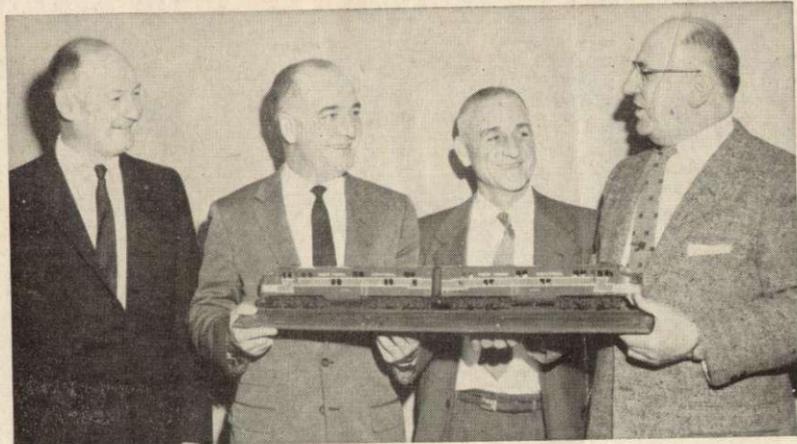


NEW YORK  
*Central*

# Headlight

JUNE  
1959





### System membership award . . .

this year went to Railroad YMCA at Elkhart, Ind., for topping other on-line Y's in annual membership campaign. C. Roy Hoffman (right), president of the Elkhart Railroad Y, and M. D. Sample (second right), chairman of 1959 membership committee, accept model of a Central diesel locomotive from Thomas E. Reynolds Superintendent of NYC's Western Division. At left is Howard W. Babcock, General Secretary-Railroad YMCA. The Elkhart Y received the engine for the highest percentage increase in membership in 1958 of any Y branch on the Central System during the organization's annual drive for members. Presentation was made at kick-off dinner of this year's member drive.



### Line of pipe . . .

stretching out over 103 freight cars moved from McKeesport, Pa. to Detroit on P&LE-NYC train PD-3, recently inaugurated to provide overnight service from Pittsburgh to Detroit. This pipe shipment was handled for National Tube Co., a division of U. S. Steel Corp. to Michigan Consolidated Gas Co. Scene is P&LE's Riverton Yard at McKeesport.

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THE COVER: Following forward steps taken in New York State by Governor Rockefeller and the State Legislature, providing some tax relief for railroads, the Central took steps to make improvements in its equipment. First on the program was "Operation Spruce-Up" in which commuter coaches went to NYC's North White Plains, N. Y., shops for a complete refurbishing. The cars were repainted—inside and outside—upholstery was renewed where necessary, and trucks were overhauled to provide smoother, quieter rides. This month's cover shows Edward DePizzo spray-painting seat frames on the first of the cars to get "the works."

## Headlight

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New York Central Headlight



## NEWS BRIEFS

### CHANGES IN BENEFITS . . .

under Railroad Retirement Act were voted by Congress and signed by President Eisenhower last month. Immediate boost in tax burden on railroad industry amounts to \$120 million a year. Employee contributions to retirement fund also rise. Changes increase retirement benefits, financed jointly by railroads and employees, by flat ten per cent. Unemployment benefits, financed solely by railroads, are boosted an average of 20 per cent. Tax base is raised to include first \$400 of monthly wages of railroad employees. Tax rate on both employees and railroads rises to 6¾ per cent this year; 7¼ per cent in 1962; 8 per cent in 1965; 8½ per cent in 1966; and 9 per cent in 1969. Payroll tax on railroads for increased unemployment benefits is boosted to 3¼ per cent on a monthly base of \$400. Next issue of HEADLIGHT will carry full details of changes.

### NYC FINANCIAL RESULTS . . .

in April this year showed net income for the month of \$3,028,215. For the same month a year ago, Central operated at a deficit of \$3,068,598. April earnings brought NYC net income for the first four months of this year to a total of \$3,201,833, compared with a deficit of \$20,650,291 in the like period of 1958. Although traffic on the railroad increased during April, the increased revenue it brought was in part offset by additional maintenance costs of approximately \$2,200,000.

NYC CARLOADINGS in April this year totaled 288,335, an increase of 42,115 cars—or 17.1 per cent—above the same month in 1958. Total carloadings for the first four months of 1959 on the Central were 1,103,586, up 85,358 cars—8.4 per cent—from the same period a year ago.

PASSENGERS carried on NYC trains (not including commuters) in April, 1959, numbered 936,584—down 12.3 per cent from the 1,067,308 passengers who rode Central trains in April, 1958.

### NO FURNITURE DAMAGE MONTH . . .

is the designation of June this year by US and Canadian railroads. A 15-point activity program has been set up to prevent damage to furniture shipped by rail freight. NYC is cooperating with the broad program which calls for a determined drive for improvements in the handling, stowing and delivery of furniture. A poster and circulars have been distributed to focus attention on the corrective measures to be taken of the practices which have been

accounting for high claim payments and serious complaints from shippers.

Aside from mishandling in shipment, there often are failures to package furniture properly for shipment. To aid in cutting this source of damage, closer attention is being paid to packing and crating at point of origin and cooperative corrective action taken with shippers to protect their freight.

### HOME STUDY COURSE . . .

for Central employes on "Station Functions & Operations" has reached 3,060 enrollments. The course consists of 38 units, covering 61 major topics, and is open to all Central employes, regardless of their present jobs. Of those who have enrolled, 643 have completed the course to date. Success of the course on the Central was highlighted in *Railway Age* magazine recently, and sparked interest by over 20 other railroads in undertaking a similar program.

### CREDIT UNION . . .

deductions were mentioned in January, 1959, HEADLIGHT in news brief about reaffirmation of Statement of Policy under which they operate on the NYC System. Included was statement that effective July 1, 1959, employes may authorize only one payroll deduction for credit union purposes and NYC's payroll accounting offices will be permitted to make only one such deduction per month. Meaning intended was that a Central employe may authorize deductions from his pay by only one credit union. The credit union designated by the employe may make regular semi-monthly or monthly deductions from his paycheck to cover agreed monthly amounts.

### CONTRACT FREIGHT RATES . . .

are economically sound, consistent with existing law and essential to survival of railroads, Arthur E. Baylis, NYC's Vice President-Freight Sales & Service, told an Interstate Commerce Commission hearing.

Contract rates have been proposed by railroads as a tool to meet increasing competition, especially from foreign shipping using the publicly-built St. Lawrence Seaway. Under a contract rate, a shipper would guarantee the railroad a certain volume of his business each year in return for a lower rate.

Calling contract (or guaranteed) rates the "most adaptable pricing tool to meet these new competitive circumstances," he declared that "obviously railroads must employ new service and new pricing tools to meet these changed circumstances."

# COMING EVENTS ARE OUTLINED AT CENTRAL'S ANNUAL MEETING



AT OPENING of 1959 shareowners' meeting, NYC President Alfred E. Perlman asked audience's views on new color on trial for NYC box cars. At left is Charles T. Ireland, Jr., Secretary of the Central who was elected a Director.

► New York Central's shareowners held their annual meeting in Albany, N. Y., May 28. One thousand were present; those who could not attend in person were represented by proxies.

NYC President Alfred E. Perlman was chairman of the meeting. He reported on the railroad's operations since the last such meeting a year ago, and also announced several projects which Central will undertake in the coming months of this year.

Among the coming events on the railroad will be construction of a new electronic freight classification yard at Indianapolis; a new passenger station at Rensselaer, N. Y.; arrangements for financing major improvements on the Central; and proposals for NYC action if recent recommendations of the Interstate Commerce Commission with regard to railroad passenger services are acted upon by government.

The new freight yard at Indianapolis will cost about \$12 million. It will replace seven small yards widely scattered in the area and will provide the Central with a modern competitive tool on the Southern District. Concentrating

SHAREOWNERS assembled for their meeting in Albany's Palace Theater, ate box lunch in seats, were able to address session through microphones placed at strategic locations.

freight yard operations in a single modern yard is expected to save the Central between two and three million dollars a year. The land on which the outmoded smaller yards are presently located will become available for development of industrial sites along the railroad that will attract more freight shippers to NYC territory.

The Rensselaer station project is an-



## Central pledges action if new ICC report on passenger deficit is implemented

other step in Central's continuing drive to control its passenger service deficit. The plan involves closing and disposing of the present passenger station (see back cover) in Albany, N. Y., just across the Hudson River.

The new, modern station will measure 82 by 180 feet. Its waiting room will be 60 feet long. The glass, brick and concrete building will house ticket sales area, offices necessary for railroad operations and restaurant facilities, and will have large parking areas. Although the new station will cost the Central just under \$1 million, the railroad will save \$1 million a year in operating costs, taxes and salvage on the old station, the bridge across the river and considerable related trackage. Trains will cross the Hudson on a nearby NYC bridge.

## ICC passenger report welcomed

In his address to the assembled shareowners, Mr. Perlman discussed recent favorable legislation enacted in New York State to give railroads a degree of tax relief. He also commented upon a report made by the Interstate Commerce

Commission two days before the Albany shareowners' meeting.

"This week," he said, "we have witnessed a similar forthright and statesmanlike approach towards transportation by another governmental body—the Interstate Commerce Commission, which I have mentioned earlier as having taken a timid attitude toward rate reforms proposed by the Transportation Act of 1958. On Tuesday (May 26), however, the ICC realistically came to grips with the most pressing problem facing the railroads—their passenger service losses.

"In a far-reaching report," Mr. Perlman continued, "the Commission found that the railroads' passenger deficits are real, that they are not 'paper losses' as some have charged, and that they endanger the ability of the railroads to serve the public. The conclusions and recommendations of this report can provide a solid foundation toward the solution of the passenger deficit problem.

"Encouraged by this report," Mr. Perlman declared, "I would like to make this promise on behalf of the New York Central: If all concerned, including federal, state and local governments, act firmly and promptly to implement the ICC's conclusions and recommendations, the New York Central will act just as swiftly to do its part in trying to save and improve passenger service.

"We will act just as firmly as we did in New York State when this state took steps to grant some measure of tax relief to help commuter railroads. We have shown our good faith there by moving promptly to improve our commuter equipment (see cover) and stations as we promised to do when the legislation was first proposed. These are the things that the ICC says must be done on fed-

eral, state and local levels if the passenger business is to be kept alive:

"That all forms of transportation be treated equitably, with preference toward none.

"That federal, state and local governments take steps to provide long needed tax relief.

"That working rules for employees be studied for review and revision.

"That uneconomic local services essential to communities be supported by state or local authorities through the payment to the railroads of sums sufficient to cover the cost of the service plus

a reasonable profit.

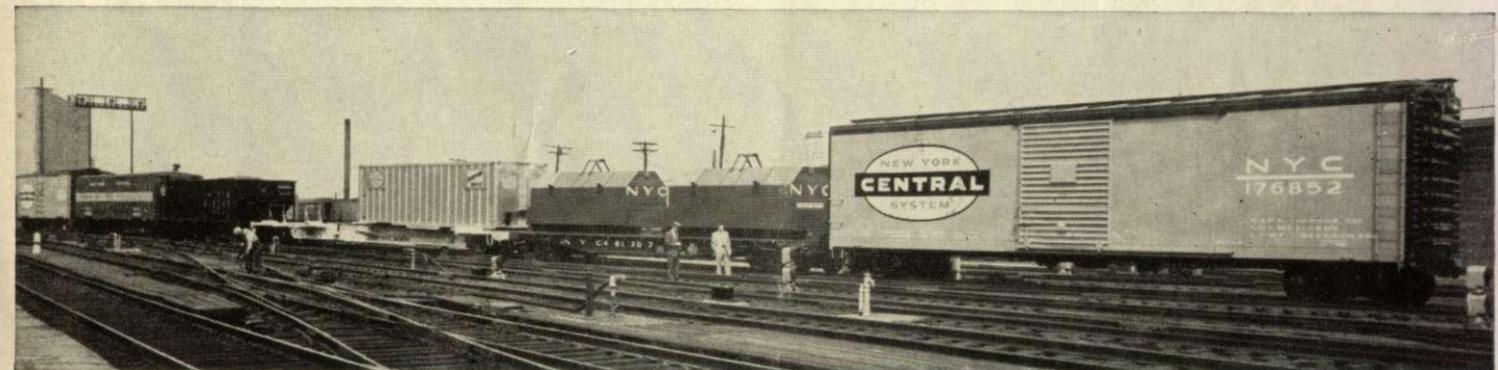
"That executive departments of the federal government give more considerate treatment to the railroads in planning movement of government passenger and mail traffic."

"If these recommendations of the Commission are acted upon," Mr. Perlman told the Central shareowners, "then the Central stands ready to contribute its share; namely, to implement on its System those of the Commission's proposals which would require action on the part of the railroad. By this I mean:

CONTINUED



CASTING VOTES for new decorative plan for Central equipment, shareowners viewed models in new colors in theater lobby. Ballots favored new colors.



IN YARD at Albany station, newest Central freight equipment was displayed for shareowners to see at first hand.

Century green is being tested as new color for cars on box car at right, along with new design for NYC's oval trademark.



ON SPECIAL TRAIN to Albany, Mr. Perlman chatted with shareowners and train crew (from left): Conductor George Meyers, brakeman Ed Case.

"Experimentation with new types of equipment.

"Improving the attractiveness of railroad passenger service as a means of stimulating more traffic.

"Studies and experiments to provide a basis for fare and schedule adjustments and improved advertising and promotion.

"The ICC report," Mr. Perlman said, "is like a breath of fresh air in the confused and complex passenger deficit situation.

"If the Commission's recommendations are carried out," he concluded, "the Central feels that the nation's railroad passenger service has a chance to pay its own way, and to prosper."

Mr. Perlman also revealed to shareowners that NYC has arranged with a group of insurance companies to bor-



FINANCE was likely subject of on-board chat with Harold G. Brownson, Vice President of the Irving Trust Co.

row up to \$40 million for use in the railroad's improvement program. The loan will have a government guarantee under the provisions of the Transportation Act of 1958. About half of that



REPORTERS had chance to interview Central President about railroad on train to Albany. At left: NYC Director of Public Relations, Robert S. Eisenhauer.

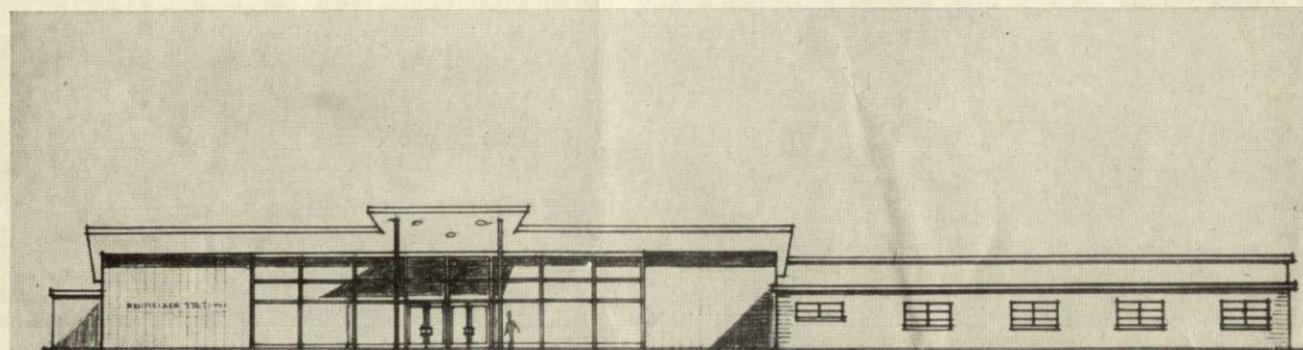
amount may be borrowed this year and the balance in 1960.

The assembled shareowners joined those represented by proxies in re-electing NYC's Board of Directors for the coming year. Votes cast at the meeting represented 89.2 per cent of the outstanding shares of New York Central stock.

The Directors re-elected are Don Carter, John B. Connally, William E. Eppler, William P. Feeley, Dr. R. Walter Graham, Jr., Allan P. Kirby, Frederick Lewisohn, Richard M. Moss, Mr. Perlman, Eugene C. Pulliam, Earl E. T. Smith, Daniel E. Taylor, Orville Taylor, and Andrew Van Pelt.

Mrs. Lila Bell Acheson Wallace retired from the Central's Board and in her place Charles T. Ireland, Jr., Secretary of the New York Central, was elected.

As in previous years, a special train carried shareowners from New York to Albany and return for the meeting at reduced excursion rates.



ARCHITECT'S PLAN FOR NEW CENTRAL PASSENGER STATION AT RENSSELAER, N. Y.

## Letters Bring Pats on the Back for NYC People

Conductor **Francis J. Boyer**, Albany, N. Y., recently earned a pat-on-the-back from a Central passenger, who had forgotten her tickets and reservation when she boarded the NYC train from Boston, Mass., to St. Louis, Mo. She told Conductor Boyer of her predicament, who allowed her to detrain at Springfield, Mass., and telephone Boston concerning the forgotten articles. The Boston office had them and promised to forward them to St. Louis. Mr. Boyer's willingness to help the passenger, and even lend her money if necessary, prompted this quote: "Mr. Boyer's courtesy and patience meant much to me, and I feel that such courtesy does much to promote good public relations for the New York Central."

The following letter was sent to NYC President Alfred E. Perlman recently from a pleased New York Central customer: "I want to take this opportunity to commend the very efficient services of your Police Department, particularly Patrolman **Lawrence Donato** (Grand Central Terminal, New York), who, by exercising special skill and alertness was

able to recover a hat and coat that I left on one of your commuting trains. I consider that his services were very commendable under the circumstances."

Several Central-men were praised for their work recently in arranging a round-trip for officials and wives of the Detroit Edison Co. **Edwin H. O'Keefe**, District Transportation Superintendent, **Walter T. Truax**, Supervisor of Passenger Transportation, **Howard G. Smith**, Passenger Sales Representative, **Carl I. Lehrke**, Clerk, and **James A. Seabrook**, Station Master, all were thanked for their combined efforts for affording the passengers a pleasant trip between Detroit and Chicago. The officials of Detroit Edison Co. were especially pleased with the "thoughtful arrangements which made a difficult connection in Chicago quite simple . . . and the many special services rendered by the railroad to make the trip most enjoyable."

For a courtesy extended by Central employe **Thomas J. O'Grady**, Ticket Agent, Rochester, N. Y., a nice letter of commendation was sent him from Paul Miller, President of The Gannett News-

papers, Rochester. It read: "I can't tell you how much Mrs. Miller and I appreciated your help last Thursday morning. It certainly was 'beyond the call of duty' to even go so far as to go up on the platform and see that we got located. We had comfortable arrangements and a pleasant journey—thanks to you."

Though all Central employes keep an eye out for hot boxes, the bane of every railroad, a credit for finding one does not often find its way into print. Recently, however, Patrolman **Frank Matus**, Little Falls, N. Y., was commended by Division Superintendent **Donald B. Fleming**, Utica, N. Y., for discovering a hot journal on freight train WS-2. Mr. Fleming writes: "I would like to take this opportunity to express my personal appreciation, as well as that of our General Manager, for this action. Your prompt action and interest averted what might have been a serious accident."

## RAIL QUIZ

ANSWERS ON PAGE 12

1. During its first year of NYC service, Flexi-Van has moved 3,000, 7,000 or over 10,000 loads to some 1,000 on-line communities?
2. When was the first 100-ton American type steam locomotive built and operated on the Central—1889, 1901 or 1910?
3. Did the railroads operate more or less than 100,000 special troop trains during World War II?
4. What is the width between rails of the narrow gauge common carrier railroads now in operation in the United States?
5. The two new electronic freight classification yards which NYC opened in 1958 are located at Albany, N. Y., and Elkhart, Ind., Chicago and Elkhart, Ind., or Youngstown, O., and Elkhart, Ind.?
6. What percentage of the Central's total expenses for 1958 was spent on taxes, excluding payroll taxes?
7. Does L. C. L. stand for Light Car Load, Less Than Car Load or Long-Term Car Liability?
8. During 1958 the Central located 55, 155 or 255 new industries on the system?
9. How many revolutions does a 33-inch car wheel make in traveling one mile—411, 511 or 611?
10. What is the most common basis for freight car hire in the railway industry—mileage, per diem or lease?

ONE OF A SERIES

### Safety Memo

In baseball each player is allowed three strikes: in bowling if you miss with the first ball you throw another, and in golf you take as many swings as necessary to do the



job. Unfortunately, in Safety you do not always have an opportunity to swing a second time. All too often it's one strike and you're out.

How to win the game? It's not too hard: Learn and obey Safety and Operating Rules. If there is any doubt in your mind as to application of these rules, ask your supervisor or rules examiner for guidance. These employees are your coaches and willing to help you at all times. Learn to protect yourself. After all, you can do that better than anyone else.

General Manager  
New York District



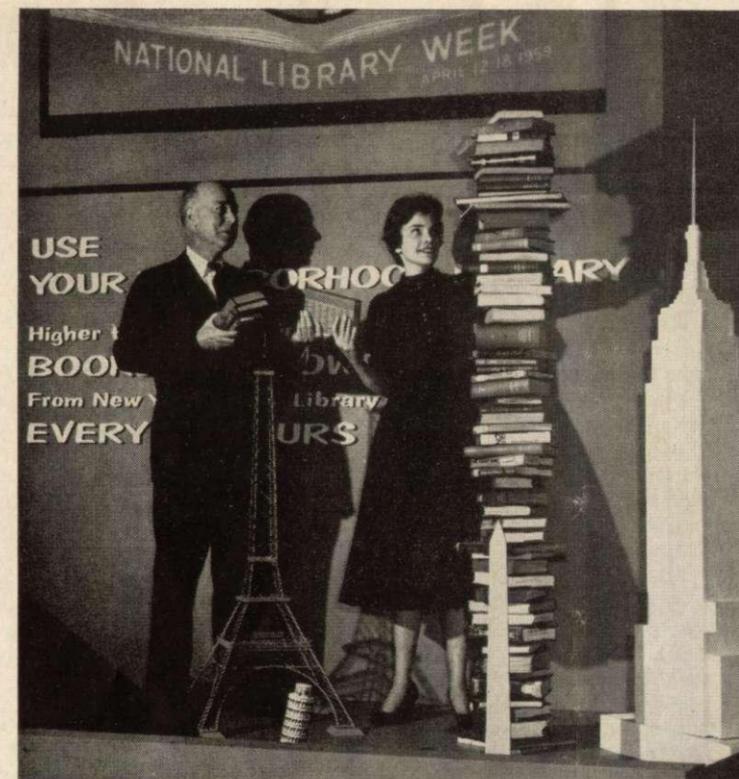
**Luckiest two of 2,182 . . .**

Cub Scouts and their leaders, David Harris and James Mathie, get to join Central Engineer William P. Brown in cab of Pittsburgh and Lake Erie locomotive during "Scout Railroad Day." The 62-mile round trip between Pittsburgh and College, Pa., was sponsored by Community Relations Committee of Pittsburgh Railroads.



**Delta Nu Alpha . . .**

a transportation fraternity, has always shown a great interest in the railroads. Here members of Syracuse U. chapter are being given a guided tour of Central's Diesel Locomotive Shop at DeWitt, N. Y. The shop, which was opened in 1953 at a cost of approximately \$4 million, services Diesel locomotives on the Eastern District of the railroad and maintains Diesel power that runs over whole NYC system. Accompanying the tour were General Manager Robert D. Timpany, Syracuse, and Assistant General Manager Frank K. Mitchell, Jr.



**Incredible . . .**

but true is display shown recently at Grand Central Terminal, N. Y., for National Library Week. The display, which included scale models of the Leaning Tower of Pisa, Washington Monument, the Eiffel Tower and Empire State Building, demonstrated that books borrowed every three hours from New York Public Library branches would stack up higher than the Empire State Building. Putting finishing touches on display are Gilbert Chapman, President of the Library, and Librarian Nancy Fitch.

# Headlight Highlights . . .



**Remarkable safety record . . .**

was observed when 74 NYC employees and guests met to observe six years, three months, without reportable injury—record established at Central's operation in Fulton, N. Y., area. At Safety Dinner, engine, train, clerical employees and representatives of NYC's management, honored 340,704 man-hours and 100,000 carloads, summing up the almost 6½ years without reportable injury.

**Shipping autos by rail gets a new twist with the fad in small cars**

Transporting finished autos in rail freight cars has long been a specialty on the Central, which has a large supply of cars fitted with racks designed especially for the purpose. NYC also moves big quantities of auto parts to assembly plants throughout the System. A recent find in Headlight's photo

file (left) recalls the looks of 1927 models as they were loaded at Detroit. Recent experiment at Weehawken, N. J. (right) found it practical to use flatcars for moving small imported cars. Loading them side-by-side, it's possible to double car capacity, getting eight autos to a car.



# NYC Employees Appointed To New Positions

## SYSTEM

New Assistant to General Manager Transportation is **Ward H. Leahy**. His headquarters will be at New York, N. Y. Mr. Leahy was formerly Director-Car Reporting at the same location.

Also with headquarters at New York, N. Y., is **John C. Scott**, formerly Assistant to Director-Car Reporting. Mr. Scott succeeds Mr. Leahy as Director-Car Reporting, and will report to the Superintendent of Yards and Terminals.



W. H. Leahy



J. C. Scott

**Albert F. Rozell** has been appointed Assistant to Superintendent of Yards and Terminals with headquarters at New York, N. Y. Mr. Rozell was formerly Assistant Manager-Transportation, N. Y.

Former Staff Engineer, New York, N. Y., **Lyle Bristow** has been named Resident Engineer reporting to the Assistant Chief Engineer at Chicago. Mr. Bristow will be in charge of construction of the new yard at Indianapolis.



A. F. Rozell



Lyle Bristow

In the Operating department, **Frederick H. Woolfall** has been appointed Administrative Assistant at New York, N. Y. Mr. Woolfall was Chief Supervisor Station Service, same location.

In Management Planning department, New York, **Donald J. Lowther**, former Organization and Procedures Analyst, has become Salary Administrator.



F. H. Woolfall



D. J. Lowther

At Collinwood, O., **John H. Coleman** has been appointed General Supervisor of Cost Control. He was formerly Process Engineer with the Southern Railroad.

New Assistant Chief Freight Transportation Inspector with headquarters at New York, N. Y., is **William J. Klinka**, former Supervisor of General Car Utilization at New York.

**Kenneth L. Richards** has been named General Freight Car Distributor with headquarters at New York, N. Y. Mr. Richards was previously Freight Transportation Inspector.

In the Car Shop at Beech Grove, Ind., **Norman T. Tayler**, former Car Inspector at Indianapolis, has become Shop Draftsman.

New Chief Clerk in the office of Vice President-Operation at New York, N. Y., is **Robert L. Baker, Jr.** Mr. Baker was previously General Clerk at the same location.

**James P. Mulhern** has been named Traveling AAR (Association of American Railroads) Inspector in the AAR Billing Bureau at Buffalo. He was previously Car Inspector at New York, N. Y.

## NEW YORK DISTRICT

In the Transportation department **James E. Hurley** has been appointed Manager of the Information Bureau, New York, N. Y. He was formerly Information Clerk at the same location.

Also at New York, **Louis L. Salva** has become Assistant Industrial Engineer, having left his former position of General Clerk at Weehawken, N. J.

New Office Assistant in the Transportation department at New York is **McChesney M. Frye**, former Secretary there.

## EASTERN DISTRICT

**Albert E. Balentine** has been appointed Supervisor of Budgets and Statistics, Syracuse, N. Y., succeeding **Chester E. Wheeler**, retired. Mr. Balentine has been with NYC's Boston and Albany Division since 1929, when he was a Clerk in the Accounting department, Boston. He came to Syracuse in the beginning of 1959 preparatory to taking over his new assignment there.

New Assistant Trainmaster with headquarters at Buffalo is **Louis C. Anderson**. Mr. Anderson was formerly Stationmaster, also at Buffalo.

At Rochester, N. Y., **Leo T. Laing** has been named Engineer Assistant in the Signal department. He was previously Signal Mechanic at Syracuse.

Another Engineer Assistant recently appointed is **Vincent D. Slocum** at Syracuse. Mr. Slocum worked formerly at Lyons, N. Y., as a Signal Helper.

In the Car department at Selkirk, N. Y., **Walter Ploski**, former Assistant Foreman, has been named Assistant General Foreman.

## WESTERN DISTRICT

**John Stang** has been appointed Division Engineer for New York Central at Chicago. Mr. Stang, who began work for the Central in 1947 as a Rodman at Cleveland, was prior to this most recent appointment, Division Engineer at St. Thomas, Ont.



John Stang

**Albert J. Wayne** has been appointed Transportation Superintendent at Toledo, O. Mr. Wayne was formerly Assistant Transportation Superintendent at the same location.



A. J. Wayne



E. L. Keller

At Toledo, **Eugene L. Keller** has become Assistant Transportation Superintendent. Mr. Keller's former position of Supervisor of Freight Transportation was at Cleveland.

In Mr. Keller's old position of Supervisor of Freight Transportation is **Frank J. Steele**, former Supervisor of Train Operations, also at Cleveland.

**Bryan J. Murphy** has been appointed Assistant Division Engineer at Cleveland. He was formerly Assistant Division Engineer at Columbus, O.

New Assistant Division Engineer at Columbus, O., is **William W. Kerr**, formerly Assistant Division Engineer at Cleveland.

At Elkhart, Ind., **Leo M. Aspinwall** has been named Division Storekeeper. Mr. Aspinwall was previously Materials and Procedures Supervisor at Collinwood, O.

**James A. Kerins** has been named to the position of Supervisor-Train Operation at Cleveland, leaving his former post of Assistant Chief Dispatcher, Toledo, O.

**John F. McDonough** has become Special Inspector at Collinwood, O. He was formerly Process Engineer at Ashtabula, O.

At Cleveland, **Theodore E. Church** leaves his former job of Assistant Engineer to become Clearance Engineer.

In the Equipment department at Toledo, O., **James F. Segner** has been appointed Lubrication Inspector. He formerly held the post of Air Brake Repairer at Nottingham, O.

**Robert G. Metzger** has been named General Foreman at Chicago. He was formerly Lubrication Inspector at Toledo, O.

At Collinwood, O., **Joseph W. Zidjunas** leaves his former position of Stores Foreman to become Stores Assistant.

## SOUTHERN DISTRICT

**William R. McClellan** has been named Chief Terminal Yard Clerk at Indianapolis. He formerly held the position of Chief Yard Clerk at the same location.

## NORTHERN DISTRICT

In the Transportation department at Detroit, **James R. Beckner** has become General Yardmaster. He was formerly Yard Dispatcher at the same location.

## FREIGHT SALES AND SERVICE

**John A. Wallace** has been appointed Assistant Vice President-Freight Sales and Service in the Detroit area. Mr. Wallace was previously Director of Traffic for the Ford Motor Company. With the Ford Company for 35 years, he has established a reputation as one of the outstanding traffic executives in the United States.



J. A. Wallace

At New York, N. Y., **Terence A. McSherry** has been named Assistant to the Director, Flexi-Van Sales and Service. He was formerly Secretary to Vice President, Freight Sales & Service at New York.

At Atlanta, Ga., **Charles T. Lewis** has been appointed District Freight Sales Manager. He was District Freight Salesman at the same location.

New Assistant Chief Clerk has been named with the appointment of **Charles E. Post**, former Clerk, New York, N. Y.

## REAL ESTATE DEPARTMENT

Five Central real estate officials have been involved in a realignment of responsibilities. All five had been Assistant Directors, real estate, since May, 1957. They are:

**Francis J. Gasparini**, General Real Estate Manager, who assumes staff responsibility for all real estate operations of the Real Estate department.

**Delos P. Bassinger**, Manager of Property Taxes, who will assume staff responsibility for real estate taxes and assessment levied on Central property.

**Joseph M. Ian**, Manager of Special Projects, who will handle all unusual projects connected with real estate and insurance.

**Mac G. Collins**, Manager of Concessions, who will be responsible for the development of all concession facilities along the Central's properties and will also direct efforts to include leasing and sale of parking lots in suburban area.

**James A. Hillary**, Legal Assistant, who will assume staff responsibility for all legal matters handled by the department.

At New York, N. Y., **Rudolf J. Friedrich**, former Trainee in Real Estate department at Cincinnati, has become Assistant Real Estate Agent.

## PASSENGER SALES & SERVICE

New Chief of Tariff Bureau at New York is **William A. McFarland**, former Assistant Chief of Tariff Bureau at the same location.

At Buffalo, **Arthur E. Jones** has left his former position of Chief Clerk to become Administrative Assistant.

**Frederick T. Laug** has been named Statistician at New York, N. Y. He was formerly Statistical Clerk at the same location.

## LAW DEPARTMENT

**Charles R. Niccum**, former Clerk at Indianapolis, has become Claim Agent at the same location.

## ACCOUNTING DEPARTMENT

**Francis G. Sweeney** has been appointed Chief Accounting Analyst with headquarters at New York, N. Y., succeeding **H. J. Zeller**, retired.

At Cleveland, **Russell W. Brandes** has become Auditor, leaving his former post of Assistant Auditor, also Cleveland.

New Assistant Engineer at Detroit is **Robert V. Friedman**, former Junior Engineer at the same location.

## PITTSBURGH AND LAKE ERIE

**Robert J. Wehrle** has been appointed General Yardmaster at McKees Rocks, Pa. He was formerly Acting General Yardmaster at the same location.

New Night General Yardmaster at Pittsburgh, Pa., is **Alvin Cartier**, former Yard Clerk at Struthers, O.

In the Engineering department at Pittsburgh, **Andrew D. Grueser, Jr.**, former Engineering Assistant, has been appointed Assistant Supervisor and, in Mr. Grueser's old job as Engineering Assistant, **Robert A. Dubs** leaves his old duties of Instrumentman. Also, **William C. Hetrick**, former Arc Welder, Pittsburgh, has become Welding Supervisor at the same location.

Taking on new duties of Mechanical Inspector, McKees Rocks, Pa., is **Cecil H. Derner**, former Special Inspector at Cleveland.

Former Car Inspector, Glassport, Pa., **Charles E. Boyd** has been named Special Inspector, McKees Rocks, Pa.

From Assistant Chief Clerk, Pittsburgh, **Robert A. Blair** has become Supervisor of Schedules, same location.

Former Assistant Chief Clerk, **Harold E. Carmahan** is now Chief Clerk, Transportation department. Both positions are at Pittsburgh.

In the Personnel department at Pittsburgh, **Robert W. Shea**, former Special Repairer, has been named Chief Clerk.

## INDIANA HARBOR BELT—CHICAGO RIVER AND INDIANA

Four appointments have been announced in the Engineering department at Gibson, Ind. They are: **Paul L. Carter**, now Office Engineer and former Assistant Engineer; **Frederick B. Lenz**, Assistant Engineer; **Louis J. Dulla**, Methods Engineer; and **Richard W. Asa**, Draftsman, all former Instrumentmen at Gibson, Ind.

**William J. Presto**, former Foreman at Chicago, has become General Foreman at the same location.

## Family Outings Planned In Two NYC Districts

Summer family outings are planned for Central employes in two locations for next month.

In the Western District, a picnic will be held for employes and their families in the metropolitan Cleveland area at Spring Lake Park, O.—30 miles east of Cleveland. The date is July 25.

Those attending will have to bring their own food, but free beverages and ice cream will be available.

**R. C. Marquis**, Division Superintendent at Cleveland, heads the picnic committee. Sponsorship of the affair is shared with the Central by the Association of Railroad Union Representatives.

The Lake Shore Pioneer chapter—NYC Veterans Association will hold its annual outing at Cedar Point, O., near Sandusky, June 20. The affair has been held there regularly since 1913, with the exception of war years.

In the New York District, an outing will be held July 18 for employes and their families at Croton Point Park—near Harmon, N. Y. Co-sponsors of this affair, in addition to the Central, are the NYC Athletic Association of Manhattan; NYC Veterans Association; and Vanderbilt Post of the American Legion. NYC District General Manager **Charles B. Fleming** has played a leading role in planning the picnic and has been busily urging employes to attend.

"I am delighted," he says, "to be co-sponsor of this year's annual New York District family picnic, and Mrs. Fleming and I look forward to seeing all of the district's employes and their families July 18 at Croton Point Park."

# NYC Men Spark On-Line Rail Committees

Central people play active roles in groups rousing community understanding of railroads



NYC JOINED other railroads in Hammond, Ind., to make joint payment of nearly \$1.5 million in spring property taxes on roads of the area. Michael Truchan (third left on caboose), County Treasurer, accepted check from A. E. Seidler, Chairman of RR Community Committee. About \$700,000 of total goes for public schools.



READY for duty, Arlington Tuttle (left) of NYC Passenger dept., Syracuse, takes chairmanship of Central New York Community Committee from H. Russell O'Hara (second left) of Lackawanna Railroad. Gen. Mgr. Robert D. Timpany (right) watches as H. C. Schmidt, Vice Pres.-Traffic of DL&W, gives Mr. O'Hara gold spike.



SPIKE RITE was carried out by Mayor Anthony Celebrezze of Cleveland (left) as he presented award to NYC Gen. Mgr. Wm. T. Alexander for "outstanding service" as committee chairman.



HOST at fifth anniversary dinner of Toledo Community Committee, NYC Frt. Sales Mgr. James L. Robinson (left) greets John Davis and Arthur Kochendorfer, Toledo Chamber of Commerce.

# Retirement Closes Career of Central's Top Policeman

Frank G. Love has been the Central's top policeman for 23 of the 46 years he has worked for the railroad. At the end of this month he will retire. He doesn't look or act like the reckless heroes of current popular detective fiction. But with quiet assurance and efficiency he has effectively directed the Central's 600-man police force in protecting the railroad's \$2 billion assets and watching over the millions of people who ride NYC trains and use its other facilities.

With the title of General Superintendent-Property Protection & Freight Claims, Mr. Love has the additional task of seeking to insure damage-free delivery of the 150 million tons of freight that roll over Central lines in an average year.

## Dealt with cops and kings

In his railroad career, Mr. Love has dealt with cops and robbers . . . presidents and kings. When \$200,000 in bogus New York Central bonds turned up on the west coast, Mr. Love and his men tracked down the counterfeiters. He was also in charge of security arrangements when the late King George VI of England visited President Franklin D. Roosevelt at his Hyde Park, N. Y., home on NYC's Hudson Division.

While credit and acclaim have often been visited upon Mr. Love, he always has insisted that "teamwork has been responsible for any success we have had."

Because of the dual nature of his title and job, Mr. Love's case book is a mixture of a police blotter and a manual of safe shipping practices. A national fortune in gold was under his protection back in the 1930's when solid trainloads of gold were shipped from New York to Fort Knox, Ky., by the U.S. Treasury department.

## Some villains not thieves

But breakage, not theft, was the villain to fend off the time the giant 200-inch telescopic lens for the Palomar Observatory in California was shipped west from Corning, N. Y. Mr. Love helped devise a loading technique that resulted in the safe shipment of the lens across the country.

As a breed, railroaders and policemen are noted for talking shop around the clock. Although he is both, Frank Love

is not a man to fit stereotypes. After hours, he may one evening be found talking to a group of blind people. The next night he'll be designing an heraldic coat-of-arms. "I love to draw," he says, "I'll draw anything." For several years he prepared and illustrated the manual of loading rules for the Association of American Railroads.

His hobbies also include amateur theatricals and stage designing. And when he was a young fellow in Rochester, N. Y., he was widely known for his baseball prowess with the New York Central team in that area.

## Science aided detection

Science has helped Mr. Love crack many cases. Once, a consignee, opening a carload of packing crates from Europe, discovered the boxes were full of stones. The imported woollens he had been expecting had disappeared, apparently en route.

"Our first job," Mr. Love recalls, "was to pinpoint the spot between Europe and Illinois where the switch and theft had taken place. I thought the stones would provide a clue, so we sent them to a geologist who identified them as Belgian paving blocks. Further investigation proved the robbery to have taken place on the docks overseas, before the crates left Europe."

The \$200,000 bogus bond case was settled by a grammatical clue, however, rather than by science. The bonds first turned up in the State of Washington as collateral for a bank loan.

"The facsimiles were quite good," Mr. Love says, "except for one thing. I knew that the Secretary of the company at that time—Joseph M. O'Mahoney—signed his name with an accent mark over one letter. There was no such mark on the imitation. With the cooperation of outside police agencies we caught the counterfeiters and their accomplices."

Despite the drama of individual cases, Mr. Love has found the greatest source of problems for his department has been young people. He estimates 65 per cent of the incidents on the department's blotter involve youngsters on the rampage.

What's the cure for juvenile delinquency? "A good home," according to Frank Love. "Almost invariably when you see a kid in trouble, if you dig deeply enough into the case you find a delinquent parent."

Frank Love, himself, has a quiet gentleness which bespeaks his own upbringing. He still lives by his mother's advice: "By himself, alone, a man can accomplish little. Be thankful for the many other people who help you along the way."

Mr. Love joined the Central at Rochester, N. Y., in 1913 after attending Rochester Institute of Technology. After holding a number of posts in the Operating department in Rochester and Syracuse, he moved to New York in 1926 as Assistant to Superintendent of Property Protection. From that time on his career centered on property protection and freight claim work.



This month, the Central people whose names appear below will observe 50-year anniversaries with the Central.

**Clifford, Ansel J.**, Assistant Chief Clerk, Freight Transportation department, Springfield, O. Joining the Central in 1909 as a Clerk at Columbus, O., Mr. Clifford moved to Springfield in 1921, and has continued his railroad career there.

**Edwards, James W.**, Trainman (Pittsburgh & Lake Erie), McKees Rocks, Pa. Mr. Edwards' entire railroad career has been in train service on the P&LE, working out of McKees Rocks.

**Morneweck, Lloyd D.**, Clerk, Transportation department, Sharon, Pa. Mr. Morneweck joined the Central at

Osgood, Pa., on the Lake Division in 1909. He held posts there and in Farrell, Pa., before moving to Sharon in 1918. In 1957, as a result of a consolidation of facilities at Sharon, Mr. Morneweck was transferred from the Central's rolls to the Pittsburgh & Lake Erie, continuing in his post at Sharon.

**Perry, John B.**, Clerk-Agent, Adirondack Division. Mr. Perry has been an Agent and Operator on the Adirondack Division throughout the 50 years of his Central career.

**Powers, William E.**, Conductor, River Division, Weehawken, N. J. Mr. Powers started railroading as a Mason Helper on the same division in 1909, transferring a year later to the Transportation department as a Brakeman. He became a Conductor in 1926.

**Taffinger, Joseph A.**, Telegrapher, Illinois Division. Mr. Taffinger has combined his work as Telegrapher with the duties of a Clerk throughout his 50 years with the Central on that division.

## ANY TRAFFIC TIPS?

Maybe you can tell the Freight Sales department where to find some new business. You don't have to be a super salesman. Just fill out a traffic tip card and send it to Arthur E. Baylis, Vice President-Freight Sales & Service, 466 Lexington Ave., New York. He will see that it reaches the correct sales representative, who will follow up your lead promptly and do his best to land new business for the Central.

## MAILBOX

There's a little safety reminder that has been helpful to me and I'd like to pass it along to others on the railroad who might also find it useful.

When you're working with fusees at this time of year and in the months just ahead, be extra careful. The grass and brush gets dried out pretty quickly and careless use of a fusee could result in serious grass fires and damage—something none of us would like to see.

W. E. Egan  
Brakeman  
Toledo, O.

## ANSWERS TO RAIL QUIZ

Rail Quiz on Page 7.

1. Over 10,000 loads. (10,182)
2. 1889.
3. More—113,891 to be exact.
4. 3 feet.
5. Youngstown, O., Elkhart, Ind.
6. 5.75 per cent.
7. Less Than Car Load.
8. 255
9. 511.
10. Per diem.

**SOUTHERN DISTRICT**

- Bruder, J. C., Captain of Police, Danville, Ill. 29
- Carriger, S. A., Agent, Lockland, O. 41
- Coleman, G. G., Car Inspector, Ansonia, O. 32
- Cone, W. J., Real Estate Engineer, Cincinnati 38
- Cook, G. O., Gang Foreman, Muncie, Ind. 41
- Cyphers, R. C., Engineer, Ohio Division 49
- Deer, L. N., Laborer, Beech Grove, Ind. 15
- Donnellan, T. W., Assistant Transportation Superintendent, Springfield, O. 47
- Fellers, S. J., Conductor, Ohio Division 53
- Hennis, J. R., Yard Brakeman, Indianapolis 39
- Huffman, H., Laborer, Terre Haute, Ind. 15
- Ilf, I. I., Clerk, Indianapolis 40
- Leibrock, J. J., Depotmaster, Indianapolis 41
- Lucht, F. A., Chief Clerk, Cincinnati 41
- McClung, C. W., Yard Conductor, Cincinnati 47
- McKay, J. B., Switchtender, Indianapolis 39
- McWethy, C. H., Yardmaster, Lawrenceburg, Ind. 41
- Pestoff, W., Laborer, Terre Haute, Ind. 35
- Pierce, J. N., Engineer, Indiana Division 18
- Rees, W. D., Yardmaster, Sharonville, O. 36
- Shelton, F. J., Telegrapher Operator, Springfield, O. 11
- Smith, G. T., Assistant Foreman, Sharonville, O. 43
- Taintor, B. W., Agent, Cincinnati 46

- Thompson, W. A., Telegrapher, St. Louis, Mo. 26
- Underwood, W., Crossing Watchman, Springfield, O. 15
- Warfield, T., Laborer, Springfield, O. 14
- Watson, S., Crossing Watchman, Indianapolis 44
- Wertz, G. C., Depot Foreman, Dayton, O. 46
- Yakel, J. A., General Yardmaster, Terre Haute, Ind. 39

**NORTHERN DISTRICT**

- Anderson, A. C., Engineer, Detroit Division 43
- Berry, G. F., Assistant Agent, Detroit 35
- Bovine, L. I., Conductor, Detroit 49
- Broderick, R. D., Sr., Leverman, Detroit 47
- Duringa, P., Machinist, West Detroit, Mich. 15
- Girardot, H., Repair Track Inspector, Bay City, Mich. 47
- Huggard, R. D., Checker, Detroit 36
- Knepfle, E. F., Methods Control Analyst, Detroit 50
- Krohe, C. L., Engineer, Canada Division 43
- Lacey, A. F., Engineer, Canada Division 47
- Leggitt, L. H., Assistant Foreman, Bay City, Mich. 42
- Maxwell, T., Laborer, Ypsilanti, Mich. 15
- May, A. B., Section Laborer, Ypsilanti, Mich. 11
- McFadden, W. L., Engineer, Detroit Division 47
- Paterson, C. A., Freight Conductor, Detroit Division 36
- Walsh, J. J., District Freight Sales Manager, Bay City, Mich. 37
- Wood, G. L., Car Repairer, Detroit, Mich. 35
- Yerich, P., Foreman of Labor, Montrose, Ont. 16



RETIRING FROM CENTRAL service is William A. Hauck (second left), Passenger Conductor on the Hudson Division. He receives his Certificate and good wishes from fellow employees (from left): George E. McHugh, Transportation Superintendent, New York; Gerald P. Butler, Trainmaster, New York; and George J. McLuckey, Conductor.



CHESTER E. WHEELER, Supervisor of Budgets and Statistics, Syracuse, receives congratulatory handshake of Robert D. Timpany (right), General Manager, Eastern District. On-lookers are (from left): Mr. Wheeler's successor Albert E. Balentine (left); Mrs. Wheeler; and Glenn E. Metcalf, District Supervisor of Budgets and Statistics.



IN ENGINEER'S GARB, John Fox (center), West Detroit Enginehouse, Mich., accepts proffered Certificate of Retirement from Bernard A. Schmidlin, General Foreman, Detroit. Others present are Arthur F. Hill, Engine Dispatcher; Mrs. Fox; and Guy B. Reid, Engine House Foreman, West Detroit. Mr. Fox has served the Central for 42 years.

Zumbulis, G. G., Laborer, West Detroit, Mich. 14

**PITTSBURGH AND LAKE ERIE**

- Allen, A. A., Car Inspector, East Youngstown, O. 41
- Durning, C. W., Agent, Pittsburgh, Pa. 36
- Means, A. G., Chief Clerk, Pittsburgh, Pa. 46
- Stearns, W. G., Car Inspector, Glassport, Pa. 41
- Stritzinger, F. G., Gang Foreman, McKees Rocks, Pa. 46

**INDIANA HARBOR BELT**

- Gaskill, C., Boilermaker Helper, Gibson, Ind. 39
- Kovach, M., Car Repairer, Gibson, Ind. 46
- Medaris, W. D., Yardmaster, Gibson, Ind. 38

**CHICAGO RIVER AND INDIANA**

- Feaman, R. L., Engineer, Chicago 33
- Schmige, C. E., Sheet Metal Worker, Chicago 29



**Recently Retired**

Following is a list of New York Central employees who have retired from active service recently. The figure to the right of each name indicates the years of continuous service spent with the Central.

**NEW YORK DISTRICT**

- Black, W. H., Shore Foreman, New York, N. Y. 43
- Budinich, J., Stevedore Tractor Operator, New York, N. Y. 25
- Carter, J., Stevedore, New York, N. Y. 17
- Catton, W. F., Agent, West Norwood, N. Y. 36
- Cifaldi, R. D., Relief Foreman, New York, N. Y. 33
- Dorr, C., Sweeper, New York, N. Y. 15
- Duda, A., Blacksmith, Grand Central Terminal, N. Y. 34
- Falk, L. W., Machinist, New York, N. Y. 46
- Freer, D. A., Brakeman, River Division, New York, N. Y. 29
- Golden, J. P., Crossing Watchman, Pleasantville, N. Y. 26
- Hughes, B. J., Gang Foreman, Brewster, N. Y. 20
- Kerns, C. E., Clerk, New York, N. Y. 47
- Lambert, J., Ticket Clerk, New York, N. Y. 39
- Laresse, J., Painter, Grand Central Terminal, N. Y. 37

- Love, F. G., General Superintendent, Property Protection and Freight Claims, New York, N. Y. 46
- Manville, L., Assistant General Counsel, New York, N. Y. 43
- McCauley, W. F., Assistant Stationmaster, Grand Central Terminal, N. Y. 30
- McDonald, J. E., Work Foreman, North White Plains, N. Y. 46
- Meehan, M. J., Baggage Man, Kingston, N. Y. 22
- Miller, A., Signal Maintainer, Hudson Division 37
- Nania, J., Stevedore, New York, N. Y. 39
- Osborn, J. L., Plumber Foreman, New York, N. Y. 33
- Potter, P. A., Inspector, New York, N. Y. 40
- Purdy, W. F., Agent, Mt. Kisco, N. Y. 16
- Rachich, W., Hostler, New York, N. Y. 51
- Smith, L. N., Secretary Pass Bureau, New York, N. Y. 46
- Smythe, J., Foreman, Harmon, N. Y. 45
- Trani, P., Stevedore, New York, N. Y. 34
- Vukasin, J. J., General Foreman Clerk, New York, N. Y. 52
- Weiss, L. P., Second Deckhand, New York, N. Y. 37
- White, I. H., Mrs., Stenographer Clerk, Jacksonville, Fla. 34
- Winham, C., Yard Brakeman, New York, N. Y. 36
- Zborowski, S. A., Manager Information Bureau, Grand Central Terminal, N. Y. 41
- Crowell, W. H., Secretary, Boston, Mass. 42
- Crowley, C. J., Freight Agent, Springfield, Mass. 46
- Di Pietro, L., Freight Carman, East Rochester, N. Y. 17
- Edmunds, F. L., Engineer, Buffalo Division 46
- Fendrick, H., Brakeman, Hudson Division 34
- Fox, F. M., Electrical Worker, West Springfield, Mass. 36
- Furcinto, V., Laborer, Troy, N. Y. 18
- Gonyer, H. F., Operator and Agent, East Brookfield, Mass. 47
- Hanick, P., Laborer, Selkirk, N. Y. 41
- Hoag, H. C., Crossing Watchman, Clarence, N. Y. 30
- Horn, F., Conductor, Syracuse Division 38
- Houting, G., Fireman, Mohawk Division 45
- Hubert, A. B., Mechanical Inspector, Syracuse 48
- Hudson, W. H., Carman, East Rochester, N. Y. 18
- Krzysiak, S., Inspector and Repairer, Buffalo 43
- Lamora, G., Conductor, St. Lawrence Division 43
- Linforth, H., Engineer, Syracuse Division 42
- O'Brien, A. F., Machinist, De Witt, N. Y. 6
- Pultz, E. H., Crossing Watchman, Hudson, N. Y. 34
- Sorensen, V., Chief Clerk, Auburn, N. Y. 37
- Stickney, C. T., Trainman, Boston Division 15
- Taylor, R. N., Mechanic, Syracuse 33
- Voigt, J. G., Blacksmith, East Rochester, N. Y. 19
- Yandau, L. H., Yard Conductor, Rochester Division 47
- Youngs, C. R., Yard Brakeman, Utica, N. Y. 31
- Zerra, G. L., Laborer, Pittsfield, Mass. 16
- Zollo, F., Section Foreman, Hudson, N. Y. 46

**WESTERN DISTRICT**

- Ahlquist, P. W., Brakeman, Lake Division 41
- Baker, G. J., Cook, Ligonier, Ind. 13
- Balish, J., Switchtender, Collinwood, O. 16
- Briggs, M. A., Agent, Warren, Pa. 43
- Chapman, J., Laborer, Youngstown, O. 10
- Connors, H. T., Foreman of Inspectors, Toledo 46
- Dotson, L. B., Yardmaster, South Columbus, O. 43
- Fitzthum, J., Inspector and Repairer, Sandusky, O. 48
- Flores, J., Laborer, Toledo 33
- Johnson, E. W., Engineer, Lake Division 43
- Johnson, W. T., Yard Clerk, Toledo 39
- Kelley, A. L., Engineer, Lake Division 43
- Kunc, J., Agent Telegrapher, Fultonham, O. 44
- Laade, E. W., File Clerk, Chicago 36
- Lee, J., Yard Maintenance Foreman, Hobson, O. 46
- Littleton, S. W., Track Laborer, Columbus, O. 14
- McLeod, G. J., Engineer, Lake Division 40
- Meldau, E. W., Foreman, Collinwood, O. 42
- Minio, F., Laborer, Englewood, Ill. 29
- Nolan, C. L., Assistant Division Engineer, Chicago 46
- Olson, L. F., Mrs., Stenographer Clerk, Chicago 9
- Quiggle, F. C., Boilermaker Inspector, Collinwood, O. 37
- Simmons, A. E., Bartender, Chicago 32
- Skinner, F. V., Bridges and Building Foreman, Bucyrus, O. 36
- Thompson, E. G., Waiter, Chicago 36
- Tokasz, F., Laborer, Toledo 33

**EASTERN DISTRICT**

- Adams, P. P., Inspector and Repairer, Newberry Junction, Pa. 15
- Baxter, J., Yard Brakeman, Syracuse 33
- Chandler, R. P., Engineer, Albany Division 54



DIVISION STOREKEEPER Thornton E. McIntyre (second left), Elkhart, Ind., accepts good wishes from fellow-employees (from left): William J. Balsden, General Storekeeper, Collingwood, O.; Joseph Gates, Store Foreman, Elkhart; and Malcolm P. Richards, Manager of Stores, New York. Mr. McIntyre has 41 years' service.



CLEANING UP last minute work is Yardmaster Joseph A. Jerome, Grand Central Terminal, New York, who has been with the Central since 1925. Mr. Jerome is congratulated by Trainmaster Frank Ward.



SPECIAL LUNCHEON was held recently for NYC 46-year man, Carter H. Jenkins (second right), Division Storekeeper, Niles, Mich. Among the 65 people attending were (from left): Manfred B. Robotham, General Storekeeper, Detroit; William H. Shearer, Division Superintendent, Jackson, Mich.; and Malcolm P. Richards, Central's Manager of Stores at New York City.

**CLEVELAND UNION TERMINAL**

- Benko, J. S., Car Cleaner, Cleveland 30



## Who's Confused?

► Every year America's railroads—including New York Central—lose over \$700 million on passenger services. Many of these services have become obsolete because of competition from heavily subsidized other forms of transport. When a railroad is forced by the pressure of economics to request discontinuance of such services, political pressures often are brought to bear to have them retained. At the same time, many of the dollars paid by the railroads into the tax coffers of all levels of government go to provide still more and improved facilities for the competitors who drain traffic away from the railroads.

A good case in point is that of so-called local or "feeder" airlines, which are slated to get \$61.7 million worth of federal subsidies in the year starting next July 1 alone. That's \$10.4 million more than the handouts they got during the last fiscal year.

Why this big increase? According to an article in *The Wall Street Journal*, datelined Washington, D. C., "Subsidy needs climb as feeder lines take on added routes, since their short flights require more frequent landings and more passenger accommodations. Moreover, the local lines as a group have not succeeded in developing the traffic volume necessary to bring them a profit." So the taxpayers have to shell out to make up the revenue that isn't there because they didn't want to fly.

Where does all this end? Here's what the Civil Aeronautics Board says: ". . . It is inappropriate to predict that the 13 local carriers as a group will become self-sufficient during the foreseeable future. At best, it is believed . . . the subsidy bill for local service will increase for several years, but then the trend may reverse."

Meanwhile, the railroads go on losing over \$700 million a year on often politically-demanded passenger service, while they also pay billions of dollars into the treasury that nourishes their competitors.

Bringing it real close to home with an example right on the Central—NYC pays taxes of over \$59,000 a year on its Albany, N. Y., passenger station. This money goes into the city treasury. Albany's airport has a yearly deficit of about \$57,000—paid (you guessed it) out of that same treasury!

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NEW YORK, N. Y.  
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