh, Harry L., Telegrapher, Ohio Division 40 6
Arminio, Michael, Section Foreman, Fultonville, N. Y. 45 2
Babcock, Floyd C., Assistant Superintendent, Niles, Mich. 38 2
Bailey, Walter B., Locomotive Engineer, St. Lawrence Division 32 4
Banks, Arthur J., Machinist, Linndale, O. 29 4
Bassett, Chester A., Checker, Utica, N. Y. 33 9
Bax, Alfred J., Section Foreman, Buffalo Division 47 4
Beers, Raymond, Freight Carman Helper, E. Buffalo, N. Y. 28 7
Bevington, Carl F., Conductor, Minerva, O. 44 6
Biddle, Gabriel O., Machinist, W. Albany, N. Y. 40 5
Bishop, Edward H., Conductor, Niles, Mich. 29 1
Bittinson, Chapman H., Crossing Watchman, Bergenfield, N. J. 30 6
Boas, George E., Painter, Urbana, Ill. 29 3
Botsian, Howard E., Crossing Watchman, E. Rochester, N. Y. 24 11
Boyd, Walter D., Train Dispatcher, Indianapolis, Ind. 46 9
Bozonick, Mike, Section Laborer, Aliquippa, Pa. 16 8
Breithaupt, William L., Machinist, Beech Grove, Ind. 33 6
Bruce, Arthur C., Laborer, St. Thomas, Ont. 41 8
Burns, Gilbert A., Trainman, Pittsburgh, Pa. 38 7
Calhoun, John C., Crossing Watchman, Charleston, W. Va. 12 7
Carinci, Lurenzo, Section Laborer, Syracuse, N. Y. 17 6
Colpitts, Enoch A., Locomotive Engineer, Boston Division 43 2
Craft, Walter A., High Tension Electrical Repairman, Electric Division 24 5
Cross, Raymond C., Master Mechanic, Columbus O. 36 6
Crouch, John W., Telegrapher, Mattoon, Ill. 55 0
Cummings, Ira E., Agent, Red Creek, N. Y. 50 1
DeBrosse, Charles B., Telegrapher, Ohio Division 46 1
Decapua, Michele, Section Laborer, Milford, Mass. 18 6
DePaolis, Charles, Section Foreman, Mohawk Division 44 11
Dillon, George F., Chief of Reclaim Dept., Buffalo, N. Y. 49 6
Dolezal, John D., Clerk, N. Judson, Ind. 34 8
Douglas, Eli R., Crossing Watchman, Charleston, W. Va. 34 6
Drobish, Stefan, Laborer, W. Springfield, Mass. 36 5
Duchna, Frank, Passenger Carman, W. Albany, N. Y. 41 2
Duke, James A., Conductor, Indiana Division 29 9
Dukes, Simon L., Boiler Foreman, Niles, Mich. 33 2
Duvall, James F., Locomotive Fireman, South Bend, Ind. 15 3
Eichner, William A., Brakeman, Toledo W. Division 48 3
Elliott, Fred H., Yardmatser, Gibson, Ind. 35 10
Ervin, Benson H., Locomotive Engineer, Hobson, O. 45 9
Fonseca, John, Laborer, Collinwood, O. 12 7
Forno, John, Mason, Pittsburgh, Pa. 10 8
Foster, Paul C., Stationary Engineer, Collinwood, O. 22 10
Freiberg, Rudolph G., Conductor, Michigan Division 33 1
George, William C., Section Laborer, Oxford, Mich. 35 10
Giardina, Rosario, Laborer, Gibson, Ind. 23 4
Gray, Jesse N., Assistant Boiler Foreman & Inspector, Beech Grove, Ind. 43 5
Hale, John E., Brakeman, Erie Division 23 3
Hamilton, Thomas, Section Laborer, LeRoy, N. Y. 14 0
Hawkins, Samuel, Patrolman, New York, N. Y. 39 5
Bayes, Helen M., Steno-Clerk, Rochester, N. Y. 41 3
Haynes, Charles V., Machinist, Indianapolis, Ind. 35 1
Hegler, Thomas P., General Agent, Denver, Col. 28 0
Hejna, Stanley, Oxygen Acetylene Operator, E. Buffalo, N. Y. 23 6
Higgins, Clarence B., Conductor, St. Lawrence Division 46 4
Hill, Robert M., Clerk, Cincinnati, O. 33 1
Holmes, Harry G., Carman, Cleveland, O. 23 9
Howard, William H., Locomotive Fireman, Boston Division 35 5
Hudomint, Michael, Section Laborer, Buffalo Division 10 5
Hunter, Robert, Sergeant of Police, Albany, N. Y. 30 4
Hunter, Warren C., General Foreman, Watertown, N. Y. 38 5
Johnson, Frank S., Locomotive Engineer, Albany Division 47 11
Johnson, Frederick A., House Cleaner, Bellefontaine, O. 27 8
Johnson, Henry V., Master, New York, N. Y. 50 1
Johnson, Horace, Boilermaker Helper, Indianapolis, Ind. 35 9
Jones, Charles C., Clerk, New York, N. Y. 30 6
Joyce, Michael, Section Laborer, Allston, Mass. 26 9
Kersey, Elmer, Locomotive Engineer, Canada Division 45 3
Keyes, Oscar, Telegrapher, Springfield, O. 40 0
Kirkpatrick, Everett B., Section Laborer, Edison, O. 27 7
Klaja, Frank J., Carman, Buffalo, N. Y. 24 5
Kolbaba, Frank, Lubrication Inspector, Chicago, Ill. 48 4
Kramarz, Thomas, Car Oiler, Nottingham, O. 33 6
Krayer, John, Machinist Helper, W. Detroit, Mich. 26 8
Kugelman, William, Car Repairer, Brightwood, Ind. 33 8
Lambe, John, Section Foreman, Highgate, Ont. 43 6
Lapham, Daniel P., Carman, Beech Grove, Ind. 25 6
Laratta, Luigi, Section Laborer, Pittsburgh, Pa. 22 5
Lawson, Roy L., Crossing Watchman, Paris, Ill. 32 4
Lederer, John, Laborer, Chicago, Ill. 34 7
Levaute, Edward P., Machinist, Dewitt, N. Y. 39 4
Long, William F., Conductor, West Division 29 2
Lowder, Phineas P., Brakeman, Cleveland Division 30 9
Luongo, Pasquale, Trucker, New York, N. Y. 18 1
McCourt, Michael G., Agent, Wellesley Hills, Mass. 54 9
McCoy, Edward L. Sr., Locomotive Engineer, P&LE Division 32 10
Macholtz, Fred, Upholsterer, Beech Grove, Ind. 48 0
Marlo, Steve, Section Laborer, Windsor, Ont. 24 10
Maselli, Luigi, Section Laborer, Suspension Bridge, N. Y. 23 0
Matthews, James A., Signal Maintainer, Syracuse Division 37 0
Maturski, Adam J., Car Inspector & Repairer, Buffalo, N. Y. 47 7
Matyi, Andrew, Car Inspector, Harmon, N. Y. 34 10
Mike, James, Boilermaker Helper, Linndale, O. 25 6
Miller, Albert F., Switchman, Niles, Mich. 29 5
Miller, Fred A., Locomotive Engineer, Mohawk Division 51 3
Mitchell, Lewis A., Car Inspector, Massena, N. Y. 39 5
Mook, Earl L., Locomotive Engineer, Erie Division 45 5
Mugnano, Anthony, Section Laborer, Buffalo Division 15 5
Muse, Thomas C., Traveling Car Agent, Pittsburgh, Pa. 31 1
Norkus, John, Stower, Chicago, Ill. 40 8
Overton, Charles E., Patrolman, Chicago, Ill. 27 5
Pacella, Rosario, Paver, New York, N. Y. 33 8
Parsons, Jesse, Coal Chute Laborer, Jackson, Mich. 24 0
Patterson, John W., Clerk, New York, N. Y. 28 3
Petrecki, Metro, Car Repairer, W. Albany, N. Y. 35 10
Phares, Ray D., Section Foreman, Liverpool, N. Y. 41 2
Pizzi, Raffaelo, Section Laborer, Erie Division 26 7
Porciello, Antonio, Section Laborer, New York, N. Y. 23 6
Proper, Guy J., Section Laborer, Titusville, Pa. 27 7
Raesler, Fred, Locomotive Engineer, Toledo Division 43 7
Reed, Richard T., Locomotive Engineer, Boston Division 46 8
Robbins, Eddie, Boilermaker Helper, Mt. Carmel, Ill. 28 8
Romel, Kanstant, Carman, Cleveland, O. 42 10
Saffell, Walter A., Traveling Storekeeper, Beech Grove, Ind. 43 6
Schiemann, Jake, Mill Machine Operator, Nottingham, O. 44 6
Schoonmaker, Clifford E., Yardmaster, Elkhart, Ind. 39 10
Scott, Ilza E., Conductor, Ohio Cent. Division 47 10
Scott, Macy T., Conductor, Kalamazoo, Mich. 24 9
Scott, Robert L., Locomotive Engineer, Blue Island, Ill. 32 8
Seitz, Lyman, Yard Clerk, Mt. Carmel, Ill. 35 0
Sexton, Ernest, Car Cleaner, Syracuse, N. Y. 32 11
Smith, Marco C. Jr., Engineering Assistant, New York, N. Y. 30 6
Smith, Wesley C., Hostler, McKees Rocks, Pa. 29 11
Smith, William A., Supervisor of Track, Dunkirk, N. Y. 37 0
Smith, William R., Conductor, Niles, Mich. 40 1
Snider, Hugh H., Crossing Watchman, Muncie, Ind. 16 5
Sporos, James, Section Laborer, Cleveland Division 22 3
Steiert, Henry C., Yardmaster, Toledo, O. 29 10
Strain, Lemmie O., Finish Shed Foreman, Beech Grove, Ind. 40 4
Stupnicky, Gregory, Machinist, Elkhart, Ind. 40 5
Tamfer, Nicholas, Extra Gang Laborer, Buffalo Division 11 11
Tedrow, Charles F., Locomotive Engineer, Hobson, O. 49 5
Thomas, Bartlo, Assistant Supervisor of Track, St. Johnsville, N. Y. 51 3
Tobin, John J., Section Foreman, Boston, Mass. 35 5
Twardowski, Stanley J., Boilermaker Helper, Jackson, Mich. 28 11
Vinciquerra, Celestino, Freight Trucker, Syracuse, N. Y. 32 4
Voelkert, Fred F., Yardmaster, Elkhart, Ind. 44 8
Waddell, J. Frank, Office Assistant to Executive Vice President, New York, N. Y. 41 11
Walker, Timothy D., Clerk, New York, N. Y. 50 7
Walters, Charles E., Laborer, Hobson, O. 26 0
Ward, Claude W., Local Storekeeper, Windsor, Ont. 30 0
Warren, Richard, Checker, New York, N. Y. 35 7
Weaver, Samuel H., Locomotive Engineer, Indiana Division 30 1
Weed, Clarence A., Locomotive Engineer, Boston Division 46 3
Welsh, Oscar O., Switchman, Air Line Jct., O. 33 3
Wentland, Benjamin J., Machinist, Niles, Mich. 34 5
Williams, Morris J., Car Repairer, Utica, N. Y. 36 0
Williamson, Dunton L., Assistant Night Foreman, New York, N. Y. 36 8
Wilson, Clyde R., Conductor, Pennsylvania Division 37 0



YARDMASTER F. F. Voelkert (seated) was given porty in honor of his retirement at Elkhart, Ind. General Yardmaster W. D. Gleason (left) and several members of Mr. Voelkert's family attended.



RECENTLY RETIRED are Roy Walworth (top center), Land & Tax department, New York; Andy Matyi (bottom center)Car Inspector, Harmon, N. Y.; and Toledo, O., Engineer Fred Raesler (light jacket).

Between you and me

GOOD REPORTS FROM OUR CUSTOMERS

I want to share with you some of the more pleasant things I have been hearing lately. We always like to hear nice things about our service and about helpful things that our employes do for other people.

Passenger trains are showing a better on time performance lately, and we are hearing about it from our patrons who notice it. Some of them tell us, too, that they are having more comfortable rides on our railroad. Freight shippers are telling us that service is improving. Little acts of courtesy come to attention. The disaster which we had at Conneaut, O., in March brought forth praise for the conduct of New York Central and Pullman employes in taking care of people who were injured, shocked and bewildered. These things are all pleasing to hear. Even people who have some legitimate complaints to make do so in a constructive manner, with the intention of being helpful to us. While we naturally enjoy hearing nice things, we also appreciate constructive criticism, because it helps to keep all of us on our toes.

Another good thing that I have been hearing from time to time is that our employes have been contributing to Community Chest funds in larger amounts and with a greater number participating. Your company has made contributions to Community Chest funds in cities and towns where we have a larger interest in the way of number of employes, industrial concerns, and so forth. The contributions by employes and by the company are recognized as evidence of a feeling of obligation as citizens to aid worthy causes and to help those less fortunate than ourselves.

While I hope you can rejoice with me in this evidence of better satisfied patrons, better citizenship, and better public relations, I don't want you to be satisfied. There is and always will be room for improvement. Self-satisfaction is a dread disease to be avoided by every individual and every group. A few pats on the back are much better than carping criticism, but they should spur us on to greater achievement and not cause us to "rest on our oars."

W. White

President

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A Letter Means a Lot

A soldier recently returned from Korea says that in his outfit, when the men had to pull out of a position fast, there were two things they made sure to take along—ammunition and mail. If it came to a choice between taking food or mail, they usually took the mail and read their letters over and over tirelessly.

There are now 5,000 New York Central men in the armed forces. Some of them no doubt are close friends of yours, maybe relatives. They like to get mail—from you. They like to know what's going on at home.

It's not only letters from their families that interest these men. Many of them, for example, have asked to receive the HEADLIGHT regularly so they can keep up with Central news. They want news not only of their relatives, but of their friends, the people they worked with on the railroad.

There are probably few departments on the Central that haven't had at least one man go into the armed forces in the last year. Why not take a few minutes tonight to write a note to one of them that you know? You can tell him what's going on since he left. It will make him feel he still is part of the gang. Getting a lot of signatures on the letter from others of his former co-workers isn't a bad idea either.

These men have left good jobs—jobs like yours — to serve their country, which really means serving all the rest of us. Let's show our appreciation. Writing letters is one way to do it.

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