

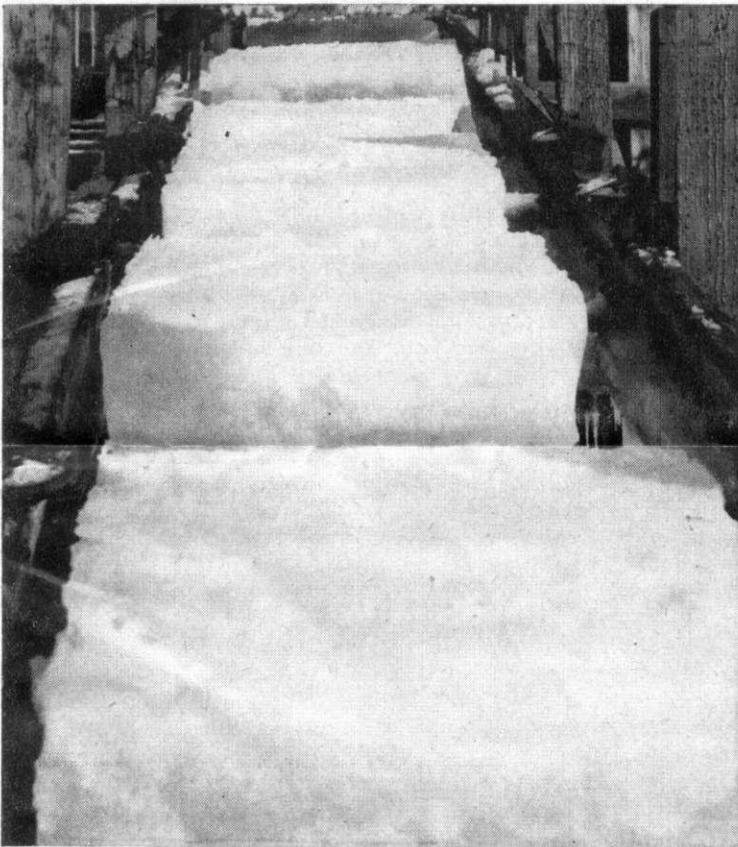


HEADLIGHT

JULY, 1950



One Way to Beat the Heat



Cooling sight (or seat) are these blocks of ice going down the conveyor belt at Carthage, N. Y., where NYC harvests river crop each winter for use in milk service and for other purposes.

Peoria & Eastern To Get 21 Diesels; Order Placed

Orders have been placed by the New York Central System for 21 road and yard switching Diesel-electric locomotives, to cost approximately \$2,600,000, for service on its affiliated Peoria & Eastern Railway.

Delivery of the order, scheduled before the end of this year, will Dieselize all operations of the P. & E., which runs over 211 miles of line between Peoria, Ill., and Indianapolis.

The locomotives have been ordered from Electro-Motive Division of General Motors Corp. Fourteen of them will be 1500-hp road switchers; the other seven will be 1200-hp yard switchers.

The newly ordered locomotives will bring the total Diesel-electric horsepower on the NYC and affiliated railroads to 1,156,000, comprising 1,019 units.

The P. & E Dieselization program will include the conversion of existing steam facilities and construction of some additional ones for maintenance and servicing at Urbana, Ill.

It is planned to operate eight

of the 1500-hp engines in through freight service between Brightwood, Ind., and Peoria. One of the 1500-hp Diesels will run in passenger service, making the trip from Peoria to Indianapolis each morning and from Indianapolis to Peoria in the afternoon.

In the past the P. & E. has operated entirely with steam power.

Vice President Goes to Detroit

Carl L. Jellinghaus has been appointed Resident Vice President-Assistant to President, with headquarters at Detroit.

Mr. Jellinghaus, who for the last year has been Vice President-Executive Department with headquarters in New York City, was the Central's Vice President at Detroit from Sept. 1, 1944, until his transfer to New York last July 1.



Mr. Jellinghaus

Mr. Jellinghaus joined the Central in 1914 as a Clerk in the General Manager's office at New York.

In successive promotions he became a Freight Protection Inspector in 1922; Assistant to Superintendent of Property Protection in 1923; Superintendent of Property Protection in 1926; Executive Secretary to the President in 1936; Assistant to the President in 1939; and Manager of Freight Transportation in 1940, serving in that position until being transferred to Detroit.

Boy Scouts, Soldiers, and Sororities

Central people at many points on the System are busy this summer with a wide variety of special passenger movements, ranging from pre-teen-age boy scouts to full-grown, honest-to-goodness soldiers, not to mention a trainload of co-eds en route to a national sorority convention.

Starting officially with the back-home travel of college students in early June, and working up through the off-to-camp rush late in the month, summer passenger volume hit its peak density with the long Fourth of July weekend. But group moves and individual vacation travel, Central people hope, will help

keep passenger operations at a brisk pace even after the Fourth's rush.

On the rugged St. Lawrence Division, reaching up into north-central New York state, train crews are working hard to keep National Guard units moving into and out of Pine Camp, summer training ground for Guardsmen of several eastern states.

The Central will handle other National Guard movements to and from Camp Perry, O.; Camp Grayling, Mich.; and Camp Edwards, Mass.

With 40,000 boy scouts from all over the country attending a national jamboree at Valley

Forge, Pa., in late June and early July, the Central handled 18 special trains bringing scouts east and 14 more taking groups of them back west. A special rate for the young tourists, plus educational stopovers at points like Greenfield Village, Mich., Niagara Falls, N.Y., and Rochester, N.Y. (for a visit to the Eastman Kodak plant), helped attract this business.

Probably the most glamorous move of the summer was the special train operated from Detroit to Mackinaw City, Mich., for co-eds attending the national convention of Delta Delta Delta sorority at Mackinac Island.

NYC's New York Visitor Key to City

At left, sightseeing made easy with a copy of the *Visitor*.



Besides the calendar of events, each issue carries several feature stories which take the traveler behind the scenes of famous New York institutions. Chinatown, the teeming garment district, the spring circus, and the campus of huge Columbia University are some of the varied corners of Manhattan life into which recent issues have poked. From reading *Visitor* features, travelers often get more "lowdown" on aspects of the Gotham scene than many life-long New Yorkers possess.

Keyed to tourist tastes, the *Visitor* keeps timely in its content. The March issue this year gave an account of the pageantry and significance of St. Patrick's Day celebrations. In April, when the circus was drawing throngs to Madison Square Garden, clown Emmet Kelly was the *Visitor's* "cover man" and a two-page spread inside told readers what they could expect to find under the Garden's big top.

Maintaining her up-to-date report on the city's attractions keeps Editor Walsh scurrying from restaurant to art museum to night club. Miles of reporter legwork go into preparing each month's digest of tourist tips.

Keeps Out-of-Towner's Viewpoint

The *Visitor's* first editor, Mrs. Louise Bascom Barratt, was a veteran New Yorker who knew the city from long years as an authoress and member of the literary set. In failing health for several months, she died last fall and Editor Walsh succeeded her. Herself a newcomer to Manhattan, the present editor says it helps her take the out-of-towner's viewpoint which the *Visitor* strives to maintain.

Because of the enthusiastic reception it gets from sojourners in New York, business establishments catering to tourists flock to place their advertising in the *Visitor*. It helps to meet expenses of the publication and also provides additional information of interest and value to readers who want to know more about hotels, eating places, shows, stores, and night spots.

Of course, the Central's main interest in the *Visitor* is its ability to induce more people to go to New York oftener, and to sell them on traveling NYC when they go.

One indication of its success in this line is a recent letter from a woman in St. Louis, who wrote to say that she never had considered New York a place to go on vacation until she picked up a copy of the *Visitor* and read about the city's attractions. Since then she and a friend to whom she showed the magazine have spent two vacations there.

Best of all, they've traveled New York Central both times.

LIKE all cities that value the trade which tourists bring, New York extends a hearty "Welcome, stranger!" to the hundreds of thousands each year who come to see the bright lights, big buildings, and busy streets.

Helping to spread the welcome mat for travelers to the nation's largest city is the *New York Visitor*, monthly magazine distributed by the New York Central as a service to its Gotham-bound passengers.

Operating a big fleet of fast and luxurious passenger trains into the heart of Manhattan from the midwest and southwest, the Central loses no opportunity to induce people to head for the big town on vacation and other pleasure trips. The *Visitor's* job is to convince them New York is a good place to go, and then help prove the point after they're there.

Events List, Street Map Included

The *Visitor* is a pocket-sized magazine packing between its covers enough "things-to-do" to keep the most active town-trotter busy for at least a month. Among its leading features are a day-by-day listing of events in the city's concert halls, parks, galleries and stadiums, and a detailed street map showing the location of points most interesting to tourists.

The *Visitor* tries to help out-of-towners get the most out of their visit to New York City. "We try to put ourselves in the place of a person visiting New York for the first time," Editor Patience Walsh explains, "and anticipate the questions that are bound to arise. We try to give the traveler a friendly feeling about New York."

The *Visitor* is available at key passenger stations on line and at many off-line passenger traffic offices. Copies are sent to leading tourist agencies for distribution to their customers. The magazine even appears aboard many luxury liners, giving U.S.-bound voyagers a preview of New York, and incidentally reminding them that NYC is a good way to travel if they're going on from the big city.



Editor Walsh goes to circus, interviews one of the clowns.

IHB Goes Diesel

DELIVERY of the last of its 118 Diesel-electric switch engines this spring marked completion of a two-year program Dieselizing the Indiana Harbor Belt Railroad, the Central's busy road serving the Chicago industrial area.

Connecting with 28 other railroads along its 124-mile right of way, the IHB keeps a steady stream of freight loads moving into, out of, and through the nation's rail center. Ringing Chicago on the south and intersecting practically all roads that enter the city, it figures in the routing of a gigantic volume of freight.

Diesel power finds favorable conditions under which to prove its worth on the IHB. Its high rate of availability—with less time used for maintenance and fueling—is a big help in keeping cars moving to and from industrial sidings and among the connecting lines.

Compact Diesels Handle Easily

Compact in size, the Diesel switchers maneuver easily, can move in close-clearance operations. As one IHB Engineer puts it, "They'll go anywhere a box car will."

The IHB's close-knit family of 3,500 employees (more than half of them located at the big Gibson, Ind., yards) boast of their road's vital role in developing Chicago's industrial and commercial importance. They also point to the food supply line they help maintain by rushing refrigerated fruit, produce, and livestock loads on their way from the West to hungry markets in the East.

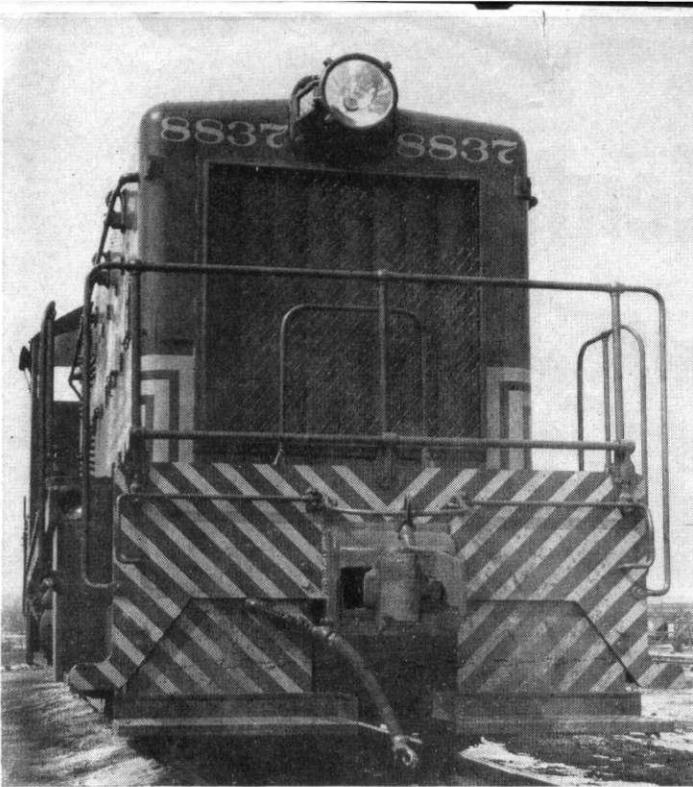
A new top-icing plant at Blue Island, Ill., and tidy pens for livestock feed-water-rest stops at Calumet Park, Ill., provide special services for this fast-moving traffic.

Industrial Plants Springing Up

Freight originating or terminating on-line is a growing factor in the IHB's traffic. Industrial plants are sprouting along the right of way, taking advantage of the shipping flexibility that an IHB location gives.

With Dieselization of the IHB complete, plans are underway to do the same on the nearby Chicago Junction and Chicago River & Indiana Railways, NYC System roads which perform similar switching and transfer service. It is expected that they will be all-Diesel by year's end.

Below is a view of Gibson yard, one of the busiest points on the freight-handling IHB. Long line of steam locomotives at left are in storage, awaiting disposition. They've been replaced by Diesels, will be sold for use on another road or scrapping.



Above is one of the 118 Diesel-electric engines which handle switching and transfer work of the busy Indiana Harbor Belt Railroad. With deliveries of engines last spring rounding out its fleet, the IHB is now an all-Diesel railroad.



Changeover to Diesel power brought with it establishment of servicing facilities located at strategic spots on the IHB's 124-mile right of way. Above is the sanding tower at Gibson, Ind., where the road's biggest yard is.

Photo by Hammond, Ind., Times



Central People Bring Home Bacon



Dancer Peter King in one of the leaps that helped him win vaudeville contract in television appearance.

NEW YORK Central people have been cashing in on radio and television shows which reward their participants with prizes.

Two all-expense Florida vacations, a TV set, kitchen gadgets, fishing rods, "shoot the works" beauty treatments, and a vaudeville contract are among the plunder netted by System people in recent "take home" shows.

As a result of his dancing appearance on the Ted Mack "Original Amateur Hour" TV show, New York Accounting department Clerk Peter King has signed a contract to perform on RKO theatre stages in New York.

Patient listening to her radio and a good ear for popular songs won Mrs. Benjamin Albertson of Congers, N. Y., wife of an NYC Barge Captain, a two-week Florida vacation for herself and husband, along with \$700 in prizes. She recognized five "mystery tunes" and was first to call the station with the correct titles.

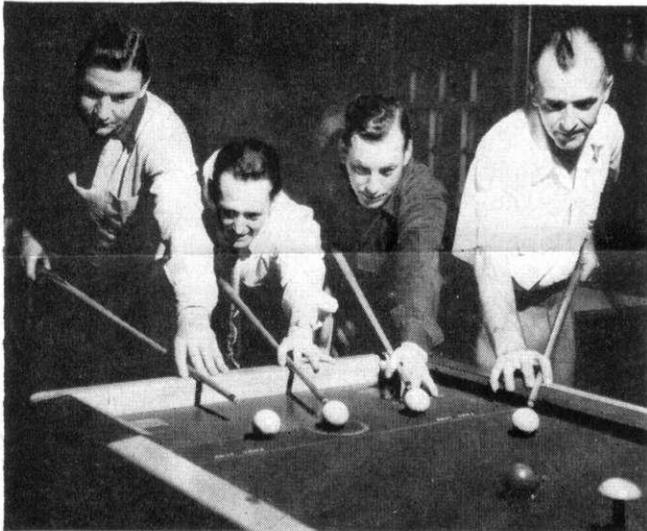
Television appearances playing a new game called "Q-Ball"—it's like pool, only harder—have proved profitable for four NYC men who work at Harmon, N. Y. Fireman Burlie Munson, who showed his skill at the game on TV after mopping up local Westchester County competition, has already bagged a Florida vacation, a trophy, and about \$500 in prizes. He now has a chance to win a 1950 auto.

Conductors George Wilson and Ernie Tuttle and Boilermaker John Delaney have won a number of lesser prizes at the game.

Wider recognition for their talents and a chance at professional bookings have been the reward of two other NYC people recently performing on big-time radio and video shows.

West Albany, N. Y., shops Apprentice Gordon Bradfield, Jr., a singing accordionist, displayed his talents on the Ted Mack TV program. Gordon, whose dad, Gordon Sr., is an NYC Storekeeper, has played and sung professionally at many gatherings in the Albany area.

Maxine Shaw, daughter of Cleveland Rate Clerk W. S. Shaw, wowed listeners to the network broadcast of the "Original Amateur Hour" with her singing in the style of Sophie Tucker. She also has appeared on TV shows.



Q-Ball experts (left to right) Burlie Munson, John Delaney, Ernie Tuttle, and George Wilson in action. Tops at the game in their local communities, they showed their stuff on TV, took home handsome prizes.



Maxine Shaw, singer in the Sophie Tucker style, scored big hit on radio amateur hour. Her father is a Rate Clerk at Cleveland.



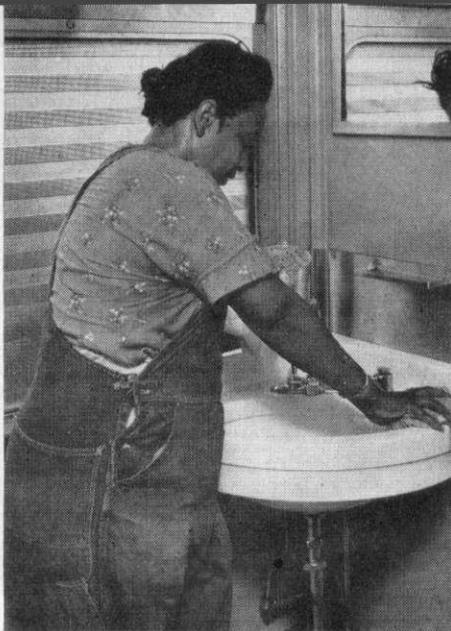
Gordon Bradfield Jr., squeezed his accordion in network TV appearance. He's a Central Apprentice.



Mrs. Jane Albertson listened to radio faithfully and remembered song titles. The payoff was big. Mr. is a Central Barge Captain.



At Root Street yards, Chicago, Leo Oswald uses vacuum cleaner attachment to insure spotless seats for Central passengers. This is one of final steps in routine clean-up jobs.



Mrs. E. S. Faulkner, at Root Street yards, Chicago, uses special cleaner to leave mirrors and porcelain wash basins of coach gleaming for next trip.



When through trains stop at cleaning points, car cleaners have only minutes to sweep out. Mrs. Helen Jzartzars, at Cleveland, has job in bag.

Builders of Good Will

IN railroad passenger business, the payoff is on the train. Just as it takes salesmanship, courtesy, and efficiency at the ticket windows and on the telephone to get passengers on our trains, so it takes good treatment and comfortable surroundings en route to make their trip pleasant and bring them back for more.

Playing a big part in making a ride on the Central pleasant and comfortable is the work of NYC's 1,600 Car Cleaners. At terminal coach yards and at servicing points between, they carry on the important public relations task of seeing that passengers get a clean, comfortable ride.

Many of them, working in coach yards

where trains are groomed before starting each trip, seldom see the traveling public to which they are helping sell New York Central passenger service. Others, at intermediate servicing points, are face-to-face good will ambassadors as they go through loaded coaches, sweeping out waste paper, candy wrappers, and discarded magazines and comic books.

Although mechanical improvements like the power-driven car washer for exteriors, and modern detergents for quick scrubbing have taken much of the elbow-grease work out of car cleaning, the good sound application of broom, mop, and dust rag is still Number One on the Car Cleaner's list of tools.

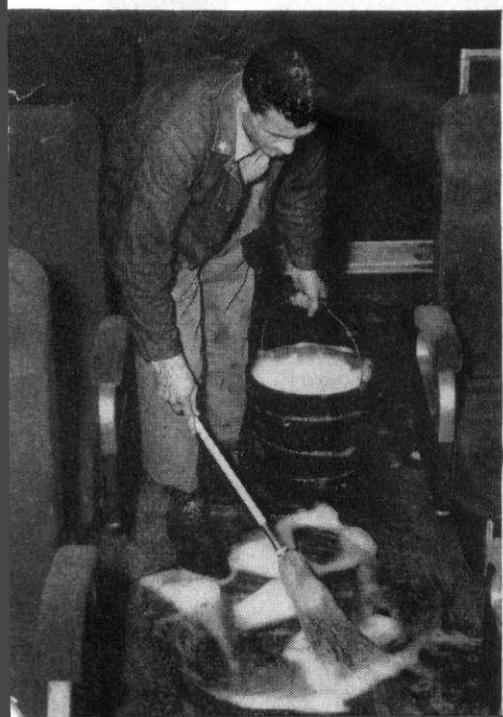
As any member of the Central's car cleaning team will tell you, in their business they have to have a system. And they do. Each step in the process of getting a car ready for the road has its turn, starting with sweeping the floor and finishing with reloading the paper drinking cup dispensers.

The Cleaners function as a team, with each job assigned to a specific member of the squad. From day to day, assignments are rotated. But, whatever an individual's job is on a given day, he or she knows it's an important one in keeping New York Central passenger service on a level that will win and hold the business we need to keep our jobs alive and secure.

At Mott Haven, N. Y., coach yard, Emil Spicciati gives a car floor its daily mopping. The soapy solution contains a pine-scented fragrance.

To insure supply of cold drinking water, Car Cleaner Martin Opalk puts ice around water cooler of coach as train stops in Cleveland Union Terminal and receives servicing en route.

Central travelers are nice people but sometimes they forget. One did, so Isaac Goff, at Mott Haven, gets his knife, scrapes up the gum that was left on floor of coach.

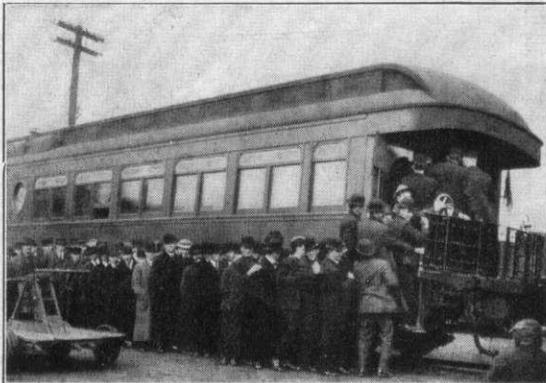


Do You Know?

Answers and Score Ratings on Page 14

- A certain type of freight car is called a "rack." What does the New York Central usually haul in "rack" cars?
 - Live fish
 - Frozen foods
 - Automobiles
 - Lumber
- Rochester and Utica, N. Y., are on the Central's main line east of Buffalo, 133 miles apart. Elsewhere on the System are another Rochester and Utica, only seven miles apart. What Division are they on?
 - Illinois
 - Detroit
 - Indiana
 - Pennsylvania
- When railroad men speak of "frogs," they're probably referring to:
 - Switches
 - Dispatchers
 - Frenchmen
 - Diesels
- Where does a draft gear do its work?
 - In the fire box
 - On wrecking cranes
 - Between cars
 - In traction motors
- Where is the longest railway platform in the world located?
 - Bulawayo, So. Rhodesia
 - Grand Central
 - El Paso, Texas
 - Paddington Station, London
- What chemical does the Central use in its smoke-and-odor bombs to aid in detecting an overheated journal bearing?
 - Lavender
 - Sodium chloride
 - Ethyl mercaptan
 - Ferrous skonkto
- About how many times does a 1% grade increase the total tractive effort required of a locomotive?
 - Twice
 - Three times
 - Four times
 - Five times
- You've heard the Electric Division's commuter cars referred to as MU's. What does "MU" stand for?
 - Multiple unit
 - Metro-urban
 - Mechanical union
 - Maximum use
- Why do some European railroads have to "transship" loads from one freight car to another enroute?
 - Bridge-less rivers
 - No per-diem arrangement
 - Russian ban on through shipments
 - Russian ban on different gauges
- A certain series of NYC locomotives are designated as S-1A's. By what familiar name do you know them?
 - Pacific
 - Hudson
 - Mallet
 - Niagara

Tell-a-Photo



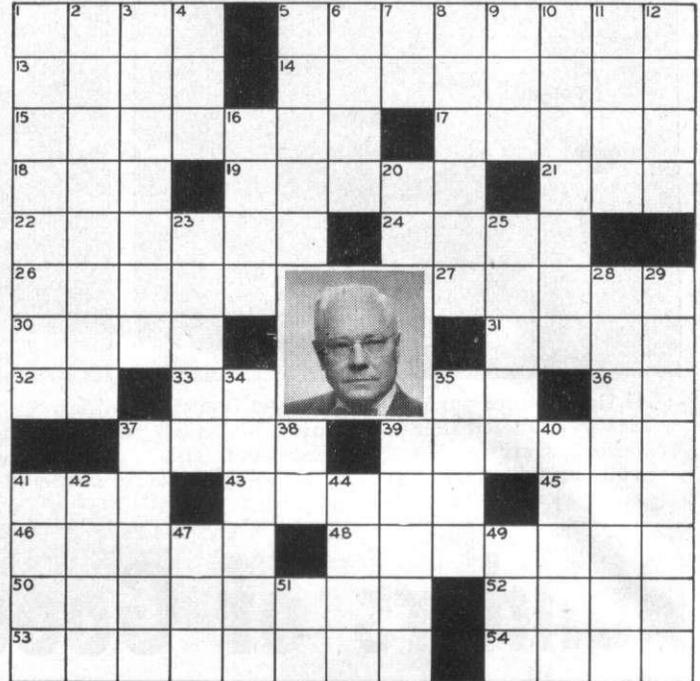
Can you tell the name of the railroad car shown above? Answer will be found on page 14.

NYCROSSWORD PUZZLE

(Solution on page 14.)

ACROSS

- Treasurer of the NYC (see photo)
- It's the newest thing on the B. & A.
- Piece of news
- Organized management of an enterprise
- Horrific
- Nobody
- Get _____ to yourself
- Jackets
- Elderly
- Baseball team of on-line city
- Mr. (German)
- Bearded (said of plants)
- How they roll by
- Final
- Charles Lamb
- Suffix forming adverbs from adjectives
- Part of English Parliament (abbr.)
- One of Kipling's poems
- Musical note
- A hunter draws one on his prey
- 5 across terminates here
- Covering for the apex of a painted roof (arch.)
- Pertaining to a town
- Telegraphers belong to it (abbr.)
- Hardness
- Measure of length in Turkey



- To bind in a knot
- Beverages
- Prized
- Becomes jelly-like

DOWN

- There are two meanings, but they don't mix
- Else wise
- Arms
- Printer's measure (pl)
- They hold up your trousers
- Mother of Ares

- For example (abbr.)
- woolsey
- Daughter of Cadmus (Gr. Myth)
- Pertaining to a grove
- Pertaining to an epoch
- Part of an upper millstone
- Care for
- New Hampshire (abbr.)
- Pleasant (obs.)
- Chains of rocks lying near the surface of the water
- Short instrumental passage
- Female saint
- Bonnie Annie—
- Electrified particles
- An intolerant person
- M.D.
- Uncovered
- Kind of cloth
- An NYC division
- "Needles and—"
- To moderate
- Kind of poem
- Ugly old woman
- Form of "to be"

RRB

Rails Could Cope With Emergency

A Senate subcommittee studying transportation matters was told recently that railroads of the U. S. are in good shape to meet transportation requirements that might arise from a national emergency.

William T. Faricy, president of the Association of American Railroads, told the Senate body the country's railroad plant "has a potential capacity far beyond the use to which it is now being put."

He pointed to improvements which have helped bring the roads to this state of readiness, including new freight cars, new and heavier rail, Diesel-electric power, and more efficient signal systems.

Dedicate Research Lab

Recent ceremonies marked the dedication of the research laboratory sponsored by the nation's railroads in conjunction with the Illinois Institute of Technology.

Located in Chicago, the lab will serve as a center of investigation and development of devices and methods for application in the railroad industry.

Summer Show On

The Railroad Hour, Monday night radio musical treat presented by the nation's railroads, has taken on a new dress for the summer months.

Instead of presenting musical comedies and operettas, the show is featuring music and songs of the composers whose works have been most popular on past programs.

Baritone Gordon MacRae is continuing as star of the Railroad Hour during the summer, aided by Lucille Norman, whose voice has been featured on a number of shows in the Railroad Hour series.

Program time is 8 p.m. (EDT), 7 p.m. (CDT).

The House That Glenn Built

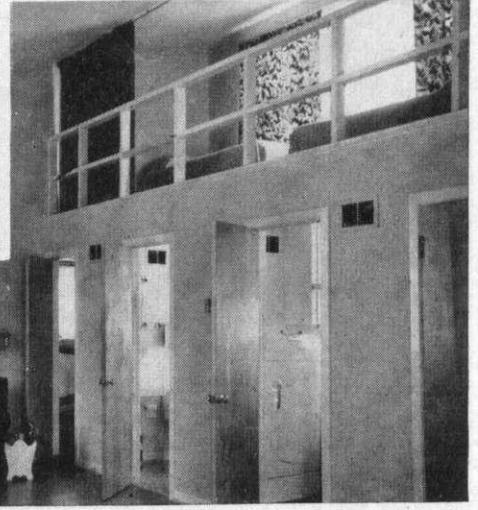
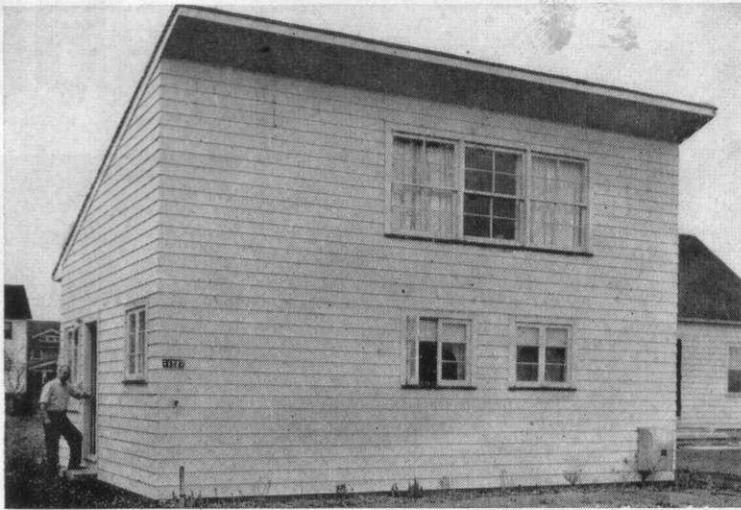


Photo by Cleveland Press

An unusual house, like a better mouse trap, will bring people beating a path to your door. That's what Glenn V. Wagner, Ticket Agent at Linndale, O., is learning.

Glenn, with the Central five years, has just finished having a house built for him. It happens to be, so far as he can find out, one of only two like it in the country. That's why total strangers ring the doorbell and ask to come in and look around.

If what they see from the outside makes them look twice, the inside sets them goggling. The exterior is novel, with its roof that goes up but doesn't come down

(see above) and its deliberate lack of a front door—as Glenn puts it, "We have the front door at the side." But inside, the house really takes off.

The living-dining room extends the full width, and height, of the house. Along one side runs a balcony (see above), which looks as if it might be intended for television viewers but actually serves as the bedroom when a curtain is drawn across it.

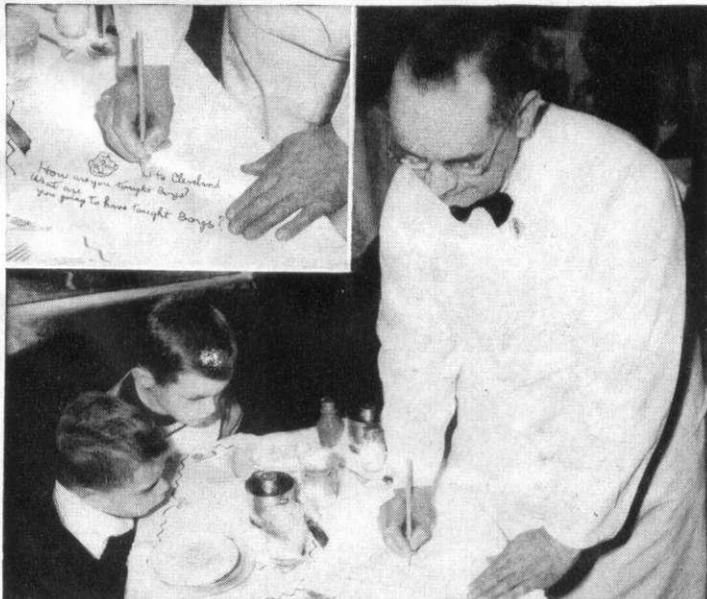
The space beneath the balcony is divided into four rooms, one big enough for a den or even a small bedroom, the others

used for kitchen, bath, and utility room respectively.

A contractor built the house for Glenn from plans in a magazine. Total cost ran about \$7,000. A bachelor and living with his parents, Glenn is renting the house to a couple with one child, who say it gives them plenty of room. Later, he intends to live in it himself.

No carpenter, Glenn has confined his part in building the house to installing some of the interior trim (see above). He's doing the landscaping, has the lawn in already.

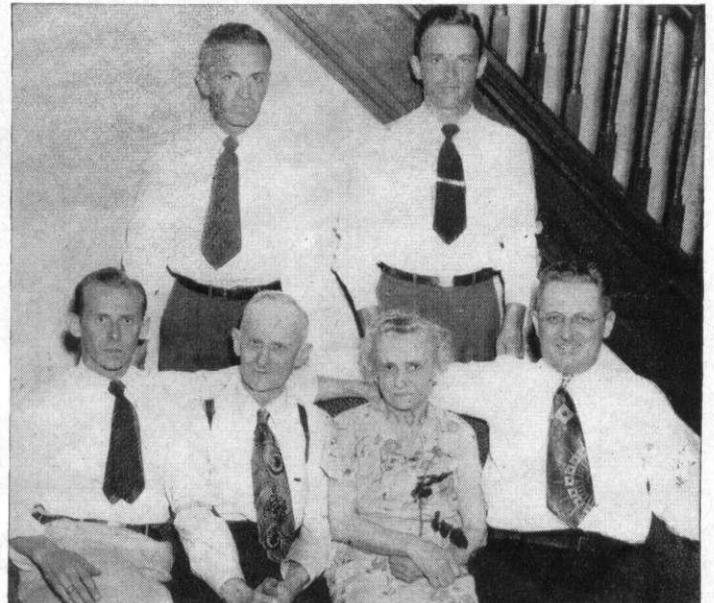
Writes Wrong



PAUL STRONG writes the wrong way, and people love it. Especially children. When Paul waits on them in the dining car of the Central's Mercury, they get almost as much kick out of watching him write upside down and backwards (see above) as they do out of the food.

Paul learned his right-to-left, bottoms-up penmanship by watching it done on the stage, then practicing it at home. He uses it to entertain kiddies—and some grown-ups too—during meals in the Mercury diner. He also can read upside down, puzzles customers by knowing their order before they finish writing it on the meal check.

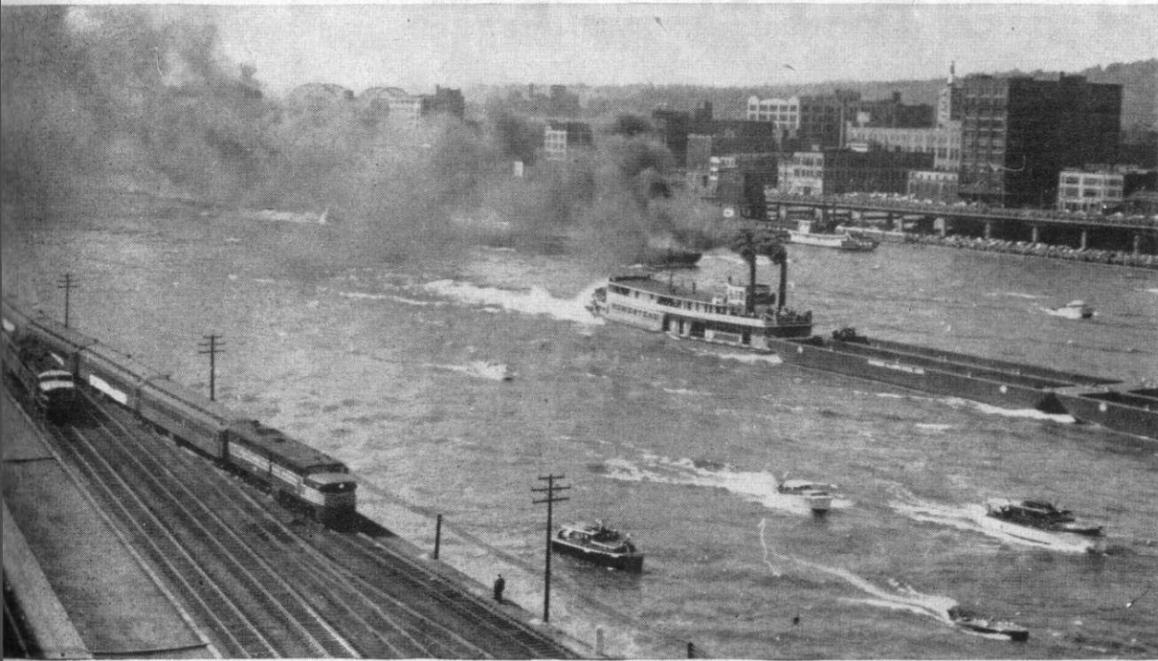
The Conaghans



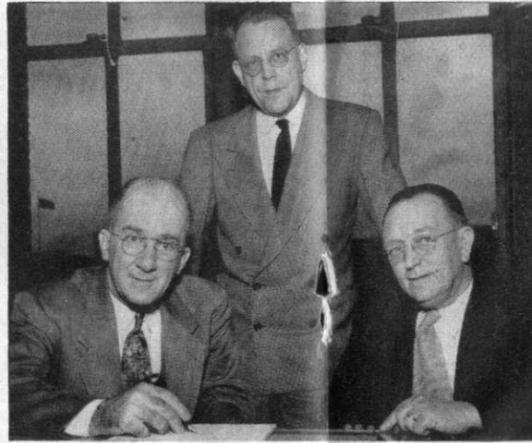
WHEN Mr. and Mrs. O. J. Conaghan (center, front row) celebrated their golden wedding anniversary May 31, four New York Central veterans were there to congratulate Mom and Dad.

The sons of the Conaghans, who have a combined NYC service total of 73 years, are Arthur (rear row, left), Agent at Marengo, O., who joined the Central in 1925; Jim (right), Agent at Pickerington, O., with NYC since 1941; Stein (left, front row), Agent at Pemberville, O., with NYC since 1941; and Richard, Dispatcher at Columbus, O., who joined the Central in 1920.

HEADLIGHT HIGHLIGHTS



TRAVELING GRANDSTAND was the special train (left foreground, above) operated by Pittsburgh & Lake Erie Railroad for viewers of annual steamboat race on Ohio River at Pittsburgh. In midstream is the *Homestead*, stern-wheeler of the U. S. Steel Corp., which beat Jones & Laughlin's *Titan* in the 3½-mile event as the 21-car, Diesel-pulled train kept pace.



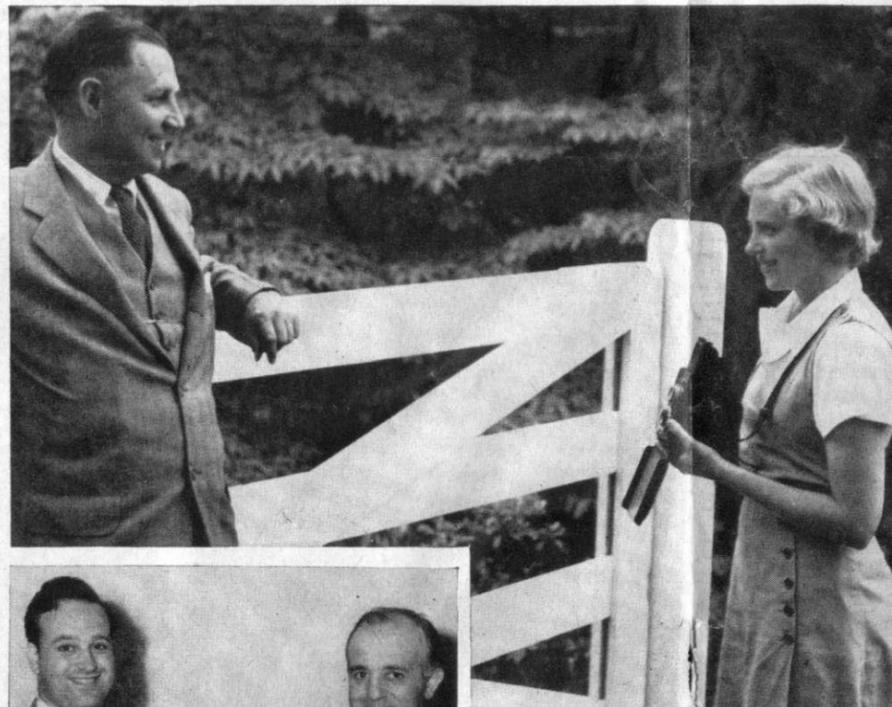
ON THE AIR often are this trio of amateur radioists from the Central's Freight Traffic office, Cincinnati: (l to r) Charles Kleman, Charles V. Sheriff, George T. Magee.



PLENTY OF ADVICE for Engineman James J. Stanard (in cab) is given by locomotive engineers on ground, who were about to board special Cleveland-Niagara Falls train provided by NYC for delegates to annual convention of Brotherhood of Locomotive Engineers. Falls outing was part of program.



↑ **GOOD SCHOOLS** are interest of Joseph F. Buckley, NYC Traffic Supervisor at South Bend, Ind., shown with wife and children at P.T.A. meet they attended at Long Beach, Cal., on his vacation.
 ← **SILVER** anniversary with NYC brings Head Interline Clerk Margaret Huston congratulatory letter from President Metzman, presented by District Station Accountant W. J. Leonard at New York.



↑ **SHOOTING DAD** is Georgia Harwood, daughter of General Passenger Agent Herbert H. Harwood, Pittsburgh. She recently won \$500 prize in Eastman Kodak's national high school photograph contest.



← **CHAMPS** in this year's American Transportation Bowling League tournament are doubles pair Jim Zito (left) and Joseph Salerno, of Equipment Engineering Department, New York, holding trophies.



↑ **HONEYMOON** plans are checked by Redemption Clerks Miriam Bachran and James Gilligan, New York, wed in June.



→ **HOME** of Washington Irving, at Sunnyside, N. Y., draws visitors. NYC has opened a station at Sunnyside, near Tarrytown.

Central People Are Leaders

New York Central people are filling positions of leadership in organizations connected with railroad work. A number of them have been elected recently to offices in various rail groups.

Henry Coffman, Industrial Agent at Chicago, was chosen first vice president of the American Railway Development Association at a convention in Omaha, Neb.

Fred W. Otten, of the Passenger Traffic department, Indianapolis, was elected president of the Passenger Club of that city.

Genevieve Sonnie, Clerk in the office of the Superintendent of Shops at Collinwood, O., is the new president of the Cleveland chapter, Railway Business Women's Association.



Mr. Otten (left) and Division Passenger Agent L. J. Hennessey.



Mr. Coffman, named to post in industrial development group.



Miss Sonnie, president of Cleveland chapter, rail gals club.

The Graduating Gilberts

This is graduation year for the Gilberts, NYC family of New Richmond, O.

Six Gilberts—Mother and five of the children—finished courses in college work last month, taking bows on five different campuses spread between Westerville, O., and Boulder, Colo.

Mrs. Gilbert, who housewives the family's 54-acre farm while Mr. carries on his job as Big Four Assistant Signal Engineer (see news of his recent promotion on page 11), donned cap and gown to receive a certificate in journalism from the University of Cincinnati evening school.

Son Raymond, an air force major, received a degree from Ohio State University, Columbus, O., where he specialized

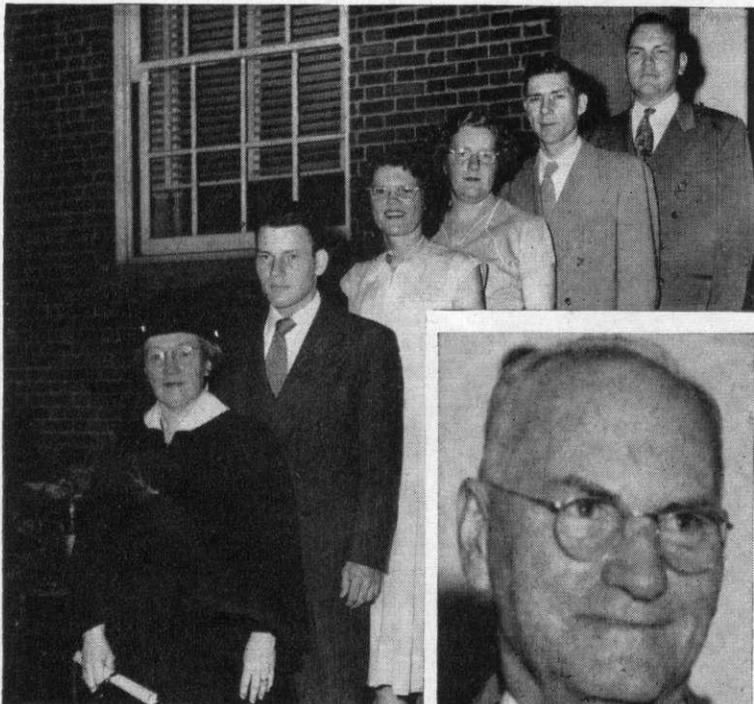
in physics and mathematics. Son John, working in the same field, got his degree from Ohio University, Athens, O.

Two Gilberts—daughter Janet with a Bachelor of Education and son Charles with a Master of Arts—were among the graduates at Otterbein College, Westerville, O.

Daughter Shirley received a chemical engineering degree from the University of Colorado at Boulder.

Mr. Gilbert has been with the Central since 1908, when he started as a Signal Helper at Mattoon, Ill. He has been at Big Four headquarters in Cincinnati since 1915.

Mrs. Gilbert will go to school next fall—to study antiques.



The Gilberts: Mother, John, Janet, Shirley, Charles, Ray, Dad (inset).

Airline People Told NYC Service Sets Pace

A healthy pat on the back was bestowed on New York Central passenger service recently, and it came from no less a source than the public relations counsel of a big international airline.

George H. Lyon, well known public relations authority and counsel on such matters to Pan American World Airways, told a Pan American staff conference of his experience on some recent trips via NYC.

He told of riding "two crack trains and several locals that played the whistle stops" and said that "all along the line ticket salesmen, porters, conductors, and brakemen succeeded in convincing me that their primary interest in life was to see

that I got a good ride for my money."

"The railroad men were all politeness, smiles, and courtesy," he reported. "The customers invariably seemed to be right."

Pointing out that Pan American and the Central don't compete directly for business—Pan American is strictly an overseas carrier—Mr. Lyon said, "Nevertheless, the Central is setting a standard for passenger handling which may establish the pattern for all forms of transport."

F. H. Baird, the Central's General Passenger Traffic Manager, remarking on Mr. Lyon's comments, said, "The kind of service Mr. Lyon received is the kind we should strive to give every single NYC customer. This praise from a public relations expert should be a challenge to all of us, something we should live up to, in our own jobs, every day."

The Empire State Kept Its Date

The whole second grade of Woodlawn, (Schenectady, N. Y.) school was waiting breathlessly beside the tracks as the Empire State Express neared the Kings Road crossing.

The Empire was going to slow down so they could get a good look, they had been promised. And the engineer was going to give a special toot on the horn and wave to them from the cab of the Diesel engine.

The second graders had been studying about railroads, and one of them had written the Central to see if a "date" with the Empire could be arranged. Trainmaster E. J. Jones and Division Passenger Agent C. H. LaFond worked it out, and the Empire kept its part of the bargain. The children were thrilled.

Man Just Can't Forget That Good 'Punkin' Pie

Thirty years is a long time to remember a piece of pumpkin pie, but three decades didn't dull P. Malloch's memory of the tasty pastry he enjoyed in 1919 in the dining room (since closed) of the Michigan Central's St. Thomas, Ont., station.

Mr. Malloch recently wrote to the MC from his home in British Columbia, saying he couldn't wait any longer for a piece of that pumpkin pie and would they please send the recipe.

He recalled that at the time, he had heard of the station's wonderful pie and had walked a mile to get a piece of it. "It was worth every step," he added.

'Subsidies Okay (For Us, That Is),' Says Air Man

He's not worrying about tax-paid subsidies to the airlines, and neither should anybody else, a witness recently told the Senate interstate and foreign commerce committee.

He was Robert Ramspeck, executive vice president of the Air Transport Association, testifying before the committee.

Mr. Ramspeck said airline subsidy "is completely irrelevant to an inquiry into railroad problems and their solutions." In fact, he wasn't sure the airlines were being subsidized at all, at least so far as air mail pay is concerned. "There is certainly no agreement," he said, "that the compensation received by the airlines for transporting the mail contains any subsidy at all."

[In the year ended June 30, 1949, the Post Office Department paid the airlines 6½ cents for each piece of mail handled, got 7½ cents per piece from the public. It paid the railroads 1/20 of a cent for each piece of first class mail they handled, got 3 1/5 cents per piece from the public.]

Alertness Vital, Says B. of L.F.E. Chief

This year the Central and other railroads are working to make a good safety record even better. D. B. Robertson, president of the Brotherhood of Locomotive Firemen and Enginemen, prepared this statement on safety for the HEADLIGHT.

EACH year, in one way or another, we set a safety record in this country. Sometimes we establish quite a few records. But there is danger in looking back upon our achievements in accident prevention. It is entirely possible, in our pride over a job well done, that we will strain an arm while patting ourselves on the back.

Practicing safety means being alert to harmful possibilities. Safety and liberty have one thing in common: Their price is eternal vigilance. Only one moment of carelessness is needed to destroy either of them.



Mr. Robertson

Railroaders Are Aware of Need

Few groups are more aware of the true meaning of safety than those of us in the railroad industry. We have been leaders in its doctrine and in its practice. The reduction in

hazards in the railroad industry testifies to ceaseless and conscientious effort to prevent injury and loss of life. Yet accidents continue to occur, and their occurrence plus the success of past safety work should spur all of us to search for even greater safety.

We know the inestimable value of safety engineering. Machinery approaches the state of operational perfection where we are tempted to call it "foolproof." But it is not . . . machinery never will be that perfect.

Vigilance Must Be Constant

Machines cannot think — only man possesses the blessed gift of thought. The machine does not know when it is beginning to function inefficiently and, as result, to create a hazard. The human operator must detect the defect and correct it. Thus, despite our ingenuity and inventiveness, we are returned to the necessity for eternal vigilance. That vigilance must extend to all waking moments, not just those on the job. Safety vigilance demands that all of us work at all times not only to perform our tasks without exposure to needless risk but to search out new ways of reducing danger and to insist upon adoption of new safety measures.

We must remember that safety methods are more than mere precautions: they are the assurance we give ourselves that we and others may continue to live.

More Shippers Get In on Pacemaker

Benefits of fast, dependable Pacemaker less-than-carload freight service are now shared by a wider range of mid-state New York shippers with the start of coordinated truck service between Syracuse and several surrounding points.

Supplementing the rail movement of merchandise freight in fast, especially equipped Pacemaker trains, the Central is us-

ing truck service to feed shipments from such off-main-line points as Fulton, Oswego, Mexico, Lycoming, Phoenix, Clay, Liverpool, Auburn, and Camillus into Syracuse, where they are loaded in Pacemaker and other merchandise cars for expedited movement to destination.

The same plan works in reverse for shipments consigned to the truck-served points.

Time saved for shippers runs from one to four days. Typical of shipper reaction is that of the Oswego Falls-Sealright Corp., Fulton, manufacturer of ice cream and dairy products containers and caps. Sealright counts on the new service to boost sales by speeding deliveries to customers, giving them competitive advantage of prompt availability.



At inauguration of coordinated truck service are (left to right) Frank C. Ash, of Oswego Falls—Sealright; R. J. Lynch, NYC Assistant General Freight Agent; H. M. Gray, O. R. Hughes, J. J. Carroll, all of Oswego Falls—Sealright; Harry Ellsworth, Agent at Fulton; W. J. O'Connor, Traveling Freight Agent.

Move Up Ladder At System Points

Appointments in the Signal department, Big Four, are among promotions and transfers on the System in recent weeks. Arthur M. Gilbert has been named Assistant Signal Engineer, with headquarters at Cincinnati.

I. D. Hesler succeeds Mr. Gilbert as Office Engineer—Signals at Cincinnati. H. T. Gullett, formerly Signal Supervisor at Bellefontaine, O., moves to succeed Mr. Hesler as Signal Supervisor at Mattoon, Ill. T. M. Hayes follows Mr. Gullett.

P. R. Whited has been appointed Assistant Chief Signal Inspector, with headquarters at Cincinnati. J. R. Ragsdale moves up from Relay Inspector to General Signal Foreman at Mattoon, being followed in his former position by C. J. Huffman.

K. D. Matheny has been named Signal Maintenance Foreman at Indianapolis.

The following Trainmaster appointments have been announced:

William A. Withall, Grand Central Terminal, New York.

C. D. Reed and F. E. Weaver, St. Lawrence Division.

F. K. Mitchell Jr., Hudson and Mohawk Divisions.

R. J. Dorey, Pennsylvania Division.

J. W. Hobb, Syracuse Division.

Liberty Bell Hangs In Grand Central

Grand Central Terminal, New York, housed in replica last month the historic Liberty Bell which rang out the tidings of American independence in 1776.

Displayed in GCT to aid the "Independence" savings bond drive, the papier-maché duplicate (with authentic crack) attracted wide attention.

Speaks at Batavia

L. J. Sheils, General Car Service Agent, addressed the Kiwanis Club at Batavia, N.Y., recently, presenting the railroad industry's arguments for fairer treatment from government and a better break with presently subsidized competitors.



Safety Rallies

continued to highlight the Central scene during the early summer months as large crowds turned

out at a number of points for family parties featuring the safety theme. Good example of the enthusiasm with which Central people have backed the parties, run by local safety committees, is the packed auditorium at Jersey Shore, Pa., shown in picture above. Other System points at which recent rallies have been held are Cleveland; Columbus, O.; Ashtabula, O.; Corning, N. Y.

Youngsters from the audience play big part in Central safety rallies. For going on stage at Jersey Shore to play safety games and demonstrate child safety, kiddies below received candy.

Left to right, Superintendent L. W. Fisher, General Manager K. A. Borntrager, and Assistant Superintendent J. E. Crowley at Columbus rally.

Not a department store display, but some of the door prizes awarded at rally in Cleveland. Clerk Helen Stebic looks over "loot" before drawings are held.



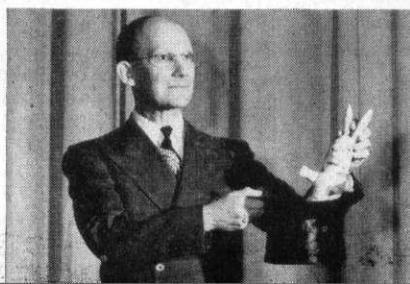
Buddy Rhinehart, son of NYC Crane-Operator, and Marie Paucke, whose dad is a hostler at Newberry Junction, Pa., had a good time at Jersey Shore safety night.



Tony Paolillo (top), Crane Operator, sang at Ashtabula party. The magician pulling rabbit from hat is J. McIlwain, at Jersey Shore.



Talented members of NYC families provide entertainment at safety meetings. Below, Eloise Holtzinger, whose father is Clerk at Newberry Junction, does dance routine at Jersey Shore.



Club News

At Albany

Topping its quota of 1,500 members, the Albany district Railroad Y.M.C.A. wound up its recent membership campaign with a total of 1,645 on its rolls.

Leading team in the drive was the West Albany locomotive shop group, including W. P. Kirk, E. E. Hilliger, T. LaPolla, E. Sundberg, and George Fraley. They accounted for 350 memberships.

At Pittsburgh

Leading individual performer in the Pittsburgh & Lake Erie Athletic Association tenpin



Frank DiCenzo

league at McKees Rocks, Pa., the past season was Frank DiCenzo, with an average of 193 and nearly a dozen 600-plus series to his credit. Frank, a Machinist, plays with the machine shop softball team and comes from a family long on P. & L. E. service and athletic ability. Brother Marty is in the electric shop and manages its softball team. Uncle Ike, Machinist with 32 years of service, bowls. Dad, Martin Sr., has been a P. & L. E. Machinist for 30 years.

At Hamilton

Six teams are keeping things hot in the softball league of the Toronto, Hamilton & Buffalo Railway social and pension club at Hamilton, Ont.

Buttons, Buttons, He's Got the Buttons

Ask most people what you'll find behind a button and they'll tell you, "A vest." Ask retired Indiana Division Conductor H. L. Minning and he'll tell you, "A story."

Mr. Minning, who lives in Indianapolis, makes a hobby of collecting railroad uniform buttons and the stories connected with them. His collection includes specimens more than 100 years old and has won him prizes highly coveted among button fanciers.

He belongs to the National Button Society, the elite group of his hobby, and every year exhibits some of his best items at the Society's meeting. Last year he took two blue ribbons in competition with five other exhibitors of railroad buttons.

Collects Their Histories

Mr. Minning collects not only buttons, but also their histories. "When I get a button that is strange to me," he says, "I start out to get the 'lowdown' on it. I condense my information into a few paragraphs and keep it on file for easy reference."

As a result, Mr. Minning has an interesting history of early American railroads. He corresponds with other collectors and



Retired Conductor Minning with part of his button collection.

authorities and has all the facts on each button before ever presenting it in official display.

The oldest item in his collection was worn on the uniform of a Boston & Providence Railroad conductor in 1831. He has another from the Providence & Worcester Railroad dated 1847. A "BHRR" button in his col-

lection is from the Brooklyn Heights Railroad, Brooklyn, N. Y., originally a horse car line and later an electric cable car line. His collection includes many foreign railroad buttons.

Mr. Minning made his last run as a Conductor from Chicago to Indianapolis on Dec. 31, 1949, but since that time he has been kept busy with his interesting hobby.

Beech Grove Unit Gets Colors

The 753rd Railway Shop Battalion, an affiliated army reserve unit sponsored by the New York Central System at Beech Grove, Ind., shops was honored with the presentation of colors in reactivation ceremonies recently.

During World War II the unit saw service throughout the North African campaign and was

later transferred to the Philippine Islands and Japan. It is now commanded by Major Charles A. Pease, General Foreman of the Englewood, Ill., roadhouse. He is the only member of the unit not from Beech Grove.

The unit's camp training is set for Sept. 17-Oct. 1.

Not Bad for a Young Man

C. E. Smith, Chief Clerk in the Valuation department, Cincinnati, has learned a lot about bowling in his 67 years. He used some of it recently to take second place and \$550 prize money in a Cincy pin tournament, scoring 1,047 for five games.

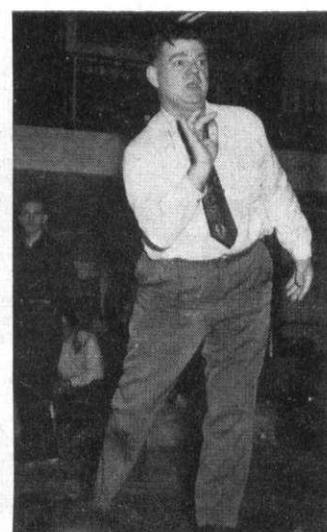
People Who Bowl



At left, W. Kostidney watches woods go down as he rolls for Michigan Central Police department in annual match with Lines West. (MC won by eight pins.) At



extreme right, Fred Curry of Lines West tells the ball, "Easy now!" In center photos, P. & L.E.'s top duckpin bowler Jim Yates and Bill Switzer, captain of cham-



pion Equipment Engineering tenpin team in New York, show difference in size between the little and big pins used in their respective leagues.

NYC Ad Chief Dies, Retired Twice

A long and colorful career in railroad promotion was recalled last month with the death of Philip V. D. Lockwood, retired Advertising Manager of the New York Central System.



Mr. Lockwood

Born in Brooklyn, N. Y., Mr. Lockwood joined the Central in 1887 as a Clerk in the General Passenger Agent's Office. He later transferred to the Advertising Department and was named Manager in 1908. In that position during a period of great growth in travel and industry along the NYC, he saw and helped advertising grow into the important role it plays in railroading today.

Retiring in 1941 at the age of 70, he came back to the Central the following year because of the war, and stayed until 1945.

Credit Unions

The HEADLIGHT for last April carried an article on NYC employe credit unions. Its statement about credit union office facilities has caused some misunderstanding among credit union members. Gist of facts is: credit unions get space at charge based on out-of-pocket costs, such as light, heat, maintenance, etc.

Deaths

Arthur J. Shane, 59, Tower Operator at Erie, Pa.

John A. Pallas, 64, Chief Clerk at Utica, N. Y.; joined NYC in 1910.

E. M. McCullough, Supervisor of Bridges and Buildings at Corning, O.

B. J. Schwendt, Assistant Signal Engineer at Cincinnati.

John Bowers, retired Painter at Utica; retired 1935.

Frank T. Burns, Engineman at Syracuse; joined NYC in 1920.

George R. Ingersoll, 76, retired Purchasing Agent; worked with NYC over 25 years.

Peter Beecher, 69, Yard Engineman at Utica, N. Y.

Samuel K. Bowers, 66, retired Engineman Mohawk Division; joined NYC 1907, retired 1950.

B. J. Schwendt, Leader In C.T.C. Work, Dies

B. J. Schwendt, prominent developer of innovations in railway signaling and one of the early developers of centralized traffic control, died recently.

As Assistant Signal Engineer, Mr. Schwendt had the Big Four as his territory, with headquarters at Cincinnati.

Mr. Schwendt was active in studies and experiments leading to the development of centralized traffic control ("automatic railroading") early in the century. Partly as a result of his work, the first C. T. C. installation in the world was made on the Central.

Gold Passes Are Presented To Long-Service Veterans

Four more Central men reached the half-century mark in their System careers during recent weeks and received Gold Passes.

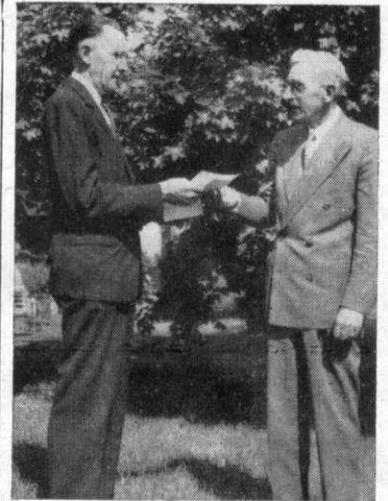
A Pennsylvania Division Trainmaster, L. B. Terbrack of Jersey Shore, Pa., received his Gold Pass from Superintendent H. B. Tucker. Mr. Terbrack came to the NYC at Buffalo as a Messenger, moved to Newberry Junction, Pa., in 1913 as Chief Clerk, and was appointed Trainmaster in 1926.

P. H. Winston, Hudson Division Engineman, spent his entire 50-year NYC career on that Division. He joined the Central as an Engine Wiper at Albany, served as both a freight and passenger Fireman before appointment to his present position.

Yard Clerk Myrtle C. Tarbell of Malone, N.Y., started his Central career on the Adirondack Division as Station Baggage man at Loon Lake, N.Y. He was transferred to Malone as an Operator in November, 1900.

Mr. Tarbell has served there as Manifest Clerk, Ticket Agent, and Night Yardmaster.

Comptroller G. H. Albach presented a Gold Pass to Special Accountant E. J. Kolmorgen in New York City. After joining the Central as an Office Boy at Cleveland, Mr. Kolmorgen advanced through the positions of Clerk and Bookkeeper until he was transferred to New York in 1915.



Mr. Terbrack (r) and Mr. Tucker

Road Lays Carpet For Mr. Moose

Up in Alaska, the moose population hasn't yet been educated not to walk on railroad tracks. In fact, the antlered animals even like to cross railroad trestles by trotting over the ties.

Every so often one of them makes a misstep, with the result that his foot goes down between the ties and he is caught.

To prevent such mishaps, sheet iron plates have been installed under the ties on many trestles. Railroad men call the plates "moose carpet."

BEN BUNGLE



At Franklin, Vet Of 34 Years Is 'Bub'

A man with 34 years of service is a greenhorn around the Central's freight station at Franklin, O., where five men have a combined total of 204 years with NYC.

Agent J. P. Foley has 50 years; Chief Clerk Harry Darmody, 42; Cashier H. G. O'Neal, 41; Clerks L. B. Miller, 37, J. A. Bishop, 34.

(Solution to NYC crossword puzzle which appears on page 6.)

H	O	W	E		B	E	E	L	I	N	E	R		E	R
I	T	E	M		E	N	G	I	N	E	R	Y			
G	H	A	S	T	L	Y		N	O	M	A	N			
H	E	P	E	T	O	N	S		O	L	D				
B	R	O	W	N	S		N	E	R						
A	W	N	E	D											
L	A	S	T		H	O	W	E		E	L	I	A		
L	Y	N	L							I	F	T	I		
					B	E	A	D		B	O	S	T	O	N
E	P	I			U	R	B	A	N		O	R	T		
R	I	G	O	R		A	R	S	H	I	N	E			
I	N	O	D	I	A	T	E		A	L	E	S			
E	S	T	E	E	M	E	D			G	E	L	S		

Quiz Answers

Here are the answers to the Railroad Quiz which appears on page 6. To read, turn the page upside down. Then check your score with the ratings below to see how well you have done.

- 1. c (Automobiles)
- 2. b (Detroit)
- 3. a (Switches)
- 4. c (Between cars)
- 5. a (Bulawayo)
- 6. c (Elhyl mercaptan)
- 7. c (Four times)
- 8. a (Multiple unit)
- 9. d (Different gauges)
- 10. d (Niagara)

If you have answered correctly

- All 10
- 9 to 9
- 1 to 5
- None

Then you

- Are really good
- Really aren't bad
- Can do better
- Can't do worse

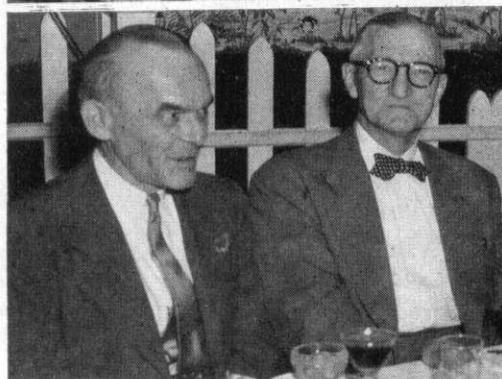
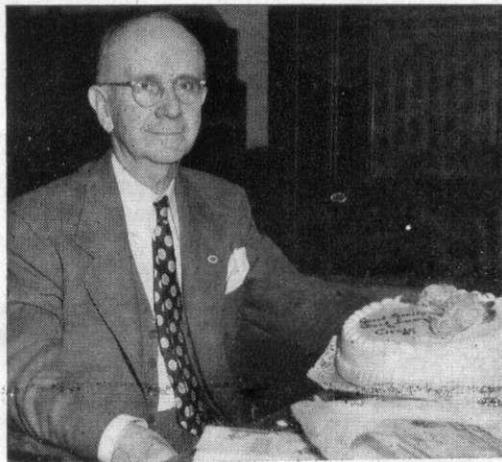
Tell-a-Photo

This was a pay car, used in the days when railroad pay came in cash. The car would start out "loaded," as the saying goes, and travel from one division to another. Pay clerks lived on the car, had cook to get their meals. Car in picture was in service on Pittsburgh & Lake Erie Railroad.

Monthly Roll Shows Recent NYC Retirements

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.

Adams, Richard C., Ironworker, Albany	32 11
Alekna, Baltramiyos, Section Laborer, Welland, Ont.	26 1
Anderson, Alvin H., Locomotive Engineer, Chicago	36 6
Babcock, Peter W., General Yardmaster, Victoria, Ont.	36 11
Baird, Raymond, Conductor, Mt. Carmel, Ill.	37 11
Baker, Fred C., Assistant Signal Maintainer, Oakfield, N. Y.	24 9
Bates, Samuel J., Agent, Port Leyden, N. Y.	44 11
Behrendt, William, Section Laborer, Blue Island, Ill.	14 11
Bernard, Pierre, Machinist Helper, West Springfield, Mass.	20 9
Bertolone, Peter, Cook, Chicago	18 11
Biegas, Albert A., Car Cleaner, Jackson, Mich.	22 9
Blattman, William J., Locomotive Engineer, Hudson Division	49 2
Boulet, Victor L., Section Foreman, St. Lawrence Division	40 6
Breiding, Horace O., Agent, Kendallville, O.	39 11
Brennan, John F., Conductor, New York	36 7
Brugler, Charles, Locomotive Engineer, Ohio Division	46 8
Butler, Edward M., Assistant Signal Maintainer, Springfield, O.	31 9
Camelio, Salvatore, Section Foreman, Camelot, N. Y.	37 3
Carpenter, John C., Machinist, Eikhart, Ind.	32 2
Carsman, Edward C., Joint Facility Accountant, Chicago	37 8
Caton, John H., Hostler, Mattoon, Ill.	29 5
Cherry, Martin, Janitor, Cleveland	22 5
Chesley, Bert E., Water Supply Helper, Mattoon, Ill.	12 9
Cleary, Michael E., Locomotive Engineer, Syracuse Division	49 11
Collicott, Harry H., Train Baggage-man, Michigan Division	43 0
Collins, Patrick J., Locomotive Engineer, Buffalo Division	43 3
Cummings, Timothy J., Carpenter, New York	20 3
Dewitt, Frederick P., Car Inspector, Allston, Mass.	20 7
Dorsett, Ennis E., Conductor, P&E Division	39 5
Duff, James F., Power House Engineer, Newell, Pa.	29 9
Dunlap, James C., Yardmaster, Detroit	40 11
Eddy, William J., Boilermaker, Beech Grove	38 4
Eisele, Frederick L., Meter Clerk, New York	46 1
Elliott, Bert, Brakeman, Buffalo Division	48 2
Emmons, Clyde E., Conductor, Illinois Division	39 5
Farrell, Owen T., Truckee, Albany	37 6
Fetters, Clessie C., Section Laborer, Ohio Division	21 11
Fisher, Ralph E., Locomotive Engineer, Illinois Division	32 10
Frev, Benjamin P., Car Repairer, Cleveland Division	27 6
Fricciarelli, Antonio, Section Laborer, Buffalo Division	11 5
Genske, Henry E., Freight Truckee, Kingston, N. Y.	30 10
Glover, Ruby J., Crossing Watchman, Galien, Mich.	24 0
Gooden, Mrs. Jesse M., Clerk, Urbana, Ill.	47 6
Green, John H., Brakeman, Worcester, Mass.	43 8
Grodzicki, Frank J., Section Foreman, Detroit	34 8
Haire, Elmer T., Locomotive Engineer, Michigan Division	42 2
Hale, Rufus N., Section Foreman, Ridgeway, O.	21 9
Hammond, Clifford S., Conductor, Toledo Division	45 6
Handley, William H., Conductor, Ohio Central Division	29 8
Harmon, John S., Conductor, Ohio Central Division	32 9
Hellyer, Ellsworth D., Machinist, Minerva, O.	24 2
Hipple, Ross N., Trainman, Glassport, Pa.	43 10
Hoff, Kenner P., Telegrapher, Middletown, O.	39 1



Recently retired are: (Top left) C. E. Weigel, Clerk in the Superintendent of Equipment's office in New York. Mr. Weigel served with the Central for 48 years. (Bottom left) Trainmaster H. A. Offerman, shown at a dinner given in his honor in New York. At left is W. L. Elliot of the New Haven RR. (Top center) Electric Division Fireman George Dobbs. Here he says goodbye to Grand Central Assistant Stationmaster Harry Ruxton. (Center) Putnam Division

Engineman Charles Serhey, receiving a retirement certificate from Trainmaster George McHugh. At right is local chairman W. J. Kennedy of the B. of L.F.E. (Bottom center) Syracuse Division Engineman J. W. Kennelly, who spent 48 years with the NYC. (Top right) Jesse Knight, Mattoon, Ill., Stenographer, who had been with the Central since 1917. (Bottom right) Foreman C. A. Young, of Beech Grove, Ind., (left) with Shop Superintendent B. F. Orr.

Howland, William E., Locomotive Engineer, Albany Division	32 2
Hruska, Mike, Section Laborer, York, O.	13 0
Jackson, Irvin, Section Foreman, Indiana Division	32 4
Jackson, Walter H., Brakeman, Mohawk Division	32 7
Jenkins, Carl C., Telegrapher, Ohio Division	31 5
Kasuskanich, George, Freight Car Repairman, McKees Rocks, Pa.	24 2
Kearney, Alexis J., Machinist, Riverside, O.	27 4
Kelber, Julius, Coach Carman, Linndale, O.	47 10
Kelly, Frank, Section Foreman, River Division	35 0
Kenter, Joseph H., Locomotive Engineer, Illinois Division	37 3
Kietzman, August H., Section Foreman, Dutton, Mich.	37 1
Kirkland, Don G., Conductor, Pennsylvania Division	41 6
Knauf, Louis J., Crossing Watchman, Niles, Mich.	21 8
Kobelsky, Morris S., Car Cleaner, North White Plains, N. Y.	33 8
Korb, Arthur A., Checker, Syracuse, N. Y.	32 9
Lauders, Frederick W., Clerk, Detroit	34 1
Lavigne, Rudolph, Foreman, Pittsfield, Mass.	37 9
LeFauve, Ferdinand, Locomotive Engineer, Erie Division	43 7
Locke, Ernest M., Clerk, Boston	29 6
Lons, Earl R., Telegrapher, Western Division	42 1
Lumia, Giuseppe S., Checker, Rochester	33 5
McAndrew, Thomas J., Assistant Chief Clerk, Suspension Bridge, N. Y.	47 1
McDermott, Philip J., Chief Signalman, Albany	33 4
McWilliams, James F., Locomotive Engineer, Illinois Division	36 1
MacDonald, Herbert C., Assistant Head Clerk, New York	43 10

Maier, Thomas N., Conductor, Schenectady	29 2
Mahoney, Harold F., Locomotive Engineer, Syracuse Division	31 1
Malley, James H., Section Foreman, Malone, N. Y.	46 10
Mazurek, John, Car Repairer, Englewood, Ill.	40 1
Megank, Romain, Section Laborer, Lyons Yard, Ill.	24 6
Mestler, George C., Brakeman, Rochester	46 2
Miller, Guy M., Locomotive Engineer, Illinois Division	32 4
Montgomery, George W., Conductor, St. Lawrence Division	42 9
Morgan, Russell G., Mail Gang Foreman, Detroit	25 11
Nagel, John, Conductor, Weehawken, N. J.	40 8
Neill, Thomas H., Gang Foreman, West Springfield, Mass.	39 0
Nelson, Grover C., Boiler Inspector, Bucyrus, O.	42 4
Nelson, Herbert W., Locomotive Engineer, Boston Division	44 4
Norkus, Thaddeus, Section Laborer, Trenton, Mich.	19 9
Palmer, Dora M., Stenographer, Pittsfield, Mass.	29 9
Phaneuf, Fred, Section Laborer, Tilbury, Ont.	28 9
Phaneuf, Joseph A., Telegrapher-Clerk, Chateaugay, Que.	26 4
Pike, James, Machinist, Englewood, Ill.	42 6
Quirk, Ambrose A., Boilermaker, Collinwood, O.	27 5
Reali, Giacomo, Assistant Foreman, Schenectady, N. Y.	28 10
Roan, Lurly E., Coal Dock Operator, Hudson, Mich.	23 9
Roff, Charles H., Sheet Metal Worker, Beacon, N. Y.	47 5
Scherer, Frank, Telegrapher, Jackson, Mich.	32 9
Searrow, Joseph, Locomotive Engineer, St. Lawrence Division	48 3
Serbey, Charles, Locomotive Engineer, Putnam Division	38 5

Severance, Bertrand A., Clerk-Telegrapher, Falconer, N. Y.	32 1
Sexton, Walter J., Car Foreman, Porter, Ind.	41 5
Shubert, William, Locomotive Painter, Detroit	27 9
Sodt, Benjamin H., Locomotive Engineer, Michigan Division	46 4
Stanisci, Nicola, Wiper, West Springfield, Mass.	25 0
Sutfin, John D., Electrician, Chicago	39 11
Sweigart, Benjamin T., Conductor, Pennsylvania Division	45 6
Tardugno, John, Section Laborer, Ponda, N. Y.	25 7
Torres, Frank, Section Laborer, West Division	29 5
Townsend, John V., Machinist, West Albany	50 1
VanAllen, Lambert W., Locomotive Engineer, Hudson Division	45 9
VanAlstyne, Howard M., Foreman, Albany	45 6
VanWagner, James M., Locomotive Engineer, Albany Division	40 11
Wark, Charles, Machinist, West Albany	41 10
Weigel, Conrad E., Clerk, New York	48 2
Weikert, Alexander, Carpenter, New York	20 10
Weymouth, Oliver T., Pipefitter, Bellefontaine, O.	45 5
Wheeler, Howard P., Boilermaker, Brewster, N. Y.	31 6
Whittington, William M., Yard Foreman, Riverton, Pa.	27 0
Wohlever, Leo J., Yard Clerk, Elyria, O.	27 4
Yagee, Michael, Car Repairer, Detroit	29 11
Yarbrough, Charles G., Conductor, Ohio Division	31 11
Young, Charles A., Foreman, Beach Grove, Ind.	27 0
Zanchowsky, Walter, Freight Truckee, Utica, N. Y.	30 3
Zinkan, William F., Federal Boiler Inspector, Beech Grove, Ind.	40 8



HEADLIGHT

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'Getting Along'

"How to Get Along" was the title under which 10 suggestions for better living recently made their appearance. Not only will they help one get along in the world of work, it would seem, but they also should offer a fool-proof source of contentment in every department of life. Here they are:

1. Keep skid chains on your tongue. Always say less than you think.
2. Make promises sparingly, and keep them faithfully, no matter what it costs you.
3. Never let an opportunity pass to say a kind and encouraging word to or about somebody. Praise good work, regardless of who did it.
4. Be interested in others, in their pursuits, their welfare, their homes and families. Let everyone you meet, however humble, feel that you regard him as one of importance.
5. Keep the corners of your mouth turned up.
6. Keep an open mind on all debatable questions. Discuss, but don't argue.
7. If you have virtues, let them speak for themselves. Refuse to talk of another's vices.
8. Be careful of another's feelings.
9. Pay no attention to ill-natured remarks about yourself. So live that nobody will believe them.
10. Do your work, be patient, keep your disposition even, forget self, and you will be rewarded.

Let's Know the Facts

People Are Listening

—Another in a Series by G. Metzman, President—

LAST month there appeared on our Electric Division tracks the first of 100 new passenger cars we are buying for use in the New York commutation area. These cars, costing \$110,000 apiece, were designed specifically to enable us to handle efficiently, in comfort, the great and growing throngs of people who ride our suburban trains into and out of New York City.

The cars—of which more than 20 have so far been delivered—made an instant hit. The public expressed its delighted approval. The press applauded the Central for its progressive action in improving an essential service (one that has not for many years offered the prospect of profitable return).



Mr. Metzman

One Sour Note Heard

But one sour note was heard. A reporter for a New York newspaper, after quoting several enthusiastic passengers who praised the new equipment, told what some New York Central employes had to say about it. Some of them—including members of the crew manning the new cars—were quoted as complaining about several of their features—their length, their doors, their capacity, their design.

A trainman was quoted as saying, "It's time the public got a break. The company's got a damn good money's worth out of most of our cars—why, plenty of them have been running here before the passengers were born."

Many people reading that newspaper article—and perhaps many passengers hearing simi-

lar comment from these crew members as they worked (in air-conditioned comfort) the new cars—must have wondered whether railroad personnel have kept as up-to-date as railroad equipment has.

You would think that men whose well-paid jobs depend on the dollars and cents paid by the traveling public would be glad to have new and better equipment with which to serve that public.

False Accusations Hurt Good Will

You would think, too, that they would try to make their own jobs more pleasant—as well as more secure—by building good will for their company among the customers they daily deal with, instead of creating ill will among those customers by spreading misleading accusations against the company.

It is true that there are cars in commutation service which are older than some of the passengers they carry (and younger than some of them, too). But it isn't true, as the trainman's statement would have one believe, that the Central has made a lot of money out of the commutation service in which they are used. For at least 20 years, commutation traffic hasn't paid for the cost of maintaining it, let alone yielded a profit.

Speech is free, and a man has a right to say what he pleases. But, purely from the standpoint of a man's self-interest, it's hard to see how he can do himself any good by slandering his company. And he's very likely to do a great deal of harm, much of which will hurt him as badly as anyone else in the long run.

Let's Not Spite Ourselves

As railway labor and management representatives agreed a few months ago, in this business we all have to be public relations-conscious. We have to do everything we can to win more good will for the railroads, in order to attract more business and make railroad jobs secure.

We certainly aren't going to win good will if we go about planting malicious and false statements about ourselves. Let's be careful what we say. Let's tell all of the real facts. People are listening.

G. Metzman
President

THE HUDSON

*A silver snake upon a rugged emerald,
A broad river, flowing towards the sea,
Hedged in by high hills and fair rolling meadows,
Wending its way, enclosed, yet ever free.*

*Oft at evening I look from the train window
To the distant hills, that lie far up stream;
The long stretch of water and soft evening light
Lend themselves to the pleasures of a dream.*

—From a poem by J. W. Alexander,
Head Clerk, Payrolls, Passenger
Traffic department, New York

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