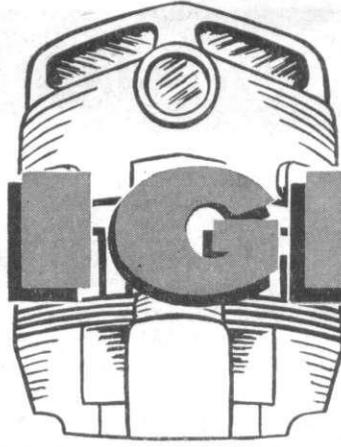




HEADLIGHT



JUNE, 1951



SOLID TRAIN OF ARMY VEHICLES MOVED NYC FROM FORT CUSTER, MICH., TO GIBSON, IND., ON WAY TO WEST COAST

Railroads—Prime Movers of Might

THE COUNTRY is rearming. Under the defense program now gaining momentum, more of everybody's production will go into military goods, less into civilian. In the present period of retooling and building up capacity, the full impact of rearmament isn't yet being felt by the railroads. But when the rush of military materials gets under way, the Central and other railroads will again be playing their familiar role as the nation's prime movers of might.

Keeping rail plant and equipment in shape for another job like that of World War II has been no cinch. Several of the years since 1945 have seen slim earnings for many roads, including NYC. Skyrocketing operating costs, that have left

freight and passenger rates far behind, are the principal saboteur of earnings. In spite of this — and the additional disadvantage of facing subsidized competition — the railroads made great strides in modernizing equipment and increasing efficiency. Aware that the present emergency may well be a long one, they have drawn plans for maintaining and even increasing the nation's railroad strength. To do so will require (1) cooperation of all railroad employees; (2) provision of enough materials, especially steel, for building needed new locomotives and cars; (3) a national transportation policy that will let railroads show fair earnings on the work they do.



Yards for Sale in Boston

After 80 years of use by the Central's Boston & Albany Railroad, Exeter Street coach yard and Huntington Avenue freight yard in Boston are to be sold.

Bulk of the work now done in the yards, which occupy 28 acres in the heart of downtown Boston, will be transferred to Beacon Park yard in Allston, Mass. Additional space will be made available there by removal of steam engine servicing facilities no longer needed since the B. & A. has been fully Dieselized.

Smack in the midst of the highly developed Back Bay area, the yards offer a wide variety of possibilities for real estate use. They lie on either side of the B. & A.'s four-track main line. Since, with Diesels, it will be possible to run trains through a tunnel, the air rights over the main line will be sold, as well as the land on either side.

Actual disposal of the land must await completion of facilities at Allston for taking over the downtown yards' work. Exeter Street is the location of coach cleaning facilities, a passenger car repair shop, and dining car commissary. Freight yard service now performed at Huntington Avenue will be transferred to Kneeland Street yard.

Assessed value of the property is \$8,000,000. Money realized from the sale of it will be available for retirement of bonds outstanding against the B. & A., which are guaranteed by the New York Central as to both principal and interest. Using the funds for this purpose will aid in reducing interest charges borne by the Central.

New Plants Will Service Diesels

Growing use of Diesels in NYC freight service will result in installation soon of new servicing facilities at three key points—Ashtabula, O.; Selkirk, N.Y.; Gibson, Ind.

Ashtabula, junction point of the Youngstown branch and the main line, is slated to become the service center for Diesel units to be assigned to the Youngstown, O.-Gardenville (Buffalo), N.Y., and Ashtabula-Clearfield, Pa., runs. A shop, with overhead cranes and drop pits, will be built near the site of the present steam engine house. A 1,000,000-gallon fuel storage tank and a fuel and sanding station will be installed. Engines working in Ashtabula yard and at Ashtabula Harbor also will be serviced at this point, ultimately scheduled to care for 80 locomotives.

Selkirk, big freight car classification

center near Albany, gets a servicing and inspection point, to be located near the center of its seven-mile-long yard. Fuel storage and pumping facilities, a sanding plant, and a building for crews laying over are part of the plan.

Diesel switchers working at Selkirk will be serviced at the new layout, as will road freight units from the Boston & Albany Railroad and the Mohawk, Hudson, and River Divisions.

At Gibson, on the all-Diesel Indiana Harbor Belt Railroad, 24 stalls in the existing steam engine house will be converted for use in servicing Diesels. A coaling and sanding point will be maintained for steam engines of the Michigan Central, which joins the IHB at Gibson. A new concrete block building will house offices and also afford new locker and toilet facilities for IHB and MC road and yard crews.

L.C.I. Schedules Published

Schedules of all New York Central merchandise cars between cities on its system and to off-line points are listed in a freight car "timetable" now being distributed by the railroad to shippers and receivers of less-than-carload freight.

The booklet shows, by elapsed days, the schedules of cars to and from approximately 200 freight stations which, together, load or receive more than 2,000 merchandise cars daily.

A great number of these cars are operated in the Central's high-speed Pacemaker freight service which provides first-morning arrival of l.c.i. merchandise at key points between New York City and Boston and Buffalo, and second-morning arrival between eastern points and cities in Ohio, Indiana, Michigan, and Illinois.

The type of service and the transfer point of merchandise freight for approximately 700 cities and towns with a population of 1,000 or more served by the Central are included in an index.

Printed in convenient form and perforated for filing in a loose-leaf book, the pamphlet also contains information on truck routes serving way stations, a brief description of merchandise freight operations, and a complete list of NYC freight traffic representatives.

'Windows' Now Show More

"Magic Windows," the popular travelogue folder that helps NYC passengers enjoy their trips, has been revised to take in more territory. Furnished on all day-time trains to tell riders

interesting facts about the country they're going through, "Windows" now looks out on the whole main line from New York to Chicago, as well as the Michigan Central route from Buffalo to Chicago. Formerly, it included only New York to Buffalo.

As another aid in selling NYC passenger service, a "Year-'round Travel Guide," keyed especially to the needs of vacation planners, is being issued. It features the optional return by a different route available on many trips.

A brochure on "Historic New England" also is available to help Central people sell prospective customers on traveling NYC this summer.

Costs Soar but Rates Lag

The Central is paying \$4,000,000 a month more in wages now than it did last year. President Gustav Metzman made this known last month in testimony before the Interstate Commerce Commission. He was pointing out why the Central, like other railroads, needs higher freight rates.

Additional revenues resulting from the 4% interim increase effective April 4 amount to only about \$1,250,000 per month, he said. The nation's roads are asking the ICC to authorize a rise of approximately 15%, including the interim increase.

At the annual meeting of stockholders (see pages 4 and 5) held in Albany May 23, Mr. Metzman said that the inflationary gap between rising costs and lagging rates is costing NYC \$43,000,000 a year.

For the first four months of 1950, the Central announced a net loss of \$7,789,727.

New Trucks for Freight House

Twenty-five new gasoline-powered cargo-carrying trucks are on their way to the freight house at Indianapolis, where they will help speed the flow of less-than-carload freight.

Featuring low platforms for easy loading and unloading, the new units are of two-ton capacity. Two of them have been in trial use at Indianapolis, and a number of them are in service at East St. Louis, Ill.

Would Drop Losers

There isn't much future in running train service that averages only 6½ passengers per trip. That's why the Central is seeking permission to discontinue two passenger trains between

Syracuse, N.Y., and Oswego, N.Y., which are losing about \$40,000 a year.

At a Public Service Commission hearing, NYC representatives told how improved equipment on the trains, Nos. 336 and 337, had failed to increase business. The private automobile, they said, has drawn passengers away from the trains.

The \$40,000 annual loss is for "out-of-pocket" expenses only and does not include such items as taxes, depreciation and overhead.

Whittles Plug to Keep Rolling

Quick work with a jackknife by Engineman Harry Edler avoided delay to three trains of the Central passenger fleet recently.

Mr. Edler, who has been on the Erie Division 45 years, was in the cab of the Diesel locomotive pulling the west-bound Southwestern Limited. Near Conneaut, O., he had to stop because of a break in the air duct leading to the oil separator.

Grabbing a wooden flag stick, he whittled out a plug. It filled the gap and he was able to bring his train into Cleveland without further delay and without any delay to the Lake Shore Limited and the Buffalo-Pittsburgh Express, running behind him.

Coming of the Cubs

The Cubs have come and gone; and at the scores of NYC locations which groups of the junior Boy Scouts visited during their "railroad month," they were welcome guests. It developed that quite a few Central men are active in Cub work—like Lucien Miron, Freight Clerk at Saranac Lake, N.Y., who organized a rail trip to Lake Placid for

five local dens—and they of course joined in the fun.

Buying M. of W. Machines

More modernization is on the way for the Maintenance of Way department. The Central is buying 10 more of the "Cribex" machines that scoop up dirty ballast from between the ties and deposit it on the shoulder, to be later cleaned or disposed of. Six of them will work on the Line West and four on the Line East.

Tugboat Going Diesel

A number of Diesel engines that were in the Navy during World War II went to work for the Central after being declared surplus—some of them becoming spares for use in locomotives and some being torn down for parts.

Now another Navy veteran Diesel is slated for NYC duty, but this one will stick to the water in its railroad service. Bought from the Navy and rebuilt by General Motors' Electro-Motive Division, the engine will be installed in Tug No. 34 of the Central's marine fleet in New York harbor. If the change-over is successful, more of NYC's 23 steam-driven tugs will be converted to Diesel.

No Trains, but Ticket Sales Good

New York Central passenger trains don't come within 28 miles of his office, but NYC Ticket Agent D. C. Smith, at Fort Wayne, Ind., does a brisk business (1,155 tickets last year for revenue of \$53,000).

Fort Wayne is at the southern end of a branch of the Toledo Division. It is served by NYC for freight only, but

a number of people from three General Electric plants there make frequent trips to and from Schenectady, N.Y. They buy their tickets at Fort Wayne and ride in chartered buses between Fort Wayne and Waterloo, Ind., on the main line 28 miles to the north, where the Lake Shore Limited makes a flag stop eastbound and the New England States makes a scheduled stop westbound.

New Timetables on 17th

Minor changes in NYC passenger service are reflected in new timetables taking effect Sunday, June 17. A new 1001 is being issued, and revised local tables are being distributed in some System territories. Changes reflect principally adjustments in schedules and equipment assignments designed to conform to summer traffic conditions.

Cash for Your Essays

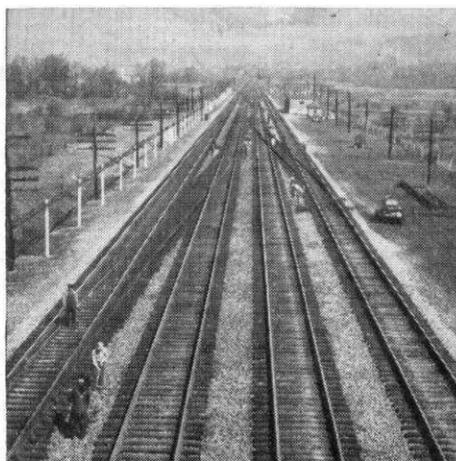
Central employes are invited to try for some of the \$1,500 in prizes offered by the New York Railroad Club in its 1951 Roy V. Wright Memorial essay contest. Open to railroaders, other transportation workers, college students, and industrial traffic people, the contest calls for papers of from 2,500 to 7,000 words on the subject: "Essential Provisions of an Adequate National Transportation Policy." There is a first prize of \$500, 10 more of \$100 each.

Entrants have until Oct. 1 to submit their essays. Before starting work, any person interested is advised to write to the Executive Secretary, New York Railroad Club, 30 Church Street, New York 7, N. Y., for further information and a complete set of rules.

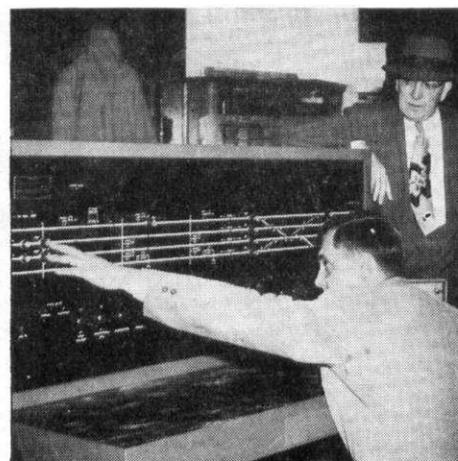
New interlocking plant speeds moves on Mohawk Division



THIS WAS LAST TIME these switch levers in tower at St. Johnsville, N. Y., were used. New interlocking plant at Fort Plain, N. Y., now controls territory. Operator at levers is H. J. Shannon.



FASTER, SMOOTHER moves from one track to another are possible with high-speed cross-overs installed as part of the new roadway and signal installation, which was cut into service last month.



THIS BOARD in Fort Plain ticket office controls moves between Little Falls and Yosts. A. L. Davis is operating the board, which shows all train moves. Trainmaster E. J. Jones looks on.

Photos by Utica, N. Y., Observer-Dispatch



GRAND BALLROOM OF HOTEL TEN EYCK, ALBANY, WAS SCENE OF ANNUAL MEETING OF NEW YORK CENTRAL STOCKHOLDERS

Stockholders: All Kinds of People

THE CENTRAL'S annual meeting of stockholders was held Wednesday, May 23. Continuing the practice begun last year, NYC ran a special train from New York City, where most of the stockholders' addresses are, to Albany, N.Y., site of the meeting as fixed in the company charter.

More than 300 passengers were aboard the special, which left Grand Central Terminal at 8:30 a.m. A special excursion rate of \$3.50 (including tax) for the round trip was in effect. Some of the stockholders were Central employes and retired Central people; they, of course, rode free. Crews in two dining cars prepared and served "second breakfast" of orange juice, rolls, and coffee.

At Albany, chartered buses met the train and carried its passengers to the Hotel Ten Eyck. The group, swelled to a record size of more than 450 by additions from the Albany area, nearly filled the grand ballroom. Among them were merchants, mechanics, brokers, housewives, clergymen, 3-year-olds and 80-year-olds—in short, all kinds of people.

Principal business was the casting of stockholders' votes for directors, the action by which the voting owners of a corporation exercise their control. All 15 members al-

ready serving on the Central's board of directors were re-elected for the customary term of one year. They are: Harold S. Vanderbilt, Robert F. Loree, Edward B. Greene, George Whitney, William E. Levis, Malcolm P. Aldrich, Raymond D. Starbuck, James A. Farley, Carl P. Dennett, Lawrence N. Murray, Gustav Metzman, Alexander C. Nagle, William H. Vanderbilt, Albert B. Dick, Jr., Winthrop W. Aldrich. Most of the shares were voted by proxy—a device enabling the holder to vote though not present at the meeting; but some votes were cast in person during the meeting at the polling place which was provided for that purpose in the ballroom.

Central President Gustav Metzman gave those present a report on the road's affairs. Principal note in his address was the warning that inflation of wage and materials costs is outracing freight and passenger rates to the extent of \$43,000,000 a year on the Central. He stressed the need for quick relief in the form of increased freight rates as now sought from the Interstate Commerce Commission by the country's railroads. Mr. Metzman and other officers answered a number of questions asked by stockholders about results and future prospects.

Meeting's lighter side: train ride, tasty lunch



HUDSON RIVER VIEW is enjoyed from stockholder train by Mr. and Mrs. E. R. Frutiger. An NYC owner, he works as Assistant Power Supervisor, New York.



COUNTING UP tickets is Conductor S. A. Dorgan, one of crew that ran stockholder special from New York to Albany and return for the annual meeting last month.



POWER CHANGE at Harmon, N.Y., where road Diesel replaced electric locomotive, was fascinating business for youngsters. Car Inspector signaling is Nick Gaetano.



CHARTERED BUSES took passengers from Albany station to Hotel Ten Eyck, where meeting was held. NYC Albany people were on hand to look after details of loading, unloading. Attendance at meeting was over 450, largest in NYC history.



REPORTING on the Central's current condition and future prospects, President Gustav Metzman presided over meeting. Among other officers present were F. J. Jerome (left), Executive Vice President; W. F. Place, Vice President, Finance.



AFTER BUSINESS part of meeting, came lunch of fruit cup, chicken patty, salad, ice cream, and coffee. Guests were served at tables where they sat during meeting.



BUSY DAY was just too much for one little fellow. A score or more youngsters were in the crowd as some stockholders made trip to meeting a real family affair.



THERE'S SOMETHING about a railroader, this young man seems to be thinking as he turns his ticket over to Conductor W. F. Smith on trip back to New York.

Centralines

Carl R. Heinisch, of Freight Traffic department at Charleston, W. Va., is the new president of the Kanawha Valley Transportation Association . . . The Pittsburgh & Lake Erie Railroad had an exhibit at the annual banquet of the Women's Traffic Club of Pittsburgh . . . Railroaders on the Alliance Branch cheered last month when 4-year-old Eric West was freed of the head-to-waist cast he's had to wear for two and a half years. During his long confinement, waves from crewmen on passing trains have been one of Eric's chief joys. Last two Christmases, Alliance Branch employes chipped in to give him handsome presents. Eric still has a long way to go toward full recovery, but he's making progress . . . Father David Welch, who celebrated Mass and preached the sermon preceding the recent Communion breakfast for Boston & Albany Railroad employes, worked for B. & A. during summer vacations when he was a seminary student.



MR. HEINISCH

Two special NYC trains took the Metropolitan Opera Company party from Boston to Cleveland this spring. Scenery and costumes alone filled 18 baggage cars . . . E. H. Dawson, Car Distributor at Indianapolis, enjoys repeating his 10-year-old daughter's remark first time she saw a player piano at a friend's house. "They have a Braille piano," she told her parents. "It reads the music in Braille and then plays it."

From Cleveland Press columnist Milt Widder comes this tale of two Toledos: Getting off the train at Toledo, O., two passengers paused to examine the reproduction of El Greco's famous painting, "Toledo" (Spain), hanging in the coach. "Boy," exclaimed the man, "someone must have been loaded when that picture was painted." . . . Friday the 13th (April) brought mixed luck for Edison Carey, Fireman at Schenectady, N. Y. His wife gave birth to twin daughters, all to the good. All to the bad: with a son also in the family, the Carey's three-room apartment suddenly became very small . . . Ralston C. Young, Grand Central Terminal Redcap well known for his inspirational religious work, was mentioned in an article on "The Place of Prayer in America" in *Look* for May 8.

Billy Kelly, who was a Yard Brakeman at Battle Creek, Mich., before being called for Army service last fall, hopes his barracks bag catches up with him in Korea. In it is his book of operating rules, which he wants to study in his spare time, if any, so he'll be ready for his written examination when he gets back to NYC . . . Gene Tracy, Indiana Division Brakeman on duty with the Navy, writes from aboard a fleet tanker off Japan, "I would gladly swap my 12 years' seniority in the Navy for the same on the railroad."

First bass out of Piedmont Lake, O., this year went to Jim Robinson, of Freight Traffic at Cleveland. In keeping with the local custom, he was awarded a silver dollar . . . Anne Hecht, formerly Clerk in office of Vice President, Lines East; and Bernard J. Garry, Head Docket Clerk in Freight Traffic, were married this month . . . A group of teachers and school officials spent the day with NYC recently at Springfield, O. As part of an industry-education cooperation program, they visited Central facilities and heard Central people explain railroad operations . . . C. E. Hill, retired safety chief of NYC, and wife celebrated their 50th wedding anniversary in April. They live at Carmi, Ill. . . . The Bible by day and television by night are diversions of O. C. Metcalf, Crossing Watchman, Indianapolis. He also gardens to pass time between trains while on duty.



MR. GARRY

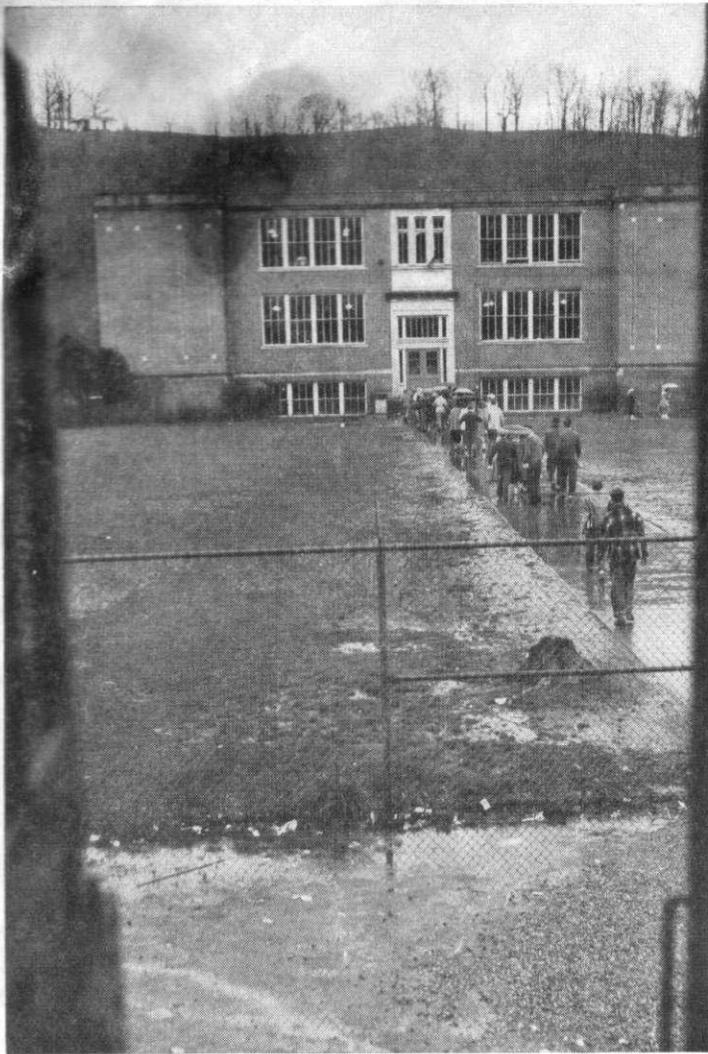
Railroad Quiz

Try your hand at these railroad questions. Check one of the four answers suggested below each question, then compare your answers with those on page 12.

- In railroad talk, what is a "shoo-fly"?
 - Obstruction warning
 - Temporary track
 - Switch engine
 - Trainmaster
- What color flag is used to stop trains at flag stations?
 - Black and white
 - Red
 - Green and white
 - Yellow
- For the Central and other eastern railroads, about how much have freight rates increased since 1939?
 - 100%
 - 33%
 - 90%
 - 66%
- Since 1939, about how much have wage rates on the Central and other eastern railroads increased?
 - 95%
 - 87%
 - 138%
 - 100%
- What city on the Great Lakes is going to have increased capacity for handling iron ore at facilities operated jointly by the Central and another railroad?
 - Toledo, O.
 - Ashtabula Harbor, O.
 - Erie, Pa.
 - Dunkirk, N.Y.
- How much water does a Diesel passenger locomotive unit carry to use in steam-heating the train?
 - 500 gallons
 - 800 gallons
 - 1,000 gallons
 - 1,600 gallons
- What commodity accounts for the greatest share of the Central's freight revenue?
 - Farm products
 - Coal
 - Machinery
 - Ore
- How many of the 16 major league baseball teams are located on NYC lines?
 - 11
 - 12
 - 13
 - 14
- Where on the Central System will you find catenaries?
 - Grand Central Terminal, New York
 - Cleveland
 - Chicago
 - Cincinnati
- What is the smallest group for which special, money-saving rates for railroad passenger travel can be arranged?
 - 25
 - 50
 - 100
 - 300



New York Central Headlight



RIGHT TO THE DOOR of their school the Hitop takes its young passengers. On-time performance beats morning bell.



HELP WITH HOMEWORK is only one of many odd jobs for conductor on a school train. Lee Hill has 38 years with NYC.



SCHOOL DAYS are fun when they mean a train ride with the gang every day. For shopping trips, grown-ups come along, too.

Hitop Run Is a School Train

YOU COULDN'T get any youngster to say he's sorry school's out for the summer. But a hundred or so school children down in West Virginia might admit they do miss a daily treat connected with their reading, 'riting, 'n 'rithmetic. They're the lucky youngsters who get to ride a train—practically their own special train—to and from school every day.

Living in scattered mountain communities along the Central's 35-mile Hitop branch, they climb aboard with their books and lunches every school morning and ride the Charleston-bound train to either the grade school, the junior high, or the senior high school. In the afternoon, as the train is making its way back to Hitop (starting its second round trip of the day), the children get on and ride home.

Happily for the children, especially in bad weather, the track runs close to the schools they attend. From car door to school door is just a quick dash.

As any parent or teacher would sus-

pect, Conductor Lee Hill has his hands full. He knows all the children by their first names and manages to keep law and order among his charges.

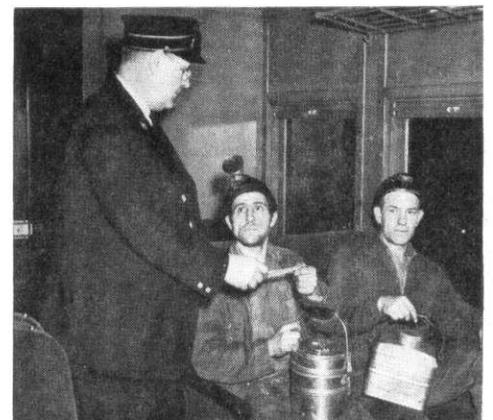
Summer vacation, though it cuts traffic, doesn't put the Hitop's two-car passenger train out of business. A number of miners ride to work on its early-morning trip out from Charleston up into the coal-rich West Virginia hills. And people heading for Charleston on shopping or other missions get aboard at the frequent station stops along the winding route back. There's also mail and express.

Despite tough terrain and numerous stops, the Hitop's passenger trains do a good job of maintaining the branch's long-standing reputation for on-time performance. Residents along the right of way set their watches and clocks by the passing of the trains.

Most of the Hitop is single track. When the train reaches the end of its run at the settlement of Hitop, it backs for about a mile and turns on a wye at

Blakely before starting the return trip to Charleston.

Even though it's an everyday occurrence, Hitop youngsters never seem to tire of their train ride. School wouldn't be half the fun without it.



COAL MINERS on way to work are chief passengers on Hitop's early morning trip.

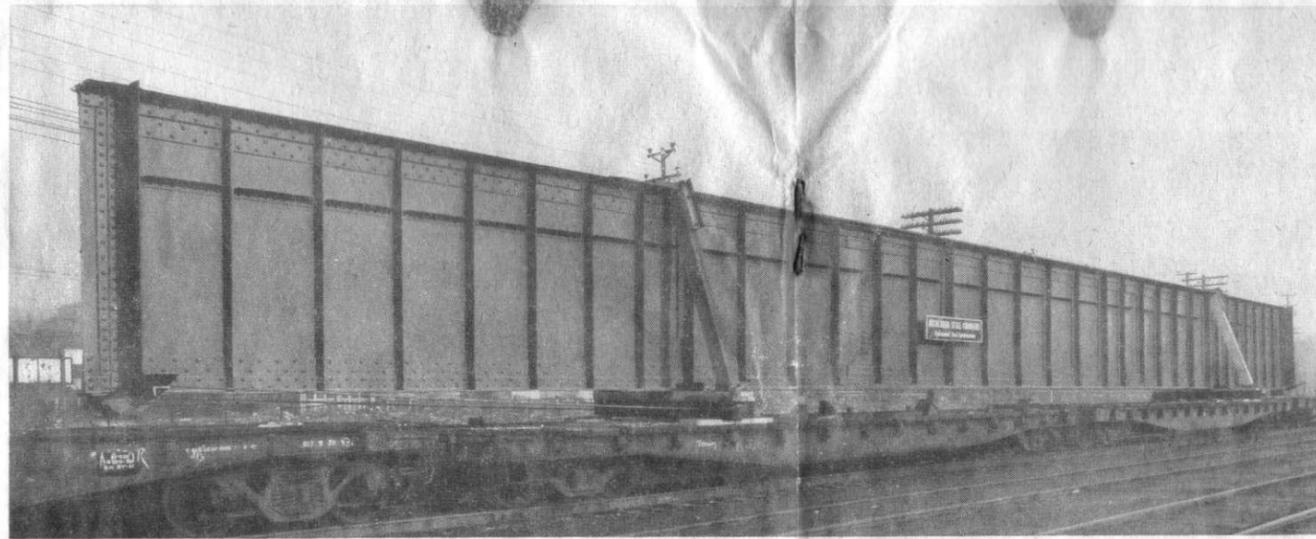
HEADLIGHT HIGHLIGHTS



Photo by Wide World

Getting a lift

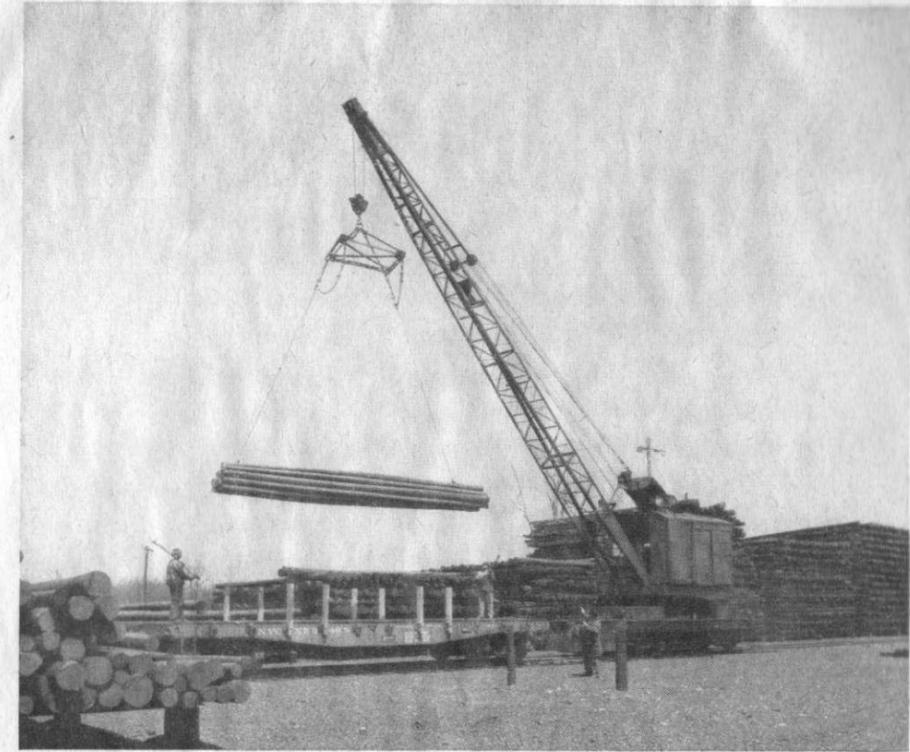
... from a new kind of toy jack is a toy New York Central boxcar. Tot atop car proves that it, and the jack, are strong. She's Gayle Gordon, 5; boy is Gary Andrews, 4. They were among lucky youngsters who got preview of new toy wonders at annual toy fair held in New York.



One long load

... recently handled by the Pittsburgh & Lake Erie Railroad was this 136-foot steel girder shipped from Rankin, Pa., works of Bethlehem Steel Co. P. & L.E. yard crews at McKeesport, Pa., are well-versed in handling these outsize shipments. Load shown above was one of 49 similar

jumbos recently moved. It was consigned to Greenville Pier, N.J., for use in a bridge spanning the Passaic River. Four 52-foot flatcars carried the load. Big trick in such moves is negotiating curves in tracks leading from plants. Cars have to be cut apart, recoupled on reaching main.



Piles of poles

... are treated and stored at the Central's pole storage plant, Toledo, O. They provide the Communications department with the tall timber it needs for replacements and new installations along its far-flung network of telephone and telegraph lines. As many as 25,000 poles—of yellow pine from southern forests—are creosoted and shipped out to System points by the plant in a year.



Photo by Buffalo Evening News

Oiling up

... as an interested audience watches, is Engineer James S. Danis, Buffalo Division. A group of students from Charlotte Sidway school, Grand Island, N.Y., rode his train to Niagara Falls and back as part of a transportation study project this spring.



A roving eye

... has been installed at rear of some NYC trains. An oscillating light, it shines beam back and forth whenever train brakes are applied for a stop. Brakeman operating manually above is J. H. Drill.



His birthday

... came the same day as the Central's, April 17. Roger W. Andrews, Assistant to Assistant General Manager at Cleveland and long-time Railroad Y.M.C.A. booster, was only 66 on the day the Central was 125; but friends who were with him at a "Y" dinner saw to it he had a cake.

New York Central Headlight



End of the Century

... is scene of chat between NYC Brakeman V. W. Meek and John Elliot, Chairman of the British Railways Executive. Mr. Elliot, who heads group responsible for running Britain's nationalized railways, was boarding Century at LaSalle Street, Chicago.

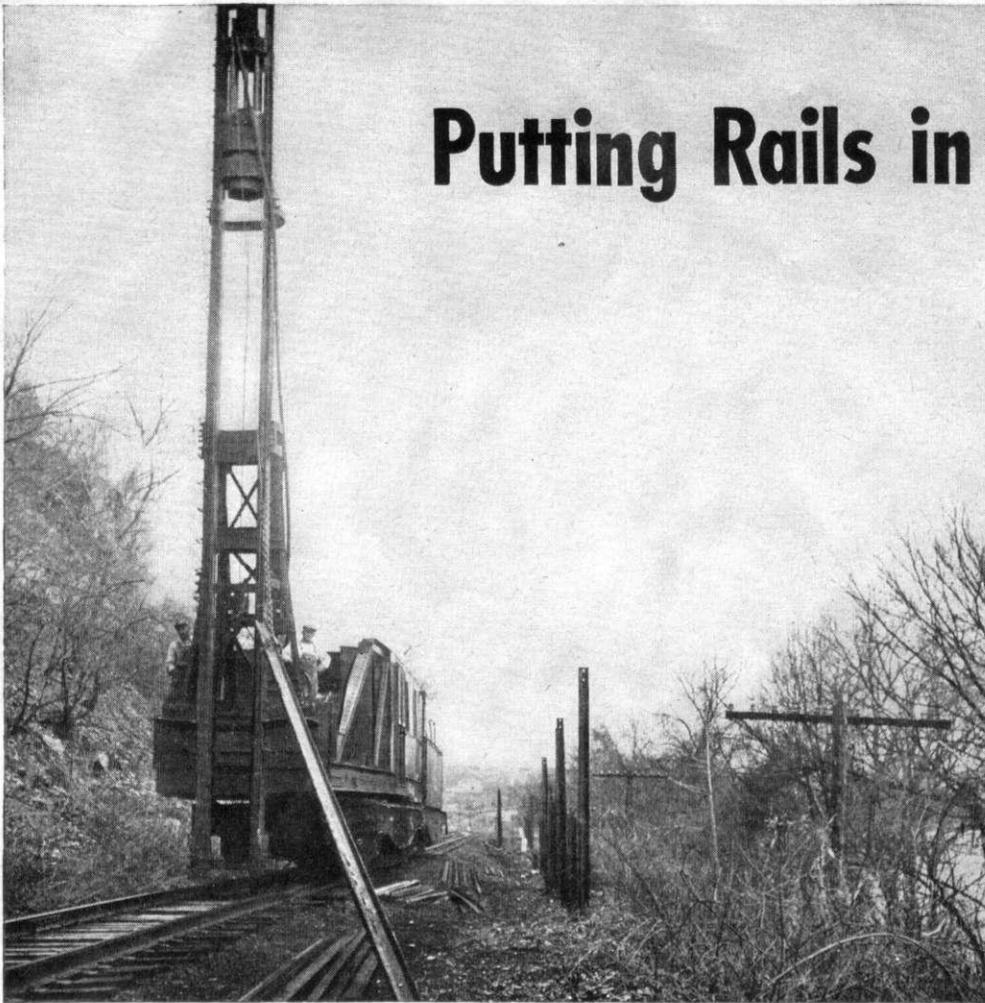


Photo by New York Daily News

Watching her step

... were several news photographers as film star Rosalind Russell alighted from a New York Central train in Grand Central Terminal, New York. She's one of many stars who make coast-coast trips by rail.

Putting Rails in the Bank



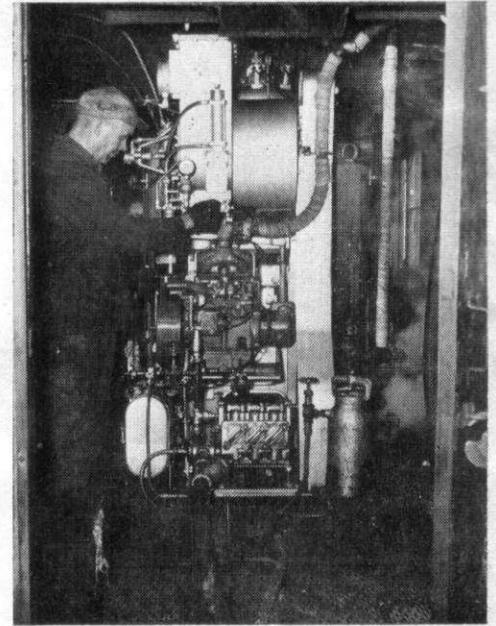
RAILS ON END are driven into bank of Kanawha River to prevent shifting of earth and roadbed. Ohio Central Division track parallels river for considerable stretch.

Down on the southern end of NYC's Ohio Central Division, near Charleston, W. Va., the Kanawha River was causing trouble. Higher in places because of dams built for flood control, the river had caused some sinking and shifting of its bank, along which runs the Ohio Central's track.

To stiffen the bank and better anchor the roadbed, NYC Maintenance of Way forces went up and down the line with a pile-driving rig, pounding lengths of scrap rail into the earth. From 25 to 36

feet down, they hit a rock shelf, good base for the pilings. One row of piles was driven between the rails of the track, another one 10 feet from track center, and a third five feet beyond the second.

Where rail lengths protruded above ground after hitting bottom, the tops were burned off with oxyacetylene torches. Where the rock shelf was very low, and longer piles were needed, two rail lengths were welded together before driving.



IN TWO MINUTES Engineer E. S. Snyder will have steam up with this generator.

An oil-fired Vapor-Clarkson steam generator, similar to those installed in Diesel engines for heating passenger cars, furnished power to drive the piles, also to move the rig along the track and get it into siding when the main line had to be cleared for train movements.

This application marked the first time this type of steam generator had been used in railroad pile driving work. NYC forces installed the generator on the rig in replacement of a steam boiler. Another rig has been similarly equipped.

Pats on the Back

Letters have been received by the Central commending:

K. Armstrong, Chef; and **E. Nallan**, Steward, for dining car service that prompted passenger Elizabeth E. Wilson of Buffalo to call her NYC dinner "best I ever ate on a railroad dining car."

W. P. Clark, Ticket Agent; **J. J. Fitzgerald**, Chief Clerk; **J. W. Grummer**, Assistant Depot Passenger Agent; **Norman Lent**, Information Clerk; **E. D. Shaw**, Assistant Chief Clerk; and train crew members of names unknown; for teamwork and follow-through that smoothed trip from New York to Hills-

boro, Ill., for Mrs. Lute DeVore Connolly of Brooklyn, N. Y. She wrote, "A queen could not have been given any more courteous treatment."

George F. Fleming, Baggage Agent; and **William McKinley**, Agent; for assistance given passenger Kathleen M. Dugan of Brooklyn, N. Y., as she boarded train at Beacon, N. Y.

Ray Horley, Ticket Agent at Linndale, O., for returning papers lost in station to W. G. Waltermire of Cleveland.

Noel F. Jacobs, Ticket Seller at LaSalle Street station, Chicago, and **L. Walrath**, Mohawk Division Brakeman, for digging into their own pockets to help travelers who had lost or left their money behind.

Dr. Joseph J. LoPresti, Company Oculist; and **C. W. Craft**, Claim Agent, for

treatment and attention given passenger C. L. Kirkpatrick of South Hadley, Mass., injured by stone thrown through car window.

O. J. Miller, Mohawk Division Conductor, for finding a pair of glasses lost by a passenger on the Pacemaker.

M. F. Robbins, Ticket Agent, St. Thomas, Ont., for promptness with which he provided literature, schedules, prices, and reservations to a prospective traveler. As a result, a party of several people went NYC and didn't even bother to call the airline on which they had considered making their trip.

T. D. White, Patrolman, at Toledo, O., for carrying a young lady's luggage as she made last-minute dash for train, fearing bag would have to be left behind.

Promotions Listed by Operating, Other NYC Departments

Appointment of **Edwin H. O'Keefe** as Superintendent, Michigan Division, with headquarters at Jackson, Mich., heads a list of recent promotions in the Central's Operating department.

Mr. O'Keefe, who started with the Central as a Clerk at Detroit and most recently has been Superintendent at St. Thomas, Ont., succeeds B. D. Maltby, who died last month.

Replacing Mr. O'Keefe is **A. C. Nelson**, formerly Assistant Superintendent at Cleveland. He is followed there by **A. G. Teets**, who moves from his post as Assistant Superintendent at Jackson.

W. H. Shearer, formerly Trainmaster at Detroit, succeeds Mr. Teets at Jackson.

J. J. Danhof Jr., who was Trainmaster at Englewood yards, Chicago, was named Trainmaster at Erie, Pa. **R. E. Nichols**, formerly Road Foreman of Engines at Kankakee, Ill., follows him at Englewood. **R. J. Gordon** was appointed Trainmaster at Detroit. He had been Relief Yardmaster there.

In the Freight Traffic department, **William J. Marshall** was appointed Manager of Industrial Development, succeeding Walter R. Dallow, retired. He had been Industrial Agent for Lines East.

F. N. Nye, formerly Assistant to General Freight Traffic Manager, has been named Assistant to Vice President, Finance, with headquarters remaining at New York.

Arthur J. Crookshank, formerly Assistant General Freight Agent at Cleveland, was named Assistant to General Freight Traffic Manager at New York.

In the Claim department, **William A. Smith** was named District Claim Agent at Chicago, **Jack A. Spooner** was appointed Assistant to Chief Claim Agent at Chicago, and **Warren H. VanDerpool** was named District Claim Agent at Mattoon, Ill. **Livingston R. Ingram** became Assistant District Claim Agent at Syracuse, N. Y.

Deaths

August J. Brust, 53, Chief Clerk, New York City; joined NYC 1916.

Beryl D. Maltby, 59, Superintendent, Michigan Division; joined NYC 1910.

Donald P. McBain, 89, retired Vice President and General Manager, Cleveland; joined NYC 1877, retired 1932.

Fred N. Reynolds, 74, retired Superintendent, Cincinnati Terminal District, Indianapolis; retired 1950.

John R. Smart, 83, retired Manager, Dining Service; joined NYC 1893, retired 1937.



GEORGE BUTTS AND HIS SCHOOL SAFETY PATROLLERS WITH TROPHY THEY WON

Helps School Youngsters Be Safe

When you find an on-line community with a distinguished record of public service, you're very likely to find a New York Central man active in the program. In Lockport, N. Y., where the schools have an outstanding record for

traffic safety among pupils, NYC Agent George H. Butts is a leader in student safety patrol work sponsored by the Lockport Industrial Management Club. George supervises safety patrol program at John E. Pound school.

Roads and Trainmen Sign Up

The nation's railroads and the Brotherhood of Railroad Trainmen—one of the four operating unions with which negotiations have been going on—have signed an agreement giving substantial wage increases to road and yard service employes and assuring three years of freedom from wage and rules disputes, dating from Oct. 1, 1950.

Under the settlement, yard men get an increase of 33 cents per hour. This includes:

- 23 cents retroactive to Oct. 1, 1950 (of which 12½ cents per hour already has been paid under an Army order of last February).
- 2 cents retroactive to Jan. 1, 1951.
- 2 cents retroactive to March 1, 1951.
- 6 cents retroactive to April 1, 1951, under the cost-of-living adjustment provisions of the agreement.

Road service men get an increase of 18½ cents per hour, including:

- 5 cents retroactive to Oct. 1, 1950, which already has been paid under the Army order of last February.
- 5 cents retroactive to Jan. 1, 1951.
- 2½ cents retroactive to March 1, 1951.
- 6 cents retroactive to April 1, 1951, under the settlement's cost-of-living adjustment provisions.

Basis of the settlement is the agreement signed last Dec. 21 by representatives of the railroads and the operating unions but later repudiated by the unions. Its estimated cost to U.S. railroads: \$97,000,000 a year.

The cost-of-living feature provides that wages will go up or down one cent an hour for each one point change in the government's cost-of-living index. The index base is 178; adjustments will be made quarterly, the next one, if required, to be due July 1 of this year provided it is approved by wage stabilization authorities.

The agreement accepts the 40-hour week for yard men but, because of manpower conditions in the present emergency, postpones application of it until Jan. 1, 1952. When it goes into effect, yard men will get a wage increase of 4 cents an hour.

Under terms of the settlement, there will be no proposals for changes in wages or rules before Oct. 1, 1953.

The agreement gives dining car stewards a reduction in basic hours of work per month from 225 to 205 with no reduction in pay. In addition they receive pay increases totaling \$34.42 per month, including the April 1, 1951, cost-of-living adjustment.

Total from NYC in Armed Forces Hits 3,200

With calls to the armed forces continuing, the number of New York Central employes who have gone into uniform since the start of hostilities in Korea has risen to 3,200.

This number includes 60 Central employes who were called to active duty and later discharged, and six who have been killed or have died while on active duty.

Among the most recent to be called to active duty are the following:

AIR LINE JUNCTION, O.: Emeal James, Theodore R. Metcalfe, Harry D. Savage.
 ALBANY, N. Y.: Henry R. Buchholz, Dominic Capone, David I. Evans, William S. Lutz Jr., Dino J. Pacini, John R. Pendergast, Frank W. Rix, Harry F. Wallace, Alfred J. Yokey.
 BEECH GROVE, IND.: William R. Bartholomew, Norman E. Betzler, Verne W. Blaine, Elmer R. Pugh, Paul E. Rode, Wayne B. Stewart.
 BELLEFONTAINE, O.: David C. Brugler, Richard L. Sargent, Lewis D. Stevens.
 BLUE ISLAND, ILL.: Robert J. Bolda, Charles T. Cash, Walter J. Graff, James D. Holland.
 BOSTON, MASS.: Ernest C. Carpenter, John P. Flahive, Irving L. Summers, Lawrence W. Wheeler.
 BUFFALO: Robert W. Dittmer, Roman J. Gluszczyk, Thomas E. Gunsch, Jerome J. Halligan, Peter L. Mack, Carr W. Magel, Felix S. Mank, Peter P. McCafferty, Paul J. McDonough, Carl W. Pohl, John E. Seaman, Francis N. Sprague, Richard J. Stein, James J. Turski, Max R. Warren, Anthony S. Wawrzyniak.
 CHICAGO: Thomas M. Bowen, John J. Costello, James A. Nalls, Raymond B. Rajski.
 CINCINNATI: James E. Cates, Jerry E. Gobrecht, Milton H. Reece.
 CLEVELAND: Paul D. Foecking, Kenneth W. Fox, James W. Kelly Jr., Anthony M. Krug, Joseph W. Miller, Edward A. Russell, Bruce N. Tyson III, Walter J. Yeager Jr.
 COLLINWOOD, O.: Chester I. Cutshall, George F. Donovan, James F. Miles.
 DETROIT: Leslie G. Blankenship, Hector A. DeLaRosa, Robert J. Hanley, William P. Jackman, Howard E. Jackson, Frank A. Jarvis, Raymond E. Kania, Ronald R. Lynn, David L. Miller, James H. Miller, Archie J. Mulholland, Ellsworth Stokes.
 DUNKIRK, N. Y.: Charles T. Hassett, James J. Pruner, Michael J. Schmatz.
 GARDENVILLE, N. Y.: Robert E. Harlach, Richard J. Rogalski, Donald J. Zielinski.
 GIBSON, IND.: Joseph L. Beverly, Louis R. Cook, Everett M. Jolley.
 INDIANAPOLIS: Charles E. Edmunds, Bernard R. Loechel, Bernard F. McShea, Pierre W. Peterson, Joseph E. Raney, Jackie E. Roberts, Elijah Storey, Jackie West.

LINNDALE, O.: David E. Lehman, Clifford P. Osborne, William F. Wallace.
 MCKEES ROCKS, PA.: Harold R. Brautigan, Frank A. Hvostal, John H. Miller.
 NEW YORK CITY AREA: Anthony A. Amato Jr., Cono F. Auletta, Henry M. Baker, Silvio A. Barbieri, Edward D. Brown, Michael J. Carey, Louis A. Cerce, Theodore J. Christie, John Collins, Frank V. Comito, James J. Connell Jr., Edward C. Dammer, Frank A. DeVito, Donald J. Divney, Peter J. Dolan, Michael N. Downes, Joseph J. Farrell, Henry Frederick, Stephen Gabrish, Dennis J. Healy, Thomas J. Hourican, Richard E. Houseman, John Isaac, Herman F. Kohlmaier, William F. Looly, Bernard N. Meineck, Gerald M. McAuley, John H. McDonnell Jr., Matthew T. O'Brien, Raymond P. Proper, Joseph A. Quigley, Roland S. Rose, Merle C. Stevens Jr., Charles E. Sunnekaib, Charles F. Swetz, George R. VanLeuven, Rocco A. Vaticano.
 PITTSBURGH: George J. Eggensperger, James P. Flannery, Andrew S. Jack, William M. Moose Jr., John L. Rizzo.
 ROCHESTER, N. Y.: Edward G. Marsch Jr., Charles Sciolino, Albert Torrelli, Cleveland Watson.
 SMITHERS, W. VA.: Ronald T. Bell, James D. Harrah, James Mulligan, Robert J. White.
 SYRACUSE, N. Y.: John E. Duby, Herbert L. Trumble, Thomas F. Walker, Max E. Wolfgram.
 TOLEDO, O.: John Ahumada, David R. Brisbin, Frederick D. Dochterman, Lloyd D. Headley, Albert C. Leatherman, Gerald J. Mitchell, Lorin R. Mohn, Donald L. Swartz, William Waufron.
 WEST ALBANY, N. Y.: Elmore R. Claffin, James E. Fiset, Ernest A. Gasbara, Harold E. Vincent.
 WESTERN DIVISION: Richard D. Fenters, Michael P. Fiacco, Michael V. Fox.
 ALSO: Herbert C. Garry, Akron Junction, N. Y.; Richard D. Bentley, Angola, N. Y.; Roy K. Tanabe, Ann Arbor, Mich.; J. C. Slick, Ansonia, O.; Orlando J. DelPrincipe, Howard D. Penhollow, Ashtabula Harbor, O.; Donald C. Skidmore, Bremen, O.; Harold R. Jordan, Carpenter, O.; John E. Board, Centerburg, O.; Elbert L. Beaver, Charleston, W. Va.; Arnold Boughner, Churchville, N. Y.; Alonzo King, Columbus, O.; Anthony Barone, Conneaut, O.; Byron E. Wells, Corning, N. Y.; William G. Sislak, Danvers, Ill.; Francis C. Graham, Dexter, O.; Bobby L. Dangerfield, George E. Doss, Dickinson, W. Va.; Edmund Baranowski, Stanley H. Kwiatkowski, East Buffalo, N. Y.; Milton J. Ferrin, East Rochester, N. Y.; Frank R. Papalanni, Harold P. Smith, East Syracuse, N. Y.; Michael S. Bobko, Louis M. Sobinovskiy, East Youngstown, O.; Jack C. Shupert, Elkhart, Ind.; Harry P. Williams Jr., Elwood City, Pa.; Orville Mocherman, Englewood, Ill.; Joseph W. Rutkowski, William H. Williams Jr., Erie, Pa.; Edward Kellogg, Fairport, N. Y.; Wallace F. Briggs, Falconer, N. Y.; Raymond S. Stiles, Forks, N. Y.; William V. Brown, Gauley Bridge, W. Va.; Conan L. Caton, Hamlin, N. Y.; Raymond H. Adderton, Hammond, Ind.; Russell E. Knisely, Charles L. Van Dusen, Hebron, O.; Bruce C. May, Hillsdale, Mich.; Robert F. Barnhart, Hobson, O.; Charles A. Potthast, William M. Viskup, Hudson, N. Y.; James R. Stewart, Institute, W. Va.; Ronald J. Ams, Clyde Watts, Jackson, Michigan.
 ALSO: Hoyt J. Williams, Jacksonville, O.; Dale P. Dumontelle, Kankakee, Ill.; Donald R. Rice, Law-

renceburg, Ind.; Harley W. Bailey, Robert Richerson, Marysville, O.; Robert E. Biggins, Minerva, O.; J. Martin, Monroe, Mich.; John H. Cerquozzi, Gerald F. Yoder, Newberry Junction, Pa.; Norman L. Feeney, Newell, Pa.; Walter E. Howard, Norpaul, Ind.; William Bishop Jr., North Weedsport, N. Y.; Harry V. Smith, Otis, N. Y.; John G. Taylor, Paris, Ill.; Donald W. Bean, Portland, Ore.; Joseph R. Iapichino,

WAR SERVICE COUNTS

The Railroad Retirement Board has cleared up the question of credit toward retirement for railroad employes serving in the armed forces.

The Board announces that railroaders who have gone into the armed forces since the declaration of a national emergency last Dec. 16, either voluntarily or involuntarily, will receive credit toward retirement and survivor benefits for the period of their military service.

Those who went in before Dec. 16, 1950, will receive credit if they did so involuntarily—that is, were drafted or called up. If they went voluntarily—that is, enlisted—before last Dec. 16, their service does not count toward railroad retirement, even though it extends past the date on which the national emergency was declared.

Poughkeepsie, N. Y.; John A. Simmons, Reed, W. Va.; John DiNova, Rensselaer, N. Y.; Frank A. Hill, St. Johnsville, N. Y.; Gerald C. Scott, St. Louis, Mo.; Ernest W. Becote, Shawville, O.; Joseph E. Peters, Shelbyville, Ind.; Everett L. Manchester, Alexander J. Snigier, Springfield, Mass.; Edward E. Hammond, Orville L. Mitchell, Springfield, O.; Howard R. Bradt, Troy, N. Y.; Charles J. Collea, James E. Gerstner, Utica, N. Y.; Andrew A. Connolly, Paul F. Ohlmuller, Weehawken, N. J.; James Chauncey, Wenona, Mich.; George S. Rickman, Howard K. Rife, West Columbus, O.; Herman C. Porter, West Detroit, Mich.; Jack L. Faley, Richard A. Fick, Westfield, N. Y.; Alfred J. Forni Jr., Donald J. Robert, West Springfield, Mass.; Michael J. Monopoli, Francis X. Reed, Worcester, Mass.

Railroad 'Y' Trophies Go to P. & L.E.

Two recent banquets celebrated the clean sweep made by the Pittsburgh & Lake Erie Railroad of honors in last year's NYC System Railroad Y.M.C.A. membership campaign. Two "Y" branches on the P. & L.E.—those at Newell, Pa., and Campbell, O.—tied for the Metzman trophy awarded for greatest percentage increase and also for the NYC Federation trophy awarded for greatest numerical increase.

At a dinner at Newell, more than 100 guests heard talks by General Manager C. G. Stewart and Superintendent W. T. Elmes. Mr. Stewart and Conductor George Conway accepted the trophies.

At Campbell, J. King Evans, Assistant to Vice President, was main speaker. Mr. Stewart and H. B. Kelly, retired General Road Foreman of Engines and Railroad "Y" member since 1902, accepted the trophies for the branch.

Frank M. Warner, "Y" traveling secretary, made the presentations.



AT NEWELL, Conductor George Conway (left) received trophy from Mr. Warner.

Answers

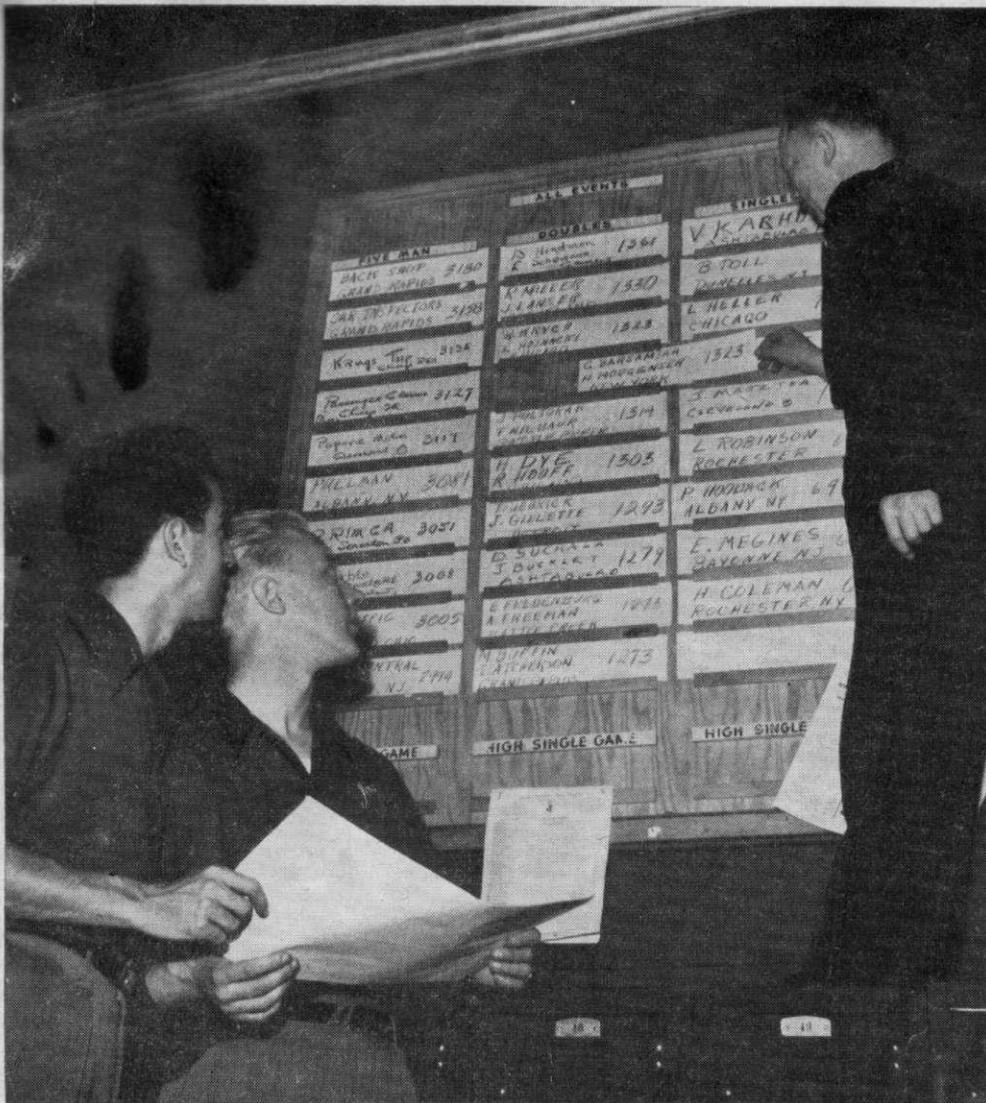
Railroad Quiz

Check your choices with the answers given below. If you answered all 10 correctly, you're exceptional; if you got 7 to 9 correct, you're in the upper brackets; 4 to 6, fair; 1 to 3, better than nothing.

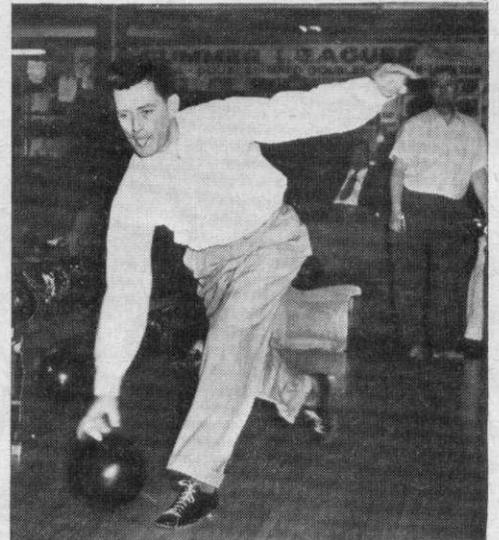
1. b (Temporary track)
2. c (Green and white)
3. d (about 66%)
4. c (about 138%)
5. a (Toledo, O.)
6. d (1,600 gallons)
7. b (Coal)
8. c (13)
9. b (Cleveland)
10. a (25)

Baseball Means Business

A Yankee-Indian doubleheader in Cleveland June 3 drew 10,000 out-of-town fans aboard 15 special NYC trains.



HIGH AVERAGE won Dorothy Wagner trophy in Manhattan women's league.



TONGUE-BITER is George Mahoney of Line West Police team, which beat MC.

TOURNAMENT THRILL came for bowlers Gerald Barsamian (left) and Hans Morgensen as their score was posted fourth at Battle Creek. They finished tied for fifth.

Season's End Brings Pin Pay-Offs

THIS IS the time of the year when bowlers pause for a few weeks to add up scores, announce champions, post new records, and award trophies in the few weeks of rest that come between one long season and the next. Around the Central, pin enthusiasts can look back on another big, banner year.

NYC representatives outnumbered those from any other company in the annual handicap tournament of the American Transportation Bowling Association, held this year at Battle Creek, Mich. And Central keglers were well up among the tourney leaders when all the pins had been tabulated.

V. Karhu, of Ashtabula, O., won the singles event with a score of 739. His 694 without handicap was also high "scratch" total in the tourney.

Art Hill, of New York, led the all-events bracket of the tournament down to the final weekend, when his 1,992 fell into second place. In the doubles, D. Hindman and L. Schriener, of Cleve-

land, took second spot with 1,361. A. Serianni and J. DelGabbo, of Niagara Falls, N. Y., finished third in the doubles with 1,337; and Hans Morgensen and Gerald Barsamian, of New York, tied for fifth. Less handicap, the 1,197 of F. Tymofy and G. Pellochi, of Syracuse, N. Y., was high in the two-man event.

Local leagues on the System wound up their seasons and crowned champs. In the NYC Downtown League in Cleveland, Yardmaster Ed Salabak's team, playing under the banner of Popovic Motors, finished on top. (Their team score of 2,865 topped the "scratch" list at Battle Creek.) Individual league honors went to Joe Motika, of Orange Avenue freight house, who had high single game of 277, high series of 661, and high average of 178.

Duckpin enthusiasts on the Pittsburgh & Lake Erie Railroad finished their season with a bowl-off between the Twilight and Mercury teams, split season winners, the Twilights winning

the match and championship by 115 pins.

Bill Conway, Assistant Station Master, Pittsburgh, captured top honors of the season with high single game of 265, high three of 595, and high average of 155.9.

Elected as next season's officers were: A. G. Means, president; W. G. Ubinger, treasurer; W. R. Steigerwald, secretary.

In an annual match that has become a Central classic, the Police department team of Line West defeated the Police of Michigan Central, 2517-2429. The Line West triumph broke a two-year hold on the Police trophy by the MC team. Members of the winning Line West five are Merle Coyle, George Mahoney, Joe Kosal, Ed Noon, Fred Curry.

In New York City, Dorothy Wagner received a trophy for the best season's average in the women's league of the Central's Athletic Association.

The Baggage department team won the title in the Manhattan Athletic Association men's league.



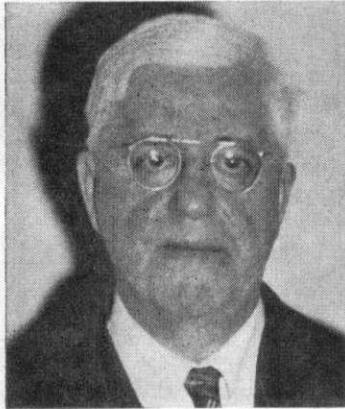
MR. BOURGET (LEFT) AND MR. HYATT



MR. ROWLAND



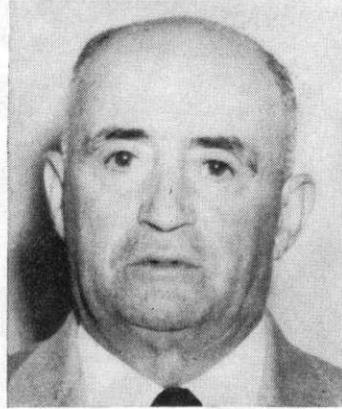
MR. RELYEA (RIGHT) AND MR. HANK



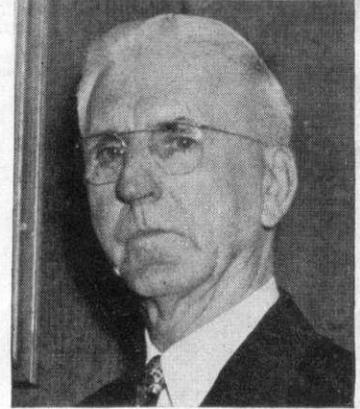
MR. MCEWEN



MR. BESTON



MR. GIAMBATTISTA



MR. TOBIN

Ten NYC Veterans Receive Gold Passes

Last month saw gold passes awarded to an exceptionally large number of NYC employees. Those receiving the coveted symbol of 50 years of service were:

E. D. Bourget, Car Inspector at Worcester, Mass., who received his pass from Master Mechanic E. L. Hyatt.

Lewis D. Rowland, Telegrapher, Detroit, who started as an Operator at St. Thomas, Ont., in 1901.

L. Relyea, Superintendent, New York

Terminal District, who was honored at a luncheon and received his pass from General Manager F. B. Hank.

Charles F. McEwen, Supervisor, Office of Auditor of Freight Accounts, Detroit. He started as Office Boy.

W. H. Beston, Conductor, Syracuse Division.

M. A. Giambattista, Section Foreman, Syracuse Division.

Richard F. Tobin, Chief Dispatcher,

Syracuse Division, who received his pass on retiring from active service.

John L. O'Brien, Leading Signal Maintainer, Boston, who started as a Signalman in 1901.

J. T. Farrel, Signalman, Buffalo Division, now tower director at signal station governing moves into and out of Buffalo Central Terminal at west end.

E. E. Putnam, Passenger Brakeman, Buffalo Division.

Club News

On the IHB

Indiana Harbor Belt Railroad pensioners were guests of honor at the 10th annual banquet staged in Hammond, Ind., May 29 by the IHB athletic association. Nearly 300 association members and pensioners attended.

Dan Leeney, president of the association, presided at the banquet while Clarence Huber, general chairman of the Brotherhood of Locomotive Firemen and Enginemen, acted as toastmaster. R. H. McGraw, General Manager of the IHB, was the principal speaker.

Pensioners of the IHB came from as

far as Brownsville, Tex., to attend the dinner.

On the West Shore

The West Shore Railroad employees federal credit union has elected H. J. Rath, General Car Foreman, to its board of directors, and Paul Cavalli, Clerk, Weehawken Examiner's Office, to its credit committee.

Two in One

As in a number of previous years, two issues of the HEADLIGHT will be combined this summer. The July and August numbers will appear as one issue, to be published during the latter part of July.

Freight Traffic Official Retires After 44 Years with NYC

Jesse P. Patterson, Assistant Vice President, Freight Traffic, retired at



MR. PATTERSON

New York May 31. He was with NYC 44 years, starting at Buffalo as a General Clerk and serving at Erie, Pa., Chicago, and Toledo, O., before becoming Assistant General Freight Traffic Manager at New York in 1935. He was named General Freight Traffic Manager in 1946 and Assistant Vice President last December.

Monthly Roll Shows Recent NYC Retirements



FOR TRAVELING, this suitcase should come in handy for Robert S. Hervey (center), who with Mrs. Hervey was honored upon retiring as Auditor of Revenues, Pittsburgh & Lake Erie Railroad. Gift was presented by successor, Herman Strahl.



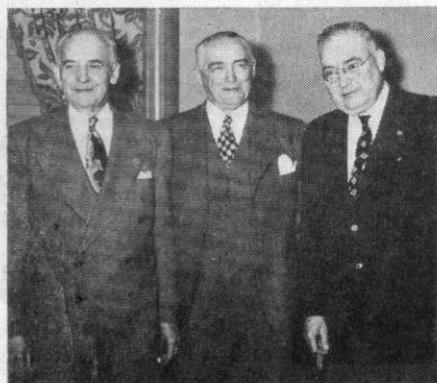
END OF MAY was retirement day for Orin E. Smith, District Claim Agent at Chicago, 39-year NYC man.



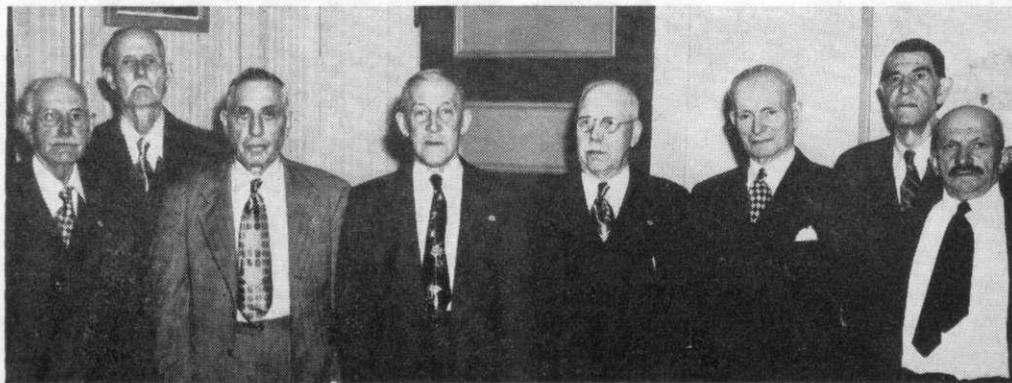
PARTY honored Charles E. Walter (left), General Foreman, Linndale, O. Presenting gift is E. E. Erickson.

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 and months of service spent with the Central.

Adelt, Richard, Special Assistant Engineer, New York City	44	3	Collins, Daniel H., Night Foreman, Corning, N. Y.	38	10	tive Engineer, Ohio Central Division	47	2	Mutschler, William A., Painter, McKees Rocks, Pa.	33	11
Ainsworth, Henry J., Electric Welder, Corning, N. Y.	44	4	Copeland, Thomas A., Trainmaster, McKeesport, Pa.	44	4	Hunter, James, Supervising Agent, Toledo, O.	45	3	Nagle, Louis F., Crossing Watchman, Rochester, N. Y.	22	8
Amon, Harold W., Painter, Collinwood, O.	34	9	Coughlin, Charles, Assistant General Freight Agent, New York City	33	6	Ike, Rolla M., Telegrapher, Marysville, O.	35	7	Ohrstedt, Charles, Locomotive Engineer, Ohio Central Division	39	2
Arnold, Charles F., Machinist, Collinwood, O.	41	6	Dallow, Walter R., Assistant to Freight Traffic Manager and Manager, Industrial Development, New York City	45	4	Immorlica, Giuseppe, Painter Helper, Harmon, N. Y.	25	11	Patterson, Jesse F., Assistant Vice-President, Freight Traffic, New York City	43	11
Auchampau, William G., Car Inspector, E. Syracuse, N. Y.	35	3	DeCile, Frank, Section Laborer, Erie Division	33	10	Jackson, George L., Chief Clerk, Ashtabula, O.	46	6	Popplewell, William E., Yardmaster, Weehawken, N. J.	39	5
Bidaman, Warren E., Clerk, Terre Haute, Ind.	31	3	DeLong, Thomas O., Conductor, Pennsylvania Division	49	6	Kirkman, Herbert, Locomotive Engineer, Canada Division	32	11	Potocnik, Joseph, Boilermaker, Collinwood, O.	36	10
Blakely, Willard L., Crossing Watchman, Springfield, O.	22	9	Desch, Otto G., General Building Foreman, New York City	35	7	Kolmorgen, Erhard J., Special Accountant, New York City	50	5	Rapson, Edward F., Electrician, St. Thomas, Ont.	28	0
Bliton, Smith, Section Foreman, Milford, Ind.	28	0	Ellery, Sanford, Carman, West Albany, N. Y.	34	10	Kop, Nick, Section Laborer, River Junction, Mich.	29	2	Reed, William C., Conductor, Pennsylvania Division	44	5
Bright, Karl O., Conductor, Ohio Division	30	7	Escudero, Robert H., Clerk-Telegrapher, St. Lawrence Division	33	10	Lamb, Parley D., Conductor, Ohio Division	44	5	Rescouise, Paul, Clerk, New York City	27	9
Callahan, William F., Elevator Operator, New York City	32	8	Esther, Peter J., Machinist, Beech Grove, Ind.	33	2	Larsen, Carl H., Carpenter, Urbana, Ill.	33	9	Rolewitz, Louis, Crossing Watchman, Homestead, Pa.	31	4
Caperski, Walter, Trucker, Utica, N. Y.	28	5	Fitzpatrick, James H., Chief Clerk, Utica, N. Y.	41	5	Larson, John A., Section Laborer, Cedar Run, Pa.	27	3	Rourke, William J., Assistant Master Mechanic, Jackson, Mich.	48	9
Carstens, John, Conductor, Hudson Division	47	0	Flanagan, Willard, Pipefitter, Beech Grove, Ind.	31	6	Long, George D., Conductor, River Division	45	11	St. Amant, Felix C., Switchman, River Rouge, Mich.	38	4
Casatelli, Ernest, Baggage & Mail Trucker, Albany, N. Y.	32	6	Foust, John H., Machinist, McKees Rocks, Pa.	39	10	Loop, Edward S., Train Baggage-man, Syracuse Division	45	6	Schwegel, Francis X., Assistant Chief Clerk, Detroit	33	7
Cipcic, Adam, Car Repairer, Battle Creek, Mich.	28	3	Frizzell, Harry C., Locomotive Engineer, Michigan Division	34	6	Louder, Mark J., Conductor, Hudson Division	44	11	Sheehan, William F., Machinist, W. Springfield, Mass.	34	8
Claus, Joe, Section Laborer, Pittsburgh & Lake Erie	21	2	Fuller, Fred L., Locomotive Engineer, St. Lawrence Division	41	7	McGouldrick, Francis P., Crossing Watchman, Troy, N. Y.	19	8	Shillenn, Hilary C., Brakeman, Pennsylvania Division	30	8
Clendenning, Walter J., Traveling Freight Agent, Montreal, Quebec	48	2	Getgen, Clyde C., Section Stockman, Avis, Pa.	48	1	Martin, Thomas P., Gang Foreman, West Albany, N. Y.	39	1	Shufelt, Howard C., Conductor, Hudson Division	40	7
Cole, John E., Conductor, Detroit Division	43	6	Goebel, Peter J., Locomotive Engineer, Michigan Division	45	9	Meyers, Edward C., Conductor, Toledo Division	41	8	Simon, Frank H., Section Laborer, Ohio Division	27	0
			Harrington, Timothy C., Trainmaster, Erie, Pa.	48	10	Miller, George E., Yardmaster, Air Line Junction, O.	30	9	Smith, Brant, Conductor, Ohio Division	41	9
			Harris, Asa O., General Clerk, Cleveland	51	2	Miller, Oland C., Locomotive Engineer, Michigan Division	49	3	Smith, Orin E., District Claim Agent, Chicago Division	39	5
			Hoffman, David J., Conductor, Harlem Division	48	7	Monahan, Henry, Locomotive Engineer, Albany Division	47	1	Stroh, Frederick A., Locomotive Engineer, Ohio Division	38	1
			Hudecek, John, Car Inspector, Weehawken, N. J.	38	6	Moore, William G., Signal Maintainer, Syracuse Division	41	11	Sucher, Fred W., Car Repairer, E. Rochester, N. Y.	22	11
			Humphries, Frank F., Locomotive			Moore, Ralph, Conductor, Western Division	44	8	Szefhek, John, Locomotive Carpenter, McKees Rocks, Pa.	22	1
						Murphy, Mary A., Clerk, New York City	27	1			



FREIGHT Traffic Manager M. R. Garrison (center) with retiring Manager, Industrial Development W. R. Dallow (left), A.G.F.A. C. Coughlin.



LARGE CROWD of Central people and friends turned out in Watertown, N. Y., recently to honor retired employees of NYC freight house there. Honored guests were (left to right) Elmer Thomas, Frank J. Mylo, Mike O'Brien, Henry Spencer, John M. Carpenter, John H. O'Brien, Archie Cross, Gus Rutigliano. Two were absent.

Don't Wreck Retirement!

—Another in a Series by Gustav Metzman, President—

EACH OF US who works in railroading has his own reasons for preferring this field to any of the others he might have chosen as a means of earning a living. Among the many features which make railroading appeal to different people, certainly a prominent one is the attractive retirement system it offers. Originally worked out by union and management representatives back in 1937, administered by a governmental agency, and supported by contributions from both employes and management, the plan contained in the Railroad Retirement Act gives railroad people important advantages in the way of pensions, disability benefits, and benefits to survivors in case of death.

To pay for these advantages, railroad employes are charged monthly a retirement tax of 6% (6¼%, starting next year) on their pay up to \$300 a month; and the railroad they work for pays an equal amount for each employe on its payroll. (Last year the Central paid \$21,976,493, or an average of \$198 per employe, in retirement taxes. In addition, it paid \$1,831,245, or an average of \$16 per employe, for unemployment and sickness insurance, toward which employes do not contribute.)

Both railroad employes and the railroads pay a good deal more under their Retirement Act than is paid by employes and companies in other industries under the Social Security Act. In return, rail employes receive much more in benefits.

Explaining Railroads' Stand

Since the railroad retirement system was established by an act of Congress, changes in it can be made only by Congress. Committees of both houses of Congress have recently been studying proposals to make changes in the system. Representatives of some railroad labor unions appeared before the committees and spoke in favor of one amendment, and representatives of other rail labor unions spoke for another amendment. Representatives of the railroads appeared and spoke against both amendments. I would like to explain why.

Both of the proposed amendments, in different ways, would increase benefits paid under the railroad retirement plan. One of them would provide for an entirely new benefit in addition to increasing existing ones.

There can be no argument that, at least from the viewpoint of the people entitled to benefits, an increase in the amount received would in itself be highly welcome. Higher prices, which have hurt all of us as individuals—and have greatly hurt the railroads as companies—have cut the purchasing power of the pension check. This cut is felt, even though rail pensions were increased by a straight 20% in 1948.

Bigger benefits would be nice to have. But here, as always, we must consider not only what would be nice to have, but also what it is possible for us to have. When we are dealing with a retirement plan that involves the paid-in money and the future security of hundreds of thousands of people, we can't ask the system to deliver

something it won't be able to produce. To do so would be to wreck the system. Nobody who has a stake in railroad retirement wants to do that.

Unfortunately, both of the plans which have been proposed would have exactly that tragic effect. By trying to take out of the retirement fund more than will be put into it, they would eventually throw the fund into insolvency. Some fairly simple arithmetic will prove this.

In any given year, only a certain amount of payroll is taxable; namely, up to \$300 per month per employe. As nearly as can be judged by the Railroad Retirement Board, that amount will be about \$4,900,000,000 per year in the foreseeable future. Starting next year, 12½% of that amount (6¼% paid by employes, 6¼% by the railroads) will go into the retirement "kitty" each year.

More Out than In

Both of the plans proposed in amendments now under consideration would drain out of the fund more than would be going in. One of the plans, sponsored by the operating unions, would raise retirement annuity payments by 16⅔% over their present level. It would draw out of the fund each year 14¾% of the total taxable payroll, which is 2¼% more than will be going in. This excessive drain would doom the fund to ruin.

The other plan, endorsed by the non-operating unions, would increase retirement annuities slightly less but would also increase payments to survivors and would introduce a new type of payment to the wife or husband of a retired employe. It would increase the total taxable payroll by making employes, and their companies, pay retirement tax on all wages or salary up to \$400 a month, instead of the present maximum of \$300.

But, even with this larger taxable payroll, it would still take out of the fund each year 16.14% of that payroll, while only 12½% would be going in. As in the case of the other plan, but at a faster rate, result would be sabotage of the fund.

Too Much at Stake

There is too much at stake for too many people to permit any reckless tampering with the railroad retirement fund. It was set up to assure security, and millions of dollars have been poured into it with that end in view. No one who hopes ever to derive from it the benefits for which he is paying will want to see its soundness endangered. The cold facts of the case are that either of the two plans which have been advanced for consideration would wreck railroad retirement as an independent, self-supporting institution. None of the people involved wants our industry's retirement system to go broke, and none of them wants it to go into the hands of a government "receivership." Yet those are the alternatives toward which we are heading if we try to squeeze out of the system more than it can actually yield.

These are the reasons why the railroads

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can't go along with the two plans proposed. The railroads well know that more money could be used by the people dependent on railroad retirement for all or part of their income. If some way can be found to make that money available without increasing the payroll taxes borne by the railroad industry—already far heavier than those imposed on other industries—the railroads are sincerely interested in helping work out such a plan consistent with the soundness of the system and of the industry.

I mention the latter point because it's important to remember we can't consider changes in railroad retirement without also considering their effects on the railroad industry as a whole. Half of the money going into the retirement fund comes from the railroads. This item already is a big one among railroad operating costs; to increase it any further would saddle the roads with a crippling burden. It would threaten the existence of the very jobs on which the retirement system is based. Bluntly, the railroad retirement system can be no stronger than the railroad industry. To weaken the industry is to jeopardize the retirement system.

A Plan May Be Found

There seems to be some hope that, through adjustments between the railroad retirement fund and the social security fund, or otherwise, it will be possible to find money for some increase in retirement benefits without increasing the retirement taxes paid by either the employes or the railroads. The railroads have expressed their readiness to investigate this possibility with representatives of the unions and of the government agencies involved.

But it would be a great tragedy if, thinking to go forward, we should take steps which actually would lead us backward and cost railroad people some of the progress that has been made in giving them a retirement plan far ahead of the social security system covering other industries. The management of the Central hopes that won't happen. That is why it can't go along with the Retirement Act amendments that have been proposed.

G. Metzman
President