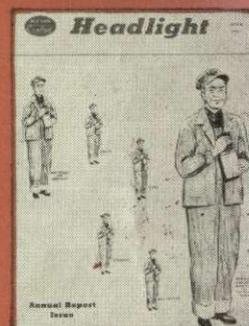
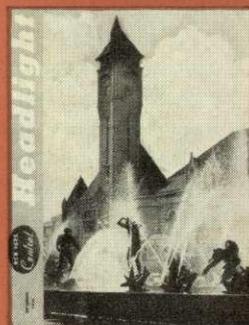
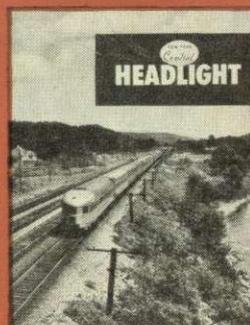
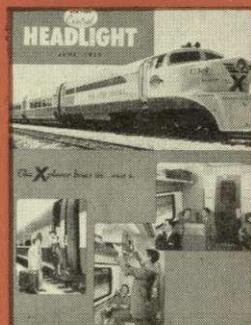
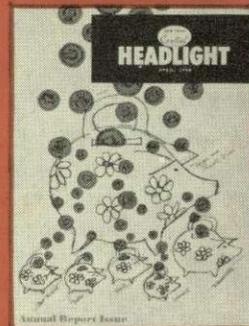
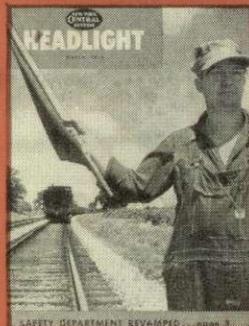
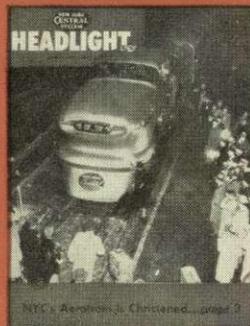
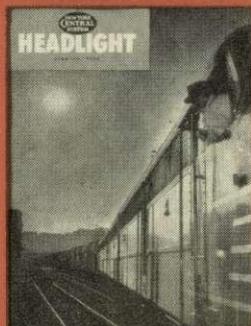
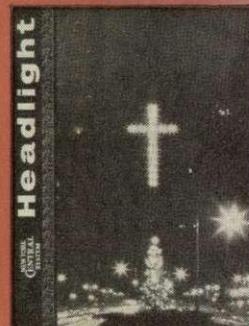
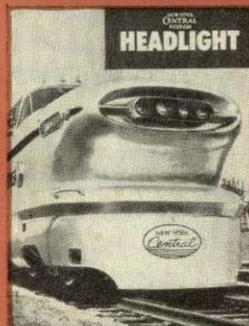
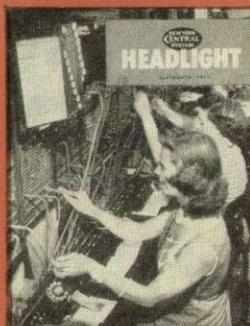
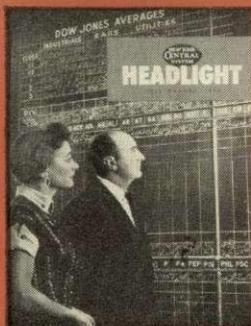


NEW YORK
Central
Headlight
 MAY, 1957





Boning up . . .

between sessions are men sent by the Central to the eleventh annual Rail Transport Institute at American University in Washington, D. C. Seminars, held March 5 through 29, dealt with problems facing railroad industry and new technical developments in railroading. Commencement address was delivered by John W. Barriger, President of the Pittsburgh & Lake Erie Railroad.

Seated, from left: J. W. Ingram, Transportation Analyst, J. J. Gregory, Assistant to General Mechanical Superintendent, both of New York; and T. E. Jordan, Assistant Division Engineer, Syracuse. Standing, from left: Robert Firestone, Administrative Assistant (P&LE), Pittsburgh; F. A. Danahy, Trainmaster (P&E), Urbana, Ill.; G. E. Ellert, Assistant Superintendent, Erie, Pa.; M. P. Donohue, Transportation Asst., Detroit.

The cover . . .

If we may have your indulgence, we'd like to depart from our usual practice and talk about the HEADLIGHT for a few hundred words. We're prompted to it by the cover of this issue, which marks a birthday of sorts—the second anniversary of the magazine's present format. This month's cover carries reproductions of all the covers since May, 1955, when your company publication made the switch from tabloid newspaper to full-fledged magazine.

In addition to polishing up the publication's physical appearance, we have made it the chief aim of the HEADLIGHT to help Central men and women keep abreast of all the things happening on their railroad. And during the last few years there has been no lack of news to report on the Central, as the railroad took some giant steps on the road to becoming a fully modernized transportation organization. These immediate past years, though, have been only the beginning. The results of plans made and projects started in 1955, 1956, and earlier this year, should soon send the Central a long way ahead on the path to better service for shippers and passengers; better methods and tools with which employees can do their jobs; indeed, more desirable results for all the people interested in the success of New York Central—employees, customers, shareowners, government, and general public.

Central's past has sparkled with many events that brighten the pages of transportation history. Things are continuing to happen on the Central—exciting things that will leave equally impressive marks on the new era in transportation upon which we are entering. In the busy days of growth ahead, the HEADLIGHT's plans will continue to center on helping the men and women of the railroad keep up to date on what's new on New York Central—what's happening and why in the many fields of activity encompassed by the road's operations. Underlying this planning is the belief that authoritative information serves the best interest of the New York Central people for whom the magazine is published, helping them to better evaluate their own important part in keeping the wheels rolling on the tracks that serve a nation.

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HEADLIGHT

MAY, 1957

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No. 5

NORMAN M. STONE
Editor

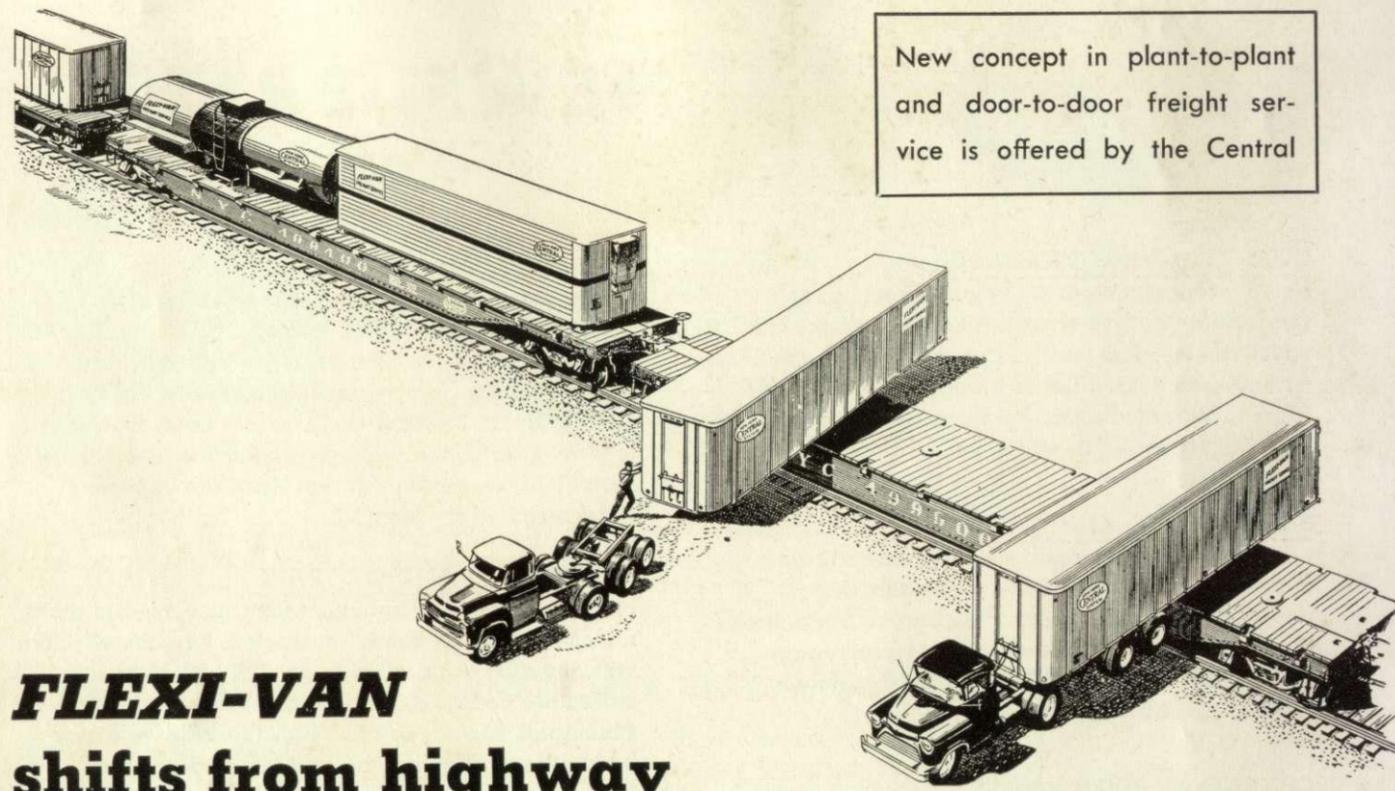
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New York Central Headlight



New concept in plant-to-plant and door-to-door freight service is offered by the Central

FLEXI-VAN shifts from highway to rail in 4 minutes

Fully loaded highway trailers will be carried *without wheels* aboard railroad flatcars or cargo ships with NYC's new *Flexi-Van* service. All the pick-up and delivery flexibility of truck transportation is combined with the dependability and economy of the express freight train in this new technique, unveiled last month. The result is a better and faster freight transportation service.

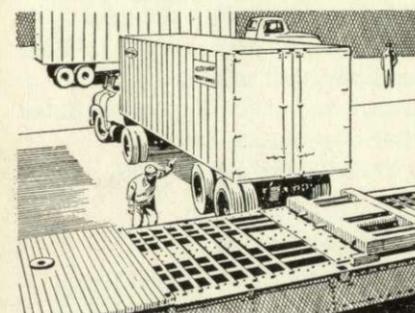
The entire transfer of a *Flexi-Van* from highway to rail carrier or back again requires only four minutes.

No special loading docks or expensive lifting facilities are needed. Time is not lost at terminals in switching cars to special docks or in waiting to load or unload *Flexi-Van*.

Additional advantages are *Flexi-Van's* lower center of gravity and the reduction in height of the trailer (without wheels) which permits shipments to clear underpasses on the main line. All this adds up to speedier and more dependable service to shippers and receivers of freight. And it will also save them time and money.

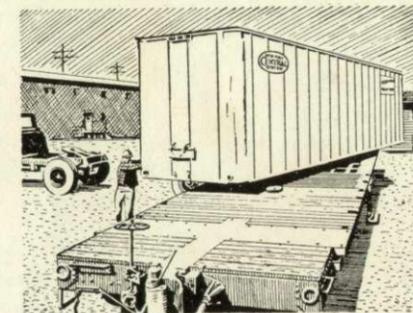
New York Central and Fruehauf Trailer Co., world's largest manufacturer of highway trailer equipment, have joined hands to produce this new way to ship freight. NYC flatcars will be used in the service, while the trucking portion of the operation will be performed by the Central's trucking subsidiary, New York Central Transport Co.

Here's how Flexi-Van service operates



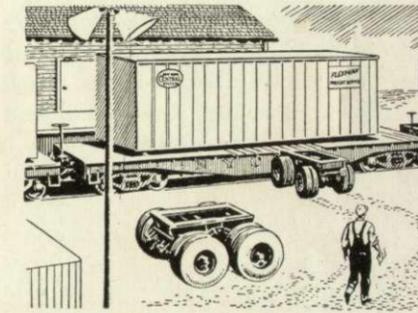
From highway,

Flexi-Van loaded with freight backs up to special flatcar equipped with positioning tracks on rotating platform. Trailer unit can be backed up to a flatcar along any road beside a track.



Flexi-Van glides

from trailer wheels and chassis onto special tracks mounted on flatcar. When *Flexi-Van* is on flatcar it can be easily pushed into fore and aft position by one man, even if it's fully loaded.



Self-locking device

secures *Flexi-Van* to flatcar in position ready for freight train to roll. Trailer wheel unit is ready for use to transport other *Flexi-Vans*. Entire changeover requires only four minutes either way.



NEWS BRIEFS

COST OF LIVING INCREASE

... for wages of NYC employes whose union agreements tie their wages to this factor became effective May 1. Based on Cost-of-Living Index of the U. S. Department of Labor Bureau of Statistics for March, 1957, the increase is three cents per hour. Most agreement employes are covered by this feature.



SIXTY-FOURTH ANNIVERSARY

... of the record-breaking run of Engine 999 was observed on May 10. Just 64 years ago, the now-historic engine, pulling the Empire State, broke through the age-old speed barrier to carry man faster than 100 miles an hour for the first time in the history of transportation.



CUYAHOGA RIVER BRIDGE

... in Cleveland, built at a cost of \$6.3 million for bridge, track and signal changes, is now in service. All train movements over the old bridge at this location have been discontinued. Cost of the new bridge was divided approximately as follows: \$3.5 million for government; \$1.3 million for Pennsylvania Railroad; and \$1.5 million for New York Central. A two-track lift bridge, it replaces an obsolete single-track swing bridge over which train speeds were restricted. New bridge, about 93 feet south of the old one, permits trains to run at normal speeds. Project was part of an over-all Cuyahoga river channel improvement, involving other railroads and bridges also.



INTERSTATE COMMERCE COMMISSION

... in mid-March authorized New York Central to provide service to industries formerly served by the New York, Ontario and Western Railroad at the New York State cities of Rome, Oneida, Kingston, Cornwall, Firthcliffe, Arrowhead and Fulton. Order became effective on March 30 and is scheduled to run until September 30 unless changed by the commission.



JUNE ISSUE OF "TRAINS" MAGAZINE

... will feature a story entitled "I'm a Railroad Fan", telling of the "great rebuilding of the New York Central." The article reports the results of studies of what NYC's present management found on the Central, what was done about it and where the railroad is going now.

WAGE INCREASE

... for members of the Brotherhood of Railroad Trainmen, resulting from an agreement reached between New York Central, other railroads, and the Brotherhood on April 8, went into effect on May 1. Calling for an increase of 12½¢ per hour, retroactive to Nov. 1, 1956, the back pay adjustments for the months of November through April are expected to be released by May 20.



CHANGE IN NAME OF TRAIN

... honoring one of Indiana's favorite sons and great novelists, Newton Booth Tarkington, became effective with the time table change on April 28. Formerly called the Chicago Special northbound, and the Cincinnati Special southbound, the train will now be known as "The Booth Tarkington". Departing from Cincinnati at 10:35 a.m. daily, it arrives in Indianapolis at 11:59 a.m., and Chicago at 4:05 p.m. Southbound, it leaves Chicago at 9:30 a.m., arriving at Indianapolis at 1:35 p.m., and Cincinnati at 5:25 p.m. The train also serves Kankakee, Ill., and Lebanon, Lafayette, Beaverville, Fowler, Shelbyville, Greensburgh and Batesville, Ind. "The Booth Tarkington" is the second train serving the Chicago-Indianapolis-Cincinnati area to be named after a famous Hoosier literary figure. "The James Whitcomb Riley" was the first.



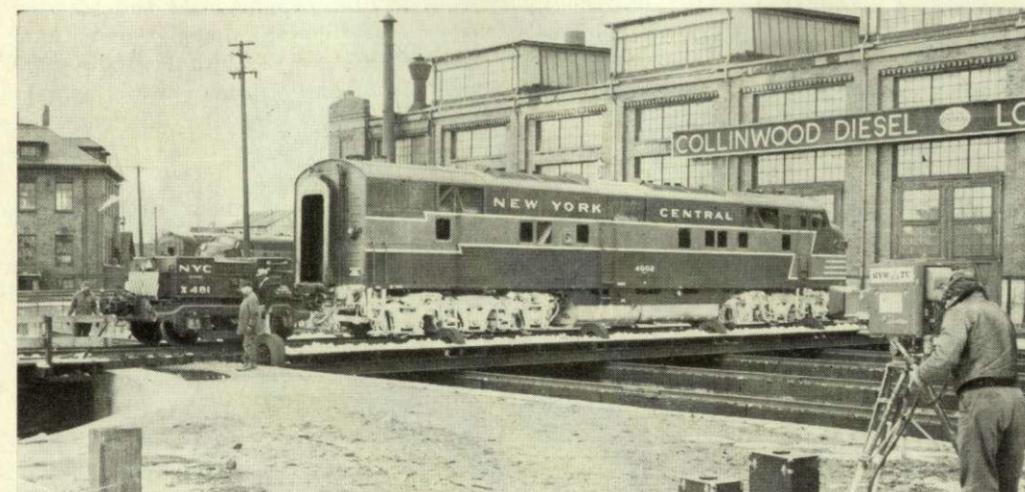
TIME TABLES

... for Central passenger trains were reissued April 28 when Daylight Saving Time became effective in many areas. In the Central's territory, a considerable number of communities continue to use Standard Time throughout the summer months. This year, NYC time tables will be printed to show the time actually in general use in each community. If DST is observed in a community, that will be shown. This change has been worked out by Passenger Sales department as another step to increase the convenience of New York Central's service to travelers.



PASSENGER SALES DEPARTMENT

... plans increased promotion of Rail Travel Credit Agency as a means of boosting passenger business. At present, there are approximately 65,000 subscribers and 25,000 credit cards outstanding. In January, this year, the agency handled over 2 million dollars worth of business for member railroads, indicating the popularity of the credit card system with travelers.



YARD COOPERATION is caught by television camera as "doodle-bug" moves a passenger diesel locomotive from turn-table into passenger engine repair shop. Use of the small, powerful, unit enables diesel to be moved from one yard location to another under power other than its own.



GENIAL STAR, Tom Haley, host of "Open Cameras," conducted interviews with NYC personnel during Collinwood programs.

Television Spotlight on Collinwood

While Gleason and Como battle for ratings on a national scale, Collinwood (O.) Shop, the biggest and most modern diesel repair shop on the New York Central System, held the center of the stage as featured attraction on four separate days last month over Cleveland's Westinghouse station, KYW-TV. The program, "Open Cameras," presided over by Tom Haley, well-known Cleveland television personality, was telecast live from Collinwood, utilizing the repair shop and the tracks at this important installation, and gave Cleveland viewers an informative and interesting view "behind the scenes" of railroading.

A ten-minute segment of the popular program was devoted, on each day, to a different phase of operations. The first program showed actual work being accomplished in the heavy repair shop. Harry T. Stonebreaker, General Foreman of the Locomotive Shop, narrated the lifting of a 247,000 pound diesel locomotive by a 200-ton crane, which transported it along the roof of the shop and deposited it over the pit, where further work could be carried out. Tom Haley conducted an interview with Mr. Stonebreaker, during which the discussion centered on the work for which the shop was set up. Mr. Stonebreaker pointed out that Collinwood is the only Central installation where work is carried out on this vast scale.

An interesting feature of the inter-

view is that Tom Haley conducts it from a studio in downtown Cleveland, using a format similar to that of Edward R. Murrow's "Person-to-Person." Seated in a chair next to a monitor screen, Mr. Haley chats with guests in a casual and relaxed manner. By means of a headset, the person being questioned hears Tom's voice and answers through a hand microphone. A mobile unit, parked outside the shop, relayed the live telecast to the station.

On the second program, action centered around the repair shop again, with Mr. Stonebreaker explaining the mechanics involved in lifting the power unit out of a diesel with a crane. Richard W. Nichols, Oil Engine Foreman, supervising an actual job, talked with Tom, explaining how his crews check engines.

For the third program, the scene shifted to the tracks outside the shop. The entire segment dealt with Central's

CONTINUED



USING HAND SIGNALS, Charles Leuenberger, Machinist, communicates with operator of 200-ton crane in lowering freight diesel locomotive onto "beehive" type of supports, prior to locomotive's undergoing check and inspection.

TV Spotlight on Collinwood
CONTINUED

new lightweight passenger train, *The Xplorer*, with Engineer Jim Feth at the controls. Mr. Feth, who has been with the Central for 52 years, was recently selected by the *Columbus Citizen* daily newspaper as one of the ten top men of the year in Columbus, O. As *The Xplorer* rounded a curve in the

Yard tracks, the television camera, which had been placed on a flat car on an adjacent track, swept the length of the train, enabling the viewers at home to receive a picture of the entire train in movement. Describing the lightweight train, Mr. Haley referred to it as "one of the most modern trains in America" and pointed out that it was part of the new New York Central's program of progress, aimed at mod-

ernizing its equipment and facilities.

Wearing typical engineer's uniform, Mr. Feth chatted with the studio-bound master of ceremonies, answering questions concerning the differences between *The Xplorer* and conventional locomotives.

Wearing her trim Hostess outfit, Miss Stawiarski, or "Stevie" as she is known to her co-workers and regular passengers, explained the duties and services that hostesses on the run between Cleveland and Cincinnati provide for passenger comfort and satisfaction.

The final program showed a diesel passenger locomotive moving from the turn-table into the passenger repair shop. Also coming in for a share of this television-view of the repair yard was the X-102, an automobile that is easily converted for use on the rails, as well as highways. Used by Central operating officials to facilitate on-the-spot rail inspection, its operation was described by Mr. Stonebreaker and Leo Riley, Superintendent of Transportation.

The entire Collinwood portion of the program was under the direction of KYW-TV's able staff director, Rou de-Gravelles, working closely with NYC officials. That the program was successful there is no doubt. The Central's part in it was sparkplugged by Charles G. Warnick, District Public Relations Director, Cleveland, with the complete cooperation of W. T. Alexander, General Manager; Curtis D. Buford, Assistant General Manager, both of Cleveland; I. W. Martin, Superintendent Diesel Shops, Collinwood, and his entire staff, with particular kudos to R. B. Jacobson, Shop Engineer, and Harry T. Stonebreaker, who emerged from the four-day program as a full-fledged "at-ease" television performer.



TRAINSIDE INTERVIEW with Eugenia Stawiarski, Hostess on Cleveland to Cincinnati run of *The Xplorer*, was feature of program on lightweight train.

JACK-OF-ALL-ROADS, either highway or rail, X-102 is caught by the camera as Harry Stonebreaker, (left), Gen. Foreman, Collinwood Shops, and Leo Riley, Supt. of Transportation, describe its functions.



New York Central Headlight

*Hostess service
inaugurated on
Empire State
Express between
New York and
Buffalo*



'Empire Girls'

BOARD FAMOUS NYC TRAIN

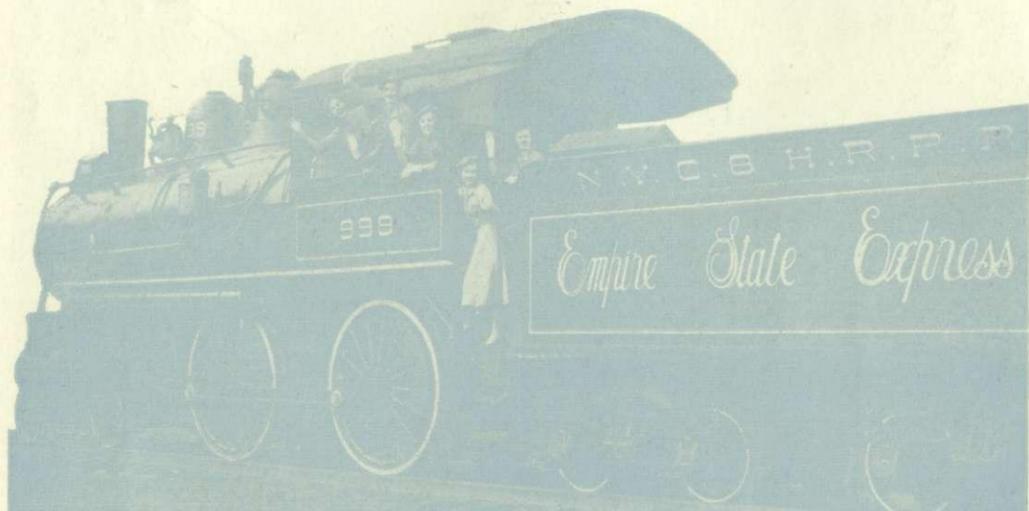


LEARNING about the Central, newly hired hostesses spent six weeks in intensive training. Clockwise from left: Virginia Grady; Helene Taylor (now a Century Girl); Chief Hostess Helen Loring; Barbara Walker, Paula Boyer study Railway Guide.

Empire Girls — that's the name given to the attractive young ladies who on April 15 brought more high fashion to the railroad's world of high iron. Hostess service was introduced that day aboard the Central's famous Empire State Express between New York and Buffalo.

Selected from among 200 applicants, the four young ladies chosen for Empire service will perform widely varied duties, such as assisting mothers with children, dispensing travel information, pointing out scenic points of interest and generally helping travelers to gain the fullest comfort and enjoyment from their trips on the Central. The *Empire Girls* bring to this train a service similar to that which their sister-employees

CONTINUED



VISTING another "Empire Girl," the modern *Empire Girls* pay their respects to 999, the famous engine that made history 64 years ago this month, when she was first land vehicle to top 100-mile-an-hour mark.



AT LUNCHEON in their honor, girls wore uniforms for first time for Passenger Sales staff headed by Asst. Vice President James E. Hawthorne (standing) and Passenger Sales Manager Roy R. Spangenberg. Smartly tailored dresses are topped by bright berets.



PRESENTING SCROLL, *Empire Girls* visit Buffalo's Mayor, Steven Pankow. Scroll cited train's service to city. Girls (from left): Virginia Grady, Jeanne Breckwoldt, Paula Boyer, Margaret Ann Berry.

bring to the 20th Century Limited (*Girls of the Century*) between Chicago and New York, and *The Xplorer* between Cleveland and Cincinnati.

To prepare for their new duties, the *Empire Girls* completed an intensive six-week training program under the supervision of Helen Loring, Chief NYC Hostess.

Among the requirements they met for the assignment were being single, between 21 and 25 years old, and having a college education or its equivalent.

Their appearance on the train is enhanced by attractive dresses designed especially for NYC by the famous fashion designer, Brigance. Hats to match were created by Mr. John, Jr., of the well known John Frederics salon in New York, and the coats that com-

plete the outfits are Lassie Maid.

The costumes are both feminine and functional. During chilly weather, the dress is worn with a jacket. For lighter attire, the costume is still crisp and complete without the jacket. On three counts the new costume marks a departure from tradition in transportation hostesses' uniforms: It's a dress and jacket combination, not a suit; the fabric is a mixture instead of a solid color; and the skirt is not straight, but full.

The *Empire Girl's* new hat is her distinctive trademark—she'll be known as the "girl in the red tam." The hat is a bright red, side-draped beret, made of the same wool jersey fabric as the lining of the jacket. The beret is trimmed with a band and bow of the same plaid patterned fabric as the dress.

The overcoats are dark gray wool plush with half belt in the back, large club collar, dolman sleeves and flap pockets.

The *Empire Girls* will extend the hospitality of a train that bears one of the proudest names in railroading. It was the Empire State Express which 64 years ago (May 13, 1893) was the first land vehicle to pass the 100-mile-an-hour mark. Her famous locomotive—999—set a world speed record that day, pulling the Empire between Batavia, N. Y., and Buffalo at 112.5 miles an hour and ever since has been a legendary symbol of top railroading.

Today's Empire State Express is a streamlined daytime passenger train with reserved reclining seat coaches and parlor cars serving major cities in New York State, Cleveland and Detroit.

These are the Empire Girls . . .

. . . the new hostesses aboard New York Central's Empire State Express



Virginia Grady

VIRGINIA GRADY

. . . is a graduate of Queens College (New York), where she received a degree in education. Having a flair for the theater, she also completed a course at the American Academy of Dramatic Arts. A veteran of several productions at both Queens College and the Academy, Virginia has played in "The Crucible" and starred in "Light Up the Sky." In her new assignment as a railroad hostess she follows a family tradition. Her grandfather and nine great uncles were all railroaders. Virginia, who is 23, lives in Forest Hills, N. Y., with her parents.

BARBARA WALKER

. . . is a professional sculptress when her tours of duty as an *Empire Girl* are completed for the week. She has executed busts of several well-known artists, including Quinto Martini, sculptor, and Carlo Bussotti, concert pianist. Book-binding fine volumes is another of her specialties. The 21-year old hostess recently spent two years in Italy studying art in Florence. She speaks Italian fluently and did social service work in the Italian schools with native youngsters, including war orphans. She is a graduate of the Masters School, Dobbs Ferry, N. Y.



Barbara Walker

PAULA BOYER

. . . was selected by the Central for her new hostess assignment after her picture appeared in the Indianapolis *Star* in a series featuring strikingly photogenic girls. Paula, who is 21, was a resident of Indianapolis before moving to New York recently. She had a wonderful time touring Manhattan for the first time as part of her *Empire Girl* training. During 1955-56 she lived in Europe and studied at



Paula Boyer

the University of Grenoble, France, as an exchange student. She also held a public relations post in Paris with the U.S. Air Force. Before going abroad, she attended DePauw University in Greencastle, Ind. In her school days, Paula was a professional entertainer, giving humorous monologues which she illustrated with chalk sketches. Because she wants to write short stories some day, she keeps a notebook in which she jots down human interest anecdotes she encounters.

MARGARET ANN BERRY

. . . was a "gal Friday" secretary to a top executive in television before becoming an *Empire Girl*. Now 21 years old, she was an honor graduate at Bryant High School (Queens, N. Y.). Like Virginia Grady, Margaret also attended Queens College, where she majored in psychology. Traveling is one of her hobbies. Margaret lives with her parents in Astoria, N. Y.



Margaret Ann Berry

New Assignments for Central Men

Robert E. Kappauf has been appointed Comptroller of the New York Central, succeeding **George H. Albach**, who retired April 1,



Mr. Kappauf

after more than 50 years of service. A native New Yorker, Mr. Kappauf joined the Central last June, after an 18-year association with the accounting firm of Price, Waterhouse & Co.

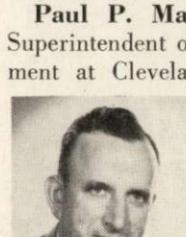
James O. Boisi, Real Estate Attorney for the Central since May, 1956, has been appointed to the new post of Director of Real Estate, with headquarters at New York. Mr. Boisi's new assignment includes taking over duties formerly carried out by **Chas. H. Morton**, General Land & Tax Agent, who has retired for reasons of health after a New York Central career that spanned nearly 34 years.



Mr. Boisi

A native New Yorker, Mr. Boisi is a graduate of Brooklyn College and Fordham Law School. Prior to joining the Central last year he was associated with a New York law firm. Mr. Boisi is also chairman of the Department of Real Estate of Pace College, where he has been an instructor since 1943.

Paul P. Martin, who has been Superintendent of Maintenance Equipment at Cleveland, has been named Methods Engineer-System in the Maintenance of Way department, and will continue to make Cleveland his headquarters. **Max E. Kerns**, Superintendent, Maintenance of Way Shop at Jackson, Mich., has been appointed Superintendent of Maintenance Equipment, Jackson. **John W. Mueller**, who has been a member of the Maintenance of Way department at Jackson, Mich., since 1941, has been promoted from the position of Chief Clerk to Superintendent, Maintenance of Way Shop, Jackson.



Mr. Martin

Max Nearing, Asst. Engineer Construction, Chicago, assumes the duties of Engineer of Construction at the same location.



Mr. Nearing



Mr. Kerns

Robert H. Cuddihy, Assistant Office Supervisor-Lines West, has been appointed District Administrative Assistant, Eastern District, with headquarters at New York. Mr. Cuddihy succeeds **Joseph M. Retta**, who has retired after more than 41 years of Central service.

Other appointments in the Maintenance of Way department include: **Benjamin J. Gordon**, named Material Engineer, New York; **John Stang**, Cost Engineer, New York; **Robert F. Lawson**, District Methods Engineer, Indianapolis; **Richard J. Hardenbergh**, Division Engineer, Ohio Central, Columbus, O.; **Thomas M. Scott**, Asst. Division Engineer, Boston; **Leon F. Sepic**, Asst. Division Engineer, Cleveland; **John A. Carey**, Asst. Division Engineer, Albany, N. Y.; **John R. Clark**, Asst. Engineer, St. Thomas, Ontario; **Frank A. Schneider**, District Equipment Engineer, Indianapolis. Also in Indianapolis, **Joseph Leone** and **Thomas A. Scott**, who have been Section Foremen, have been named Asst. Supervisors of Track, Indiana Division.

Raymond E. Mann, Chief Clerk, Buffalo Division, Buffalo, N. Y., who has been with the Central since 1923, has been named Freight Agent at Carroll Street Station, Buffalo.

Two appointments have been made to the newly-created positions of District Personnel Assistants. **Newton E. Henry**, who has been Apprentice Instructor, Diesel Locomotive department, Collinwood, O., assumes the new duties in Cleveland, while **Samuel Smyth**, who has been Asst. Trainmaster at Weehawken, N. J., will begin his new assignment at Syracuse.



Mr. Henry



Mr. Smyth

Dan A. Kubelsky, Asst. Chief Industrial Engineer, New York, has been appointed Director of Industrial Engineering and will continue to make his headquarters in New York.

Passenger Sales & Service department has announced the appointment of **Helene Taylor** as a "Girl of the Century," with duties as Secretary-Hostess on the Twentieth Century Limited.



Mr. Kubelsky



Miss Taylor

Albert F. Rozell, Division Trainmaster, Toledo, O., has been named Asst. Manager of Transportation, New York. **Chester D. Graham**, who has been General Yardmaster at Toledo, has assumed the duties of Terminal Trainmaster at the same location.



Mr. Rozell

Robert M. Kessler, General Yardmaster, Night, has been named General Yardmaster, Day, at Cleveland. **Lester A. Brandt**, who has been Chief Clerk at Zanesville, O., has been appointed General Yardmaster at Corning, O. **Ernest W. Merriman**, Yard Brake-man, Cleveland, assumes the duties of Yardmaster at that city. **Howard H. Devine**, Yard Conductor, Cleveland, becomes Yardmaster at the same location, while **Pasquale Giovanetti**, who has been Yardmaster, assumes duties of Night General Yardmaster. **Edward Scaranda**, Yard Conductor, Detroit, has been named Yardmaster at Detroit. **John F. Simpson, Jr.**, Telegraph Operator at Pittsburgh, be-

comes Train Dispatcher at the same city. **George W. Wiltsie**, Clerk, Detroit, has been appointed Asst. Supervisor, Power & Train Operations, and will remain in Detroit. **Robert M. Krause**, Yardmaster at Stanley Yard has been named Trainmaster at Toledo, O. **Thomas E. Murphy**, General Yardmaster at Cleveland, has been appointed Trainmaster at that city. **Leo M. Lawrence**, Asst. Trainmaster, Blue Island, Ill., has been named Terminal Trainmaster at Buffalo. **Richard S. Morgan**, Terminal Trainmaster, Bellefontaine, O., has become Trainmaster at Indianapolis. **Charles P. McMahon**, Locomotive Engineer, Indiana Division, Indianapolis, has been appointed Asst. Road Foreman, Illinois Division, Mattoon, Ill. **Joseph H. O'Reilly**, who has been a Statistical Clerk in Passenger Service Economics department has been named Service Inspector, Freight Stations & Motor Service, New York.

In the Property Protection department, **Hayward C. Dyke**, Sergeant, Rochester, N. Y., has been promoted to Lieutenant of Police, and will remain in Rochester.

Francis P. Driscoll, Trainee in Dining Service, New York, has been appointed Asst. Superintendent, Dining Service, Boston.

At Buffalo, **Gertrude K. Sullivan**, Telephone Operator, has been named Chief Telephone Operator.

Robert S. Jones, Telegrapher-Clerk, Syracuse, N. Y., has been named Traveling Car Agent in the General Manager's office at Syracuse.

John MacKinnon, Foreman-Car, West Springfield, Mass., has been named Asst. Industrial Engineer in the office of Asst. Vice President-Equipment, New York. **Clarence Carter**, Asst. Foreman, Sharonville, O., becomes District Lubrication Inspector-Car, at that location. **Jacob J. Larson**, General Foreman (C.U.T.) Car, Cleveland, has been appointed Asst. Master Mechanic-Car, Cleveland Division, at Collinwood, O. **John D. Harger**, Asst. General Car Foreman, E. Youngstown, O., moves to the position of General Car Foreman-Equipment, at Pittsburgh. **James D. Peters**, Temporary Foreman Car Inspectors, E. Youngstown, O., has been appointed Asst. General Car Foreman-Equipment, Glassport, Pa. **Rollie S. Lawson**, Carman-Car, Beech Grove, Ind., becomes Asst. Foreman-Car, at that installation.

Two new appointments have been announced in the Signal department at Syracuse. **Delbert E. Firestine**, Field Signal Engineer has been named Asst. Signal Engineer, and **Donald O. Petit**, Construction Signal Supervisor, has been appointed General Signal Inspector.

In the Safety department, **John J. Sheehan**, Claim Agent, Utica, N. Y., has been appointed Asst. District Safety Supervisor, with headquarters in New York.

In the Stores department, **William J. Balsden**, Division Storekeeper, St. Thomas, Ontario, has become General Storekeeper at Cleveland, while **Albert F. Surowiec**, Chief Clerk, Detroit, has been named Division Storekeeper, Detroit.

On the Pittsburgh & Lake Erie Railroad, recent appointments include **Arthur Longini** to the newly-created position of Director of Industrial Development; **Frederick J. Hotchkiss**, Safety Supervisor, New York, has assumed the duties of Safety Supervisor with headquarters at Pittsburgh.



Mr. Longini



Mr. Hotchkiss

Howard F. Preston, Asst. Chief Train Dispatcher at Pittsburgh, has been named General Yardmaster at McKees Rocks, Pa. **James E. Walther**, Asst. Chief Signal Inspector, Pittsburgh, has been named Chief Signal Inspector at that city.

NYC's trucking subsidiary, New York Central Transport Company, has announced the appointment of **Francis E. Reynolds**, as Treasurer and Comptroller, New York, and **Cecil W. Henkel**, Asst. Vice President, Syracuse, N. Y.



Mr. Reynolds



Mr. Henkel

Operating District Set Up at New York

A fifth operating district for the Central has been set up—to be known as the New York District.

John C. Kenefick, formerly Assistant General Manager of the Eastern District at Syracuse, has been named General Manager of the new district. He will have his headquarters at New York.



Mr. Kenefick

Creation of the new district is a result of the Central management's continuing study of methods of refining and streamlining the organizational set-up. It is also an expansion of the Central's decentralization program that became effective in January, 1956, under which the railroad was organized into four major districts, each headed by a general manager.

The newly-created district will embrace all NYC operations in the New York metropolitan area, including commuter divisions, marine operations and West Shore (New Jersey) facilities. Previously these operations were under the jurisdiction of the Eastern District.

Mr. Kenefick is a native of Buffalo and a graduate of Princeton University. Before assuming his post as Assistant General Manager at Syracuse last year, he had been Superintendent of the Toledo Division and prior to that had been Superintendent of NYC's operations at Chicago. He also has been a Staff Assistant in the Transportation department at New York. Mr. Kenefick started his Central career as an Apprentice at Buffalo.



"Does this line pass through any ghost towns?"



CENTRAL EMPLOYEES AND THEIR FAMILIES FILL GRAND BALLROOM OF BUFFALO'S STATLER FOR PARTY. OVERFLOW CROWDS AT BOTH LUNCHEON AND DINNER WERE SEATED IN OTHER ROOMS

Employes-Families Flock to Buffalo Party

Throngs observe Central's "new look" at get-together amid singing and souvenirs for the kids



ON THEIR WAY IN, large numbers of employes arrived at hotel ballroom over an hour before the party.

April 13 was a cold day in Buffalo as far as the weather was concerned, but the spirits of Buffalo's New York Central men and women were warm with good fellowship.

Nearly 2,500 men, women and children—all employes of the railroad or members of their families—gathered that day in the Statler Hotel to celebrate the new look on the railroad evidenced by Frontier Yard, NYC's

newest, biggest and most up-to-date facility in the Buffalo area.

The family party drew such enthusiastic response from NYC employes that the hotel's grand ballroom couldn't hold them all. So the party had to be divided into two sessions, with one half group coming to lunch at noon and the other group coming to dinner in the evening. Holding the party in two shifts also made it easy for railroaders who must

work during the day to attend the dinner sessions, while night-trick men could be at the luncheon.

Even breaking the party into two sessions didn't entirely solve the problem, however, as more and more tickets were sought by employes. It finally became necessary to use additional rooms on another floor of the hotel, with loud speaker connections so those in the extra rooms could hear what was going



"FOOD'S GOOD," says Charlie Finger to his Grandad, Ed (Freight Claims). Souvenirs get close once over from the families of James Stewart (left) and James Hassett.



SOUVENIR LANTERNS, handed out at entrance, made a big hit with Central youngsters Tommy Monroe (left) and Christine Kurpinskia.

on. Duplicate prints of motion pictures scheduled for the occasion were obtained and shown simultaneously on both floors.

Among other things, the party offered Central men and women an opportunity to become better acquainted with each other and with each other's families. It also gave them a chance to learn more about what the Central is doing to improve its transportation

services and how these improvements affect them as employes.

Harry D. Johnston, Superintendent of the Buffalo Division, and chairman of the host committee, presided as toastmaster. Following an invocation, he introduced John F. Nash, NYC's Vice President—Operations. Mr. Nash expressed the appreciation of the Central's management for the enthusiasm shown by the large turnout at the party.

CONTINUED

Buffalo Party—CONTINUED

and admitted the occasion was a somewhat sentimental homecoming for him, since he was assigned to Buffalo for many years earlier in his Central career.

He pointed out in a brief talk some of the many projects under way to modernize New York Central and make it the best possible producer of transportation service.

"When these projects are completed," he said, "we will be able to sell more of our services and build better business for the railroad. This is the best of all ways to increase job security."

Motion pictures gave the assembled Central folks a clear view of how the new Frontier Yard operates and also how Centralized Traffic Control Functions on the railroad between their own city and Cleveland.

Lawrence W. Horning, Vice President-Personnel, concluded the formal part of the program. He emphasized the stake of all NYC employes in the railroad's success by pointing out that of every dollar the Central takes in, 65 cents go to employes in the form of wages and various benefits.

Mr. Horning also emphasized that

all the modern devices the Central can acquire won't add up to much in the long run without good people to run them.

He brought the party to a close with a tribute to the ladies present—"the wives, mothers, sweethearts who stand behind the men of the railroad."

"They are very much a part of the Central," he said, adding, "We couldn't do very much without the inspiration they provide."

As a memento of the party, all of the children who attended received small signal lanterns.



COMMITTEE led by John Shalloe (right) readies gifts . . .



WAITERS HURRY to set tables before arrival of guests . . .



GREETING GUESTS, Personnel Vice President Lawrence Horning became acquainted with the younger set . . .



MINGLING with Central folks before eating, Operations Vice President John Nash found old friends . . .



CHIT-CHAT at head table between courses involved (from left to right) Lawrence W. Horning, Vice President—Personnel; Harry D. Johnston, Division Superintendent; John F. Nash, Vice President—Operations; Edward J. Gibbons, General Manager; and Douglass Campbell, Executive Representative—Buffalo.



TABLE TALK pleased Gen. Mgr. Gibbons . . .



LET'S SEE the program . . .



VISITS were fun for Douglass Campbell . . .



SHUCKS! The party's over.

Pats on the back

Thanks to the cooperation of crew members, **A. E. Kinville**, Conductor, **E. F. Chappell**, Brakeman, and **N. C. White**, Flagman, Mrs. M. Moore, suddenly taken ill on a Bay City to Detroit train, was quickly made more comfortable and a doctor summoned until she could be taken to a hospital.

As is often the case, not only railroad men, but also passengers earn commendation in certain difficult situations. This was especially true when two small girls, aged 5 and 10, traveling from California to Rochester, N. Y., became separated from their traveling companion leaving Chicago. Through the cooperation of passengers and Centralmen **Tom R. Light**, Conductor; **David Shoup**, Head Brakeman; and **Newton E. Henry**, District Personnel Assistant, who happened to be traveling on the train, the girls were kept entertained and comfortable until Elkhart. Here a crew from the station helped them with their luggage. When their companion arrived on the next train, he found two happy and well taken care of girls.

In a letter to L. W. Horning, Vice-President Personnel, Alex L. H. Daragh of Grosse Pointe Park, Mich., states how favorably impressed he was with Conductor **A. J. Brancheau**, while riding The Twilight from Chicago to Detroit. He mentions in his letter Mr. Brancheau's "pleasant tone of voice" and neat appearance, adding, "in short he was a top-notch representative for the New York Central."

RAIL QUIZ

Answers on page 23

1. When did Congress pass the Standard Time Act—in 1883, 1900, or 1918?
2. What color is the signal displayed at ends of a train indicating that workmen are under or about it?
3. Were steel passenger cars introduced before or after World War I?
4. How many piers are there in a 14-span bridge, not counting the abutments?
5. How many railroad freight stations are there in the United States—about 17,000; 37,000; or 57,000?
6. What do four blasts of the locomotive whistle mean—approaching meeting place, a call for signals, or apply brakes?

Central People IN THE NEWS

Traveling now

as a passenger, Lillian Moore of Hamden, Conn., boards the Commodore Vanderbilt for a trip from New York to Chicago. Lillian worked as Ticket Saleslady in Grand Central Terminal Ticket Office until she started her own Moran Brush Manufacturing Co., now sells cleaning brushes to former employer—NYC.



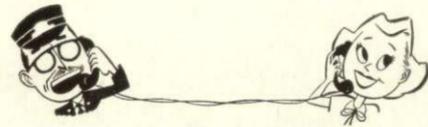
For achievement

behind the wheel of an auto, NYC Police Sergeant T. E. Slowey (left) received a "Courteous Driver Award" from the Jefferson County (N.Y.) Safety Council. Presentation was made by Council president Robert J. Bastley at ceremony in Watertown's Hotel Woodruff.



Central beauty,

Jeannine Kosilla, Key Punch Operator in the Accounting department, was Miss Peekskill in contest to select Miss New York State to represent the Empire State in this year's Miss America contest. Jeannine was voted title of Miss Congeniality by the 14 other finalists in the judging at Schenectady last month. She also received a trophy identifying her as Miss Personality, Jeannine, 20, lives with her parents at Verplanck, near Peekskill, N. Y. Her beauty contest qualifications—in addition to a sparkling personality—are height of 5' 2" and measurements of 34-24-34.



CENTRALINES

As part of NYC's personnel recruiting program, **Norma Jensen**, Senior Interviewer, Personnel department, New York, was a member of a recent "Career Conference Panel" held at Mount St. Vincent, a college for women located on the Hudson River. Addressing a group of career-conscious seniors, Miss Jensen discussed opportunities for women in the railroad industry. Norma, who joined the Central in 1952, is the daughter of **Carl C. Jensen**, Assistant Chief Engineer, Power Plant, at Harmon, N. Y.



Miss Jensen

William H. Goold, Division Engineer, and **John Stang**, Cost Engineer, Maintenance of Way, New York, were guest speakers on railroad opportunities during the ninth annual Career Day at Chatham, N. Y., Central School. . . Metropolitan (N. Y.) Chapter of NYC Veterans Association will hold its spring meeting at the Main Hall of Alex & Henry's Restaurant, 860-862 Courtlandt Avenue, Bronx, N. Y. on Tuesday evening, May 21. Further details can be obtained from **Fred J. Battles**, Accounting department.

Employee Benefits

By Leonard H. Rose
Director of Employee Benefits

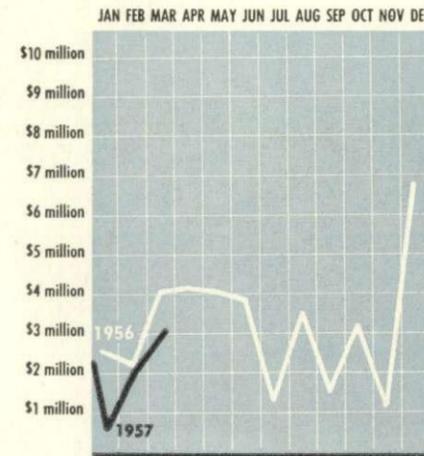
We have often been asked why a wife's annuity under the Railroad Retirement Act is reduced if she is also eligible for benefits under the Social Security Act as a result of her own employment.

The answer is because a wife's benefits under Railroad Retirement are considered to be a dependent's benefit upon the assumption that most wives are entirely dependent upon their husbands for support. However, a wife who works and qualifies for a retirement income of her own is not entirely dependent upon her husband for support. On this basis, her annuity from the Railroad Retirement Fund would be less than if she had no other source of retirement income.

These are the

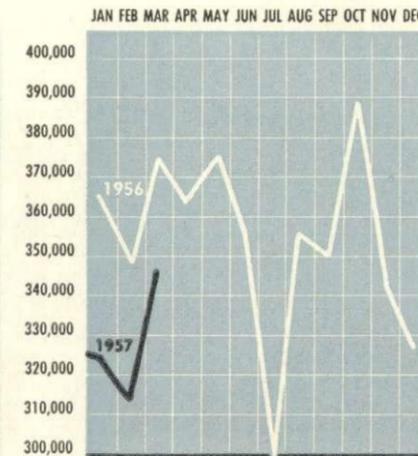


FACTS



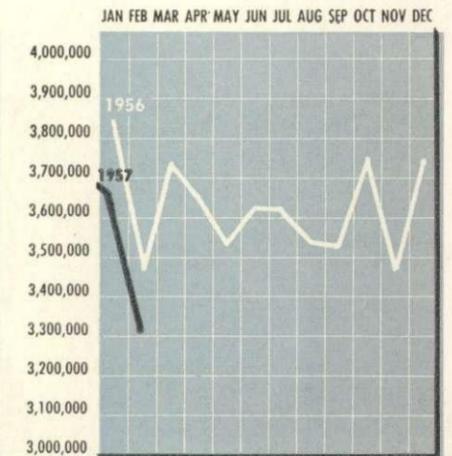
NET INCOME

is what's left after all the bills are paid



CARLOADINGS

show how Central's freight business is



PASSENGERS CARRIED

are key to Central's passenger business

Net Income of the Central in March this year amounted to \$3,010,373, compared with \$4,013,834 in the same month last year. Total net income for the first three months of 1957 was \$5,684,903, against \$8,589,790 for the first quarter of 1956. Operating revenues in the three months this year were \$190,551,383. In the first quarter of

1956 they were \$194,741,083. Operating expenses in the first quarter of 1957 were \$1,187,943 higher than in the same period of 1956.

Carloadings in March reached 347,127, a decline of 27,625 cars, or 7.4 per cent, from the same month a year ago. Total carloadings for the first three months of this year were 986,294,

down 102,247 cars, or 9.4 per cent, from the first quarter of 1956.

Passengers Carried on New York Central trains in February this year numbered 3,306,694, a decline of five per cent from the 3,479,852 of March, 1956. In the first two months of this year, NYC trains carried a total of 6,969,908.

C. H. Morton Retires as NYC Real Estate Chief

Charles H. Morton, General Land & Tax Agent of the New York Central since 1948, has retired for reasons of health.

Mr. Morton joined the Central in 1923 as Assistant Land & Tax Agent at Utica, N. Y. Late in 1928 he was transferred to New York, where he became Land & Tax Agent. Later he was named Assistant General Land & Tax Agent. In October, 1948, he was named General Land & Tax Agent for the NYC System.

During his Central career Mr. Morton has participated in many momentous projects, among them the development of Park Avenue in New York City from an area of open cuts above the tracks into one of the world's most attractive and best known boulevards containing the most expensive real estate to be found anywhere. The area in recent years has undergone another change as modern office buildings have replaced many residential structures.



FROM WINDOW in New York Central Building, Charles H. Morton, who retired April 20 as System's General Land & Tax Agent, takes farewell look at modern Park Avenue while holding pictures of street before tracks were covered.

Headlight Highlights



A Helping Hand . . .

is extended by Robert G. Cooper, Engineer on *The Explorer*, to Richard J. Murway, associate editor of the Brotherhood of Locomotive Engineers' magazine, "The Locomotive Engineer." Mr. Murway was a recent passenger in the cab of the Central's light-weight streamliner from Cleveland to Columbus, in search of material for a story on modern diesel engineers.

Albany Bound . . .

schoolchildren from Mattydale, N.Y., Elementary School, eagerly await train to carry them from Syracuse to the state capital for a one-day tour of the Capitol Buildings. Syracuse Passenger Sales department made arrangements for a series of tours, a highlight of which was a stop to see the Legislature in session.



King of Poker Faces . . .

during the screen's silent era, Buster Keaton, one of comedy's all-time greats, arrives at Grand Central Terminal with his smiling wife for personal appearances at premiere of new movie, "The Buster Keaton Story," in which Donald O'Connor portrays the comedian.



Proud Graduates . . .

of Harmon Apprentice School exhibit the diplomas won by their diligent efforts. From left, Francis L. Hoffman, Master Mechanic, Harmon; Albert L. Braun, Apprentice Instructor; William Strand, Machinist; Paul Rodgers of Machinist Committee; Robert Tandy and Kenneth Bell, Electricians; and Peter Puglia, President of the Electrical Workers Union, Harmon.



Taking Over . . .

command of newly-activated U.S. Army Reserve Transportation Terminal Battalion is John B. Hanks (right) District Manager of Agricultural Sales, Detroit, recently promoted to rank of Lt. Col. in the Reserves. Presenting orders naming him Commanding Officer of the transportation unit in Detroit is Major Herman Kops, Michigan Military District.



Formal Dedication . . .

is made of the Harry S. Reiter Room at Grand Central Branch of YMCA. Unveiling portrait of NYC brakeman who bequeathed sum of money to the branch, is the artist (right) Robert Vorreyer, while Lawrence W. Horning, NYC's Vice President-Personnel (left) and retired Central Vice President Boynton S. Voorhees watch admiringly.

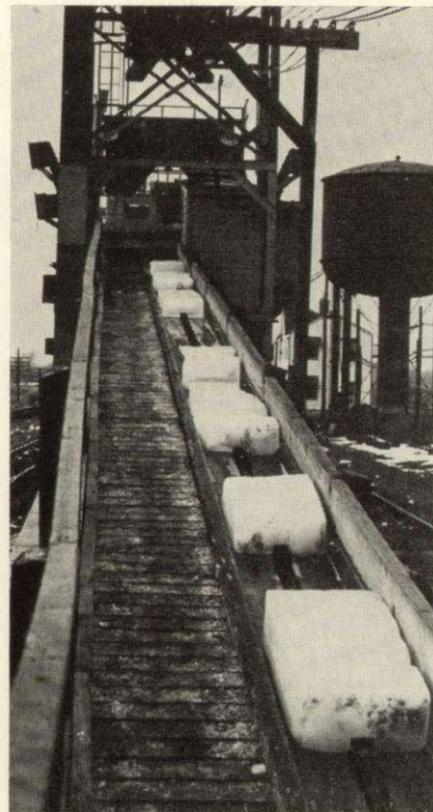


Little League Giants . . .

flank their friend and manager, Dan Seville, NYC Yard Brakeman, Weehawken, N.J. Dan devotes his spare time to little leaguers, teaching them baseball and fundamentals of good sportsmanship. The team is now in the process of getting in shape to be tops in their league.



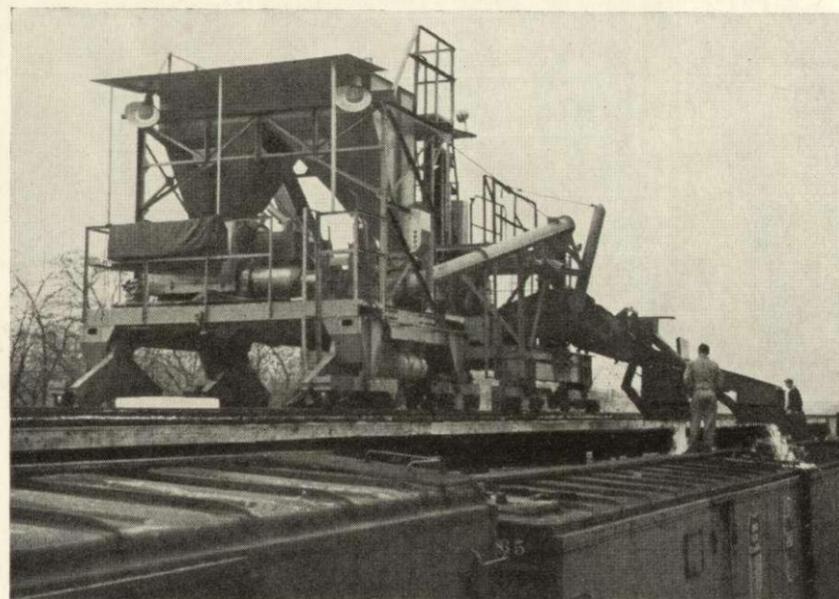
CRUSHED ICE shoots from new machine at Wayneport, N. Y. icing station into bunkers of refrigerator cars. Machine has greatly increased speed with which the icing of cars is accomplished by contractor who does it for the Central.



400-POUND cakes of ice are pulled up to top of icing dock on drag-chain belt. Cakes used to be broken up by hand.

Man, that's COOL Railroading

New machines improve icing of cars speeding perishables to market via NYC



SELF-PROPELLED, the new icing machine moves on rails mounted on top of icing dock. Working both sides at the same time, 2 machines handle 80 cars at once. Machine mixes salt (needed for refrigeration) with ice entering bunkers.

Faster service and efficiency—all for the benefit of shippers. That's the best way to describe the results of modernization of the Central's car icing facilities at Wayneport, N. Y., near Rochester.

Wayneport is NYC's principal icing station and consumes nearly 60,000 tons of ice a year. Before the present modernization, big blocks of ice were hand crushed and pushed into the bunkers of "reefers." This was a slow, laborious process, since the average refrigerator car has four bunkers and holds about six tons of ice.

With the new equipment the icing process has become a fast, up-to-date mechanical operation. Machines now in use at Wayneport are patterned after equipment introduced earlier at Blue Island Freight Yard on the NYC-affiliated Indiana Harbor Belt Railroad, near Chicago.

At the rebuilt, longer icing dock at

New York Central Headlight



SIGNAL BOX (above) enables Conductor Harold Littler to get word to engineman to move train up for icing of the next string of "reefers."



WALKIE-TALKIE (below) provides direct, fast communication between Plant Superintendent Geo. Mohr and crews working on machine.

Wayneport, as many as 80 cars can be handled at one sitting—40 on each side of the platform. The way it works now, 400-pound blocks of ice are conveyed by belt from ice storage cars parked near the platform. They are moved (also by belt) up to the top of the icing dock. There, self-powered machines, mounted on rails for movement along the dock, break up the ice into any of three sizes—chunks, coarse or crushed—depending upon the freight to be cooled. Next, the broken ice is discharged by the same machines into the waiting bunkers of the "reefers." The machines also shoot salt into the bunkers, mixing it with the ice. Salt is used to foster meltdown of the ice in order to obtain refrigeration.

Topping off the new system is a network of push-button controls, spotted at convenient intervals along the dock. The whole operation is kept at high speed by a system of signal lights to train crews and portable walkie-talkie radiophones and speakers linking machine operators and dock crews.

Icing operations at Wayneport are carried on for the Central by City Products Co., of Chicago.

May, 1957

Retired Central Man Awarded Canadian Medal

In Canada, the Province of Quebec's Safety League gold medals, awarded annually, are a highly prized honor. At this year's presentation, the list was headed by a retired New York Central Stationmaster who saved a little seven-year old girl from the path of a freight locomotive last fall.

Joe Bourdon, who retired from the Central in 1953 after a railroad career that spanned 44 years, saved the life of Carole Bolduc by his quick and fearless action.

Leaving his home near the Chateaugay station which he supervised for many years, Joe saw little Carole, whose foot was trapped in a track, heard the train whistling for a nearby bridge, and went into action. Running to the tracks, he held his arms up in the "stop" signal, and then grabbed the child. After a few futile attempts to free Carole, he pulled hard and managed to get her loose when the train was only a few feet away.

"I don't think I considered the risk," he said. "I just ran. The little girl was in the middle of the right-of-way. All I remember is trying to stop the train,



MEDAL WINNER Joe Bourdon receives a hug from grateful Carole Bolduc whose life he saved by quick action.

then grabbing Carole out of the way."

The modest railroader added, "It's something anybody would have done."

For Carole, her parents, the town of Chateaugay and the Quebec Safety League, it's something few would have done, and the signal honor awarded the former Central man is proof that, modesty notwithstanding, his heroic rescue of the young damsel very much in distress is appreciated by a grateful community.

A capsule history of New York Central—No. 5

Heritage of Progress

By 1842 there was a continuous series of rails from Albany to Buffalo. The harassed traveler, however, passing over seven different railroads, had to change cars six times and look after his baggage six times. In an effort to ease the strain on travelers, the two companies between Syracuse and Schenectady began to pool their equipment and run trains through without changing at Utica. This was helpful, but still left a number of changes—the most irritating being the one at Rochester, which involved a journey across town from one station to the other.

A further effort at coordination was made by Henry B. Gibson, president of the Auburn & Rochester. In a letter to Erastus Corning, president of the Utica &

Schenectady, he proposed "uniformity of arrangements and fares upon the rail road west of Albany." This would allow passengers to "pay their fare as far as they pleased from one principal office on the line." He also proposed that they be "allowed to check their baggage to such destination as they pleased" and that they be furnished with "a metal ticket for this purpose, a duplicate of which would be attached to the bag."

In January, 1843, twenty-three officials representing all the roads from the upper Hudson Valley to Lake Erie, met at Albany and drew up a set of resolutions for through passenger service. Travelers were to be permitted to buy through tickets and check their baggage to their destinations.



IT'S A PROUD MOMENT for C. N. Faris, Supervisor of Wage Schedules, (center), Cleveland, as he receives Certificate of Service after 38 years with NYC. Well-wishers are from left: C. D. Buford, Assistant General Manager; Nelson Faris, Mr. Faris' son; W. T. Alexander, General Manager; and V. E. Peterson, Assistant General Manager, Labor Relations, Western District.



BACKING his last train into La Salle Street Station, Fred Maddux (center), Yard Engineer, Chicago, ends an eventful NYC career. With him are Superintendent T. E. Reynolds (left) and Conductor C. A. Eder.



FAMILY AND FELLOW-WORKERS gather to celebrate the recent retirement of Irving B. Topping (seated second from right), General Yardmaster, Watertown, N. Y., at a dinner given in his honor. Mr. Topping, who served the Central for 40 years, was feted by 170 people at this dinner.



DISPLAYING Gold Pass, S. F. Davis (third from right), Trackman, Wapakoneta, O., is surrounded by friends following a surprise luncheon given in his honor. Mr. Davis, who has been with the Central for 50 years, has spent his entire period of service on the St. Marys Branch



Recently Retired

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

EASTERN DISTRICT	
Adams, Miss H. M., Car Cleaner, Mott Haven, N. Y.	13
Akin, J. H., Yard Brakeman, DeWitt, N. Y.	35
Badowski, C., Freight Trucker, Buffalo Division	12
Benedetto, R., Trucker, Utica, N. Y.	33
Benner, W., Freight Trucker, Buffalo Division	20
Bryan, G. A., Laborer, Newberry Junction	16
Buck, Mrs. S. A., Telephone Operator, Rochester, N. Y.	34
Cervini, S., Laborer, Pennsylvania Division	26
Coviello, G., Stevedore, New York Terminal District	33
Cox, Mrs. M. W., Maid, Grand Central Terminal	14
Czapla, M., Carman, Gardenville, N. Y.	44
DeDomizio, B., Laborer, Harmon, N. Y.	24
Delen, E., Captain, Marine Division	40
Dibalma, J., Laborer, Syracuse Division	48
Ferruccio, P., Laborer, Rochester, N. Y.	37
Ferruccio, F., Electrician, Weehawken, N. J.	35
Gellner, E. J., Agent, River Division	49
Gilbert, E. E., Signal Helper, Syracuse	33
Hammond, W. C., Clerk, Syracuse Division	40
Harold, A. M., Head Clerk, Buffalo	44
Henry, W. J., Ironworker, Boston Division	30
Hibert, J. W., Tower Director, Springfield, Mass.	39
Horan, W. J., Cashier, Syracuse Division	50
Julien, M. P., Painter, East Rochester Car Shops	30
Klein, J. M., Sheet Metal Worker, Buffalo Division	13
Legg, W. A., Laborer, River Division	37
Leslie, E. D., Ticket Clerk, Syracuse	14
Lettiere, J., Trucker, Watertown, N. Y.	36
Lovascio, F., Porter, New York	28
Marshall, G. H., Yard Brakeman, Syracuse Division	44
McDonough, M., Car Cleaner, Boston	14
McLaughlin, F., Laborer, Syracuse Division	27
Merchant, J. N., Engineer, Boston Division	45
Mettler, F. G., Telegrapher, Leverman, Syracuse Division	39
Metzger, A. J., Laborer, River Division	34
Millifore, S., Laborer, Syracuse	28
Morrow, S. K., Coal Passer, Albany, N. Y.	15
Ovalle, J., Day Porter, New York	25
Postiruk, W., Mail Porter, West Springfield, Mass.	38
Sharkey, M. J., Assistant Cashier, Syracuse Division	44
Smith, J. E., Office Assistant, New York	48
Stammel, A. J., Passenger Trainman, Albany Division	46
Stewart, R. M., Clerk, Stenographer, Troy, N. Y.	40
Suchta, B. F., Car Inspector, West Springfield, Mass.	44
Urtel, F., Brakeman, Lockport, N. Y.	47
Vidal, I. N., Car Cleaner, New York	13

WESTERN DISTRICT

Atkinson, L., Crossing Watchman, Charleston, W. Va.	14
Bailey, W. R., Car Repairer, Hobson, O.	46
Bilak, W., Painter, Collinwood, O.	29
Brown, P. H., Train Baggage-man, Buffalo	50
Buchwald, G. P., Assistant Engineer, Cleveland	40
Burnell, G. H., Conductor, Toledo Division	45
Coyne, P. M., Steward, Chicago	33
Dickinson, O. C., Clerk, Cleveland	41
Eldridge, G. W., Freight Conductor, Air Line Junction, O.	37
Figliola, J., Laborer, Ohio Central Division	47
Frederick, F. G., Fireman and Engineer, Western Division	40
Gorndt, C. W., Passenger Conductor, Buffalo	40
King, E. J., Ticket Agent, Mishawaka, Ind.	45
Maddux, F. W., Switchman, Englewood, Ill.	36
Miller, A. C., Engineer, Columbus	46
Pettifer, F. T., Engineer, Elkhart, Ind.	44
Pickel, Miss M., Telephone Operator, Cleveland	31
Rowland, J. E. A., Locomotive Engineer, Ohio Central Division	47
Stiver, M., Conductor, Elkhart, Ind.	37
Weber, J. H., Passenger Brake-man, Buffalo	47
Wisniewski, J., Car Repairer, Toledo, O.	31

NORTHERN DISTRICT

Bulmer, E. N., Yard Conductor, Detroit	32
Dakin, V. A., Store Helper, Jackson, Mich.	33
Frye, C. J., Agent Operator, Paines, Mich.	41
McManus, P. J., Yardmaster, Canada Division	38
Mileham, J. D., Car Inspector, Michigan Division	39
Paonessa, J., Laborer, Canadian Division	15
Smallwood, P., Car Inspector, Windsor, Ont.	32
Spellman, S. D., Freight Conductor, Detroit	40

PITTSBURGH & LAKE ERIE RAILROAD CO.

Bacco, O., Laborer, Pittsburgh, Pa.	22
Hendry, P., Station Engineer, East Youngstown, O.	28
Jones, W. N., Locomotive Engineer, McKees Rocks, Pa.	38
Leslie, C. A., Laborer, New Castle, Pa.	32
Lonkar, M., Laborer, Pittsburgh, Pa.	21
Luckey, J. F., Locomotive Engineer, McKees Rocks, Pa.	54
Maurer, J. J., Passenger and Signal Operator, McKees Rocks, Pa.	29
McGeary, J. L., Electrician, McKees Rocks, Pa.	45
Minder, A. E., Car Inspector, McKees Rocks, Pa.	42
Simmons, H., Steward, Pittsburgh, Pa.	29
Smith, H. R., Trainman, Pittsburgh, Pa.	45

SOUTHERN DISTRICT

Brown, E. H., Passenger Conductor, Illinois Division	41
Brown, G. H., Stenographer Clerk, Riverside, O.	40
Comer, G. H., Car Foreman, Brightwood, Ind.	39
Davis, S. F., Trackman, Ohio Division	50
Fisher, G. W., Agent, Columbia, O.	57
Havens, C., Electrician, Beech Grove Car Shops	14
Osting, L., Yard Conductor, Louisville, Ky.	40
Shea, P. J., Boilermaker, Riverside, O.	35
Stewart, C., Painter, Beech Grove Car Shops	14
Tuttle, F., Car Inspector, Indianapolis	45

CLEVELAND UNION TERMINAL RAILROAD CO.

Krukemeier, H. H., Inspector, Repairer, Cleveland	32
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INDIANA HARBOR BELT RAILROAD COMPANY

Kostecki, E. F., Laborer, Nor-paul, Ill.	11
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New York Central Headlight



PRESENTATION of Gold Pass is made Abraham Hausman (center), Chief Ticket Seller, New York, by J. J. Divney, Ticket Sales Manager. R. J. Fredricks, City Ticket Agent, watches.



HONORED at banquet, H. C. Siebert, Manager Sales and Service Office, Detroit, holds Certificate given him by Clarence LaFond, Sales Manager, Northern District.



AFTER 41 YEARS with NYC, George D. Napier, Chief Engineer, Harmon, N. Y., retires.

The Safety Zone

By Donald E. Mumford
Director of Safety

You and I live in a truly wonderful world. Now there's a gadget—a tiny capsule radio — which doctors allow their patients to swallow. When they "tune in" on the patient's insides, different sounds picked up from the stomach, alimentary canal, etc., tell what's wrong with the patient. The little gadget, complete even to a battery, gives out with everything but a station break.

As yet, no one has come up with a gadget for analyzing ourselves to learn just where we stand in safety. Until such a device comes along, we'll have to go on analyzing in the old-fashioned way.

And why don't all of us do just that. Let's analyze ourselves. We might find we need a little more safety medicine to clear up our fallen ratios.

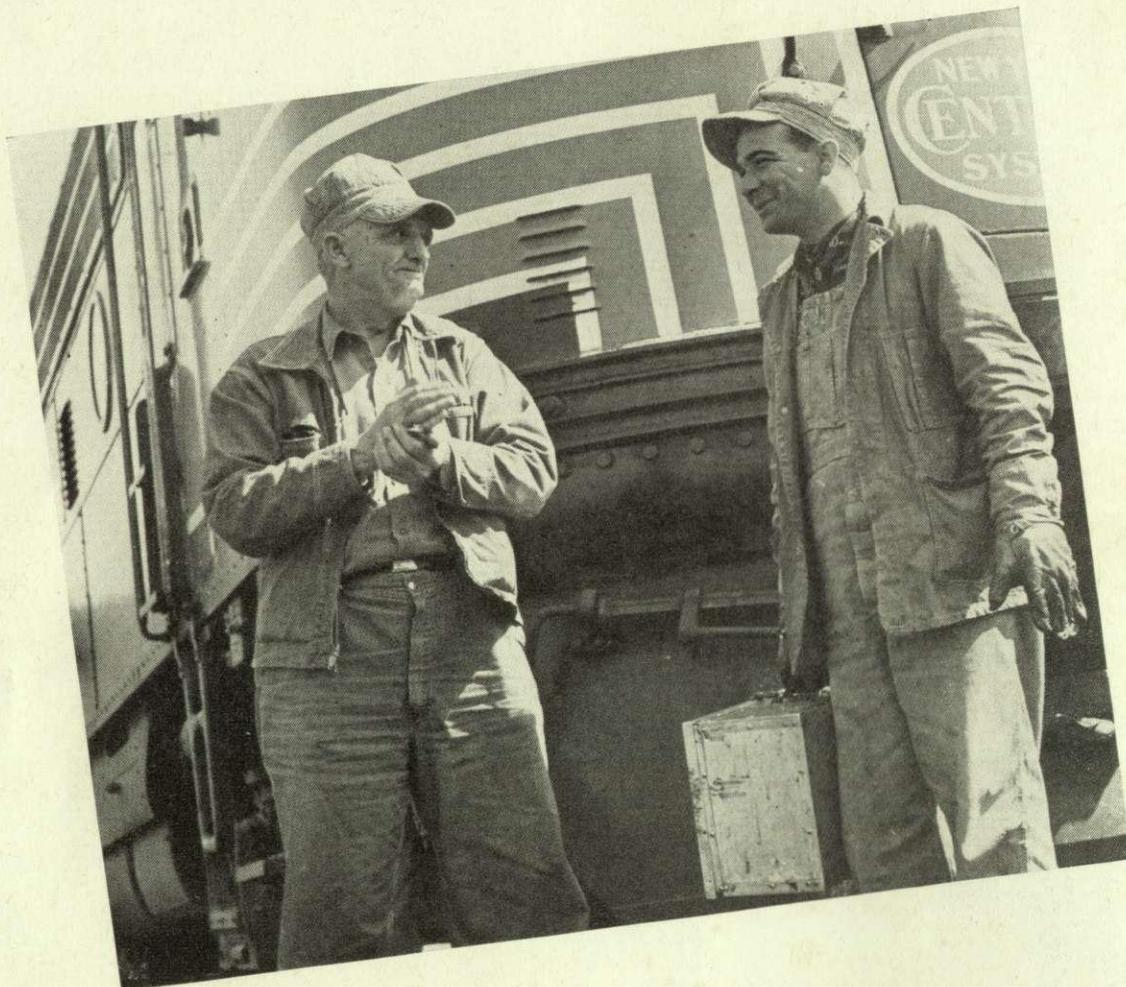
We can forget about safety gadgets for the time being. The best safety device ever invented has been with us for a long time. That's a careful workman.



Answers

to Rail Quiz on page 15

1. 1918.
2. Blue.
3. Before (1904-06).
4. 13.
5. About 57,000.
6. A call for signals.



Central people—and their jobs . . .

The man whose hand governs the throttle of Central locomotives is seldom seen by the passenger—and almost never by the shipper. Yet the skill with which he operates his engine plays perhaps the most important part of all in the comfort and safety of a trip or the damage-free delivery of freight.

Good friends as well as fellow-Enginemen, Roy Baker (left) and Anthony DeMarco compare notes on completed runs at DeWitt Yard, East Syracuse.