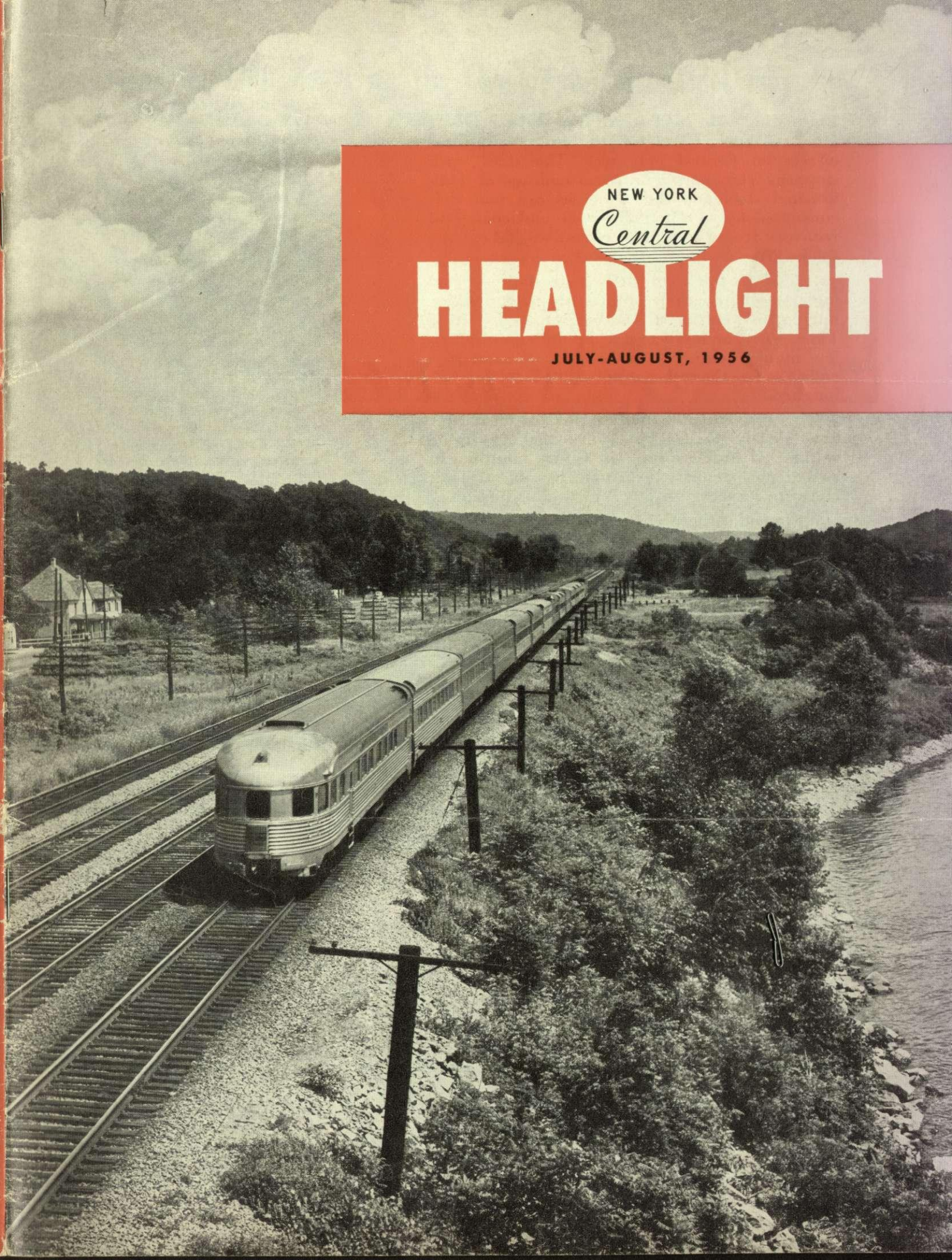
NEW YORK Central

HEADLIGHT

JULY-AUGUST, 1956



Your Job and Traffic Volume

The nation-wide steel strike that started July 1 hit New York Central hard and had adverse effects on Central employes. The steel work stoppage cut sharply into carloadings of both finished steel and the principal raw materials consumed by steel makers—ore and coal. Full recovery from the strike's effects will take many weeks after its final settlement.

Added to the steel strike, the nation's coal miners went on their annual two-week holiday during July, cutting still deeper into carloadings. Thus, with far less work to be done, and much less money coming in with which to meet payrolls, some Central employes had to be furloughed.

This unfortunate situation pointed up clearly how closely Central jobs are tied to traffic volume. If traffic volume in future months can be built up strongly, we should be able to look ahead to improvement in NYC's job situation.

Meanwhile, there is something we can all do to help bring this about. We can all get behind the drive our Sales departments are making for more business. In our own jobs, each of us can work to make New York Central service even better and more attractive to customers. Getting trains over the road on time, cutting loss and damage to freight, courtesy in every contact with the public—these are some of the things that can help.

Beyond our individual jobs, we can become salesmen for the Central among our friends, relatives, neighbors and the merchants with whom we deal. If they can tell from our talk that we're proud of Central service, they may be influenced to try it themselves. If they find out more about NYC service—through our telling them—they may start using it. Nobody knows all the factors that make up a customer's mind when he's routing a freight shipment or buying a ticket, but you can be one of those factors if you'll just make the effort.

If you're tempted to think the railroad business is too big to be influenced by just one person like yourself, remember that the entire New York Central System is made up of individuals like you. The effort you make toward doing your job a little better each day, toward getting new customers for the Central every time you have the chance, can be multiplied by a lot of other people doing the same thing. Together these efforts can do more than anything else to write an insurance policy on railroad jobs, including your own.

IN THIS ISSUE

YOUR JOB AND TRAFFIC VOLUME
An editorial 2

DE WITT CLINTON OBSERVES 125TH BIRTHDAY 3
A look at rail pioneer's achievements renews promise of future

THE GOLDEN YEARS OF RETIREMENT 4
Advance preparation and positive frame of mind are keys to successful retirement

HOW TO FIGURE YOUR PENSION . . 7

WHAT'S HAPPENING IN BUFFALO? . 8
Single modern, electronic yard will replace eight outmoded yards

SUPERVISOR'S QUALIFICATIONS DISCUSSED BY CHICAGO PANEL 9

EMPLOYMENT OFFICE EFFICIENCY BOOSTED BY NEW LAYOUT 10

HEADLIGHT HIGHLIGHTS 12
Around the System in pictures

SAFETY ACTIVITIES INCREASE THROUGHOUT SYSTEM 14

J. F. NASH NAMED TO TOP OPERATING POST; OTHERS APPOINTED TO NEW JOBS 15

NYC MOVES THE FREIGHT THAT TURNS BLUEPRINTS INTO REALITY 16

THESE ARE THE FACTS 17
About the Central's current business

25 YEARS AGO 17
PENSION POINTERS 18
CENTRALINES 19
PATS ON THE BACK 19
RAIL QUIZ 19
NEWS BRIEFS 20
MAILBOX 21
QUIZ ANSWERS 21
RECENTLY RETIRED 22

THE COVER: New York Central trains in the Mohawk Valley are now a sight taken for granted by New York Staters. It was in this same area that the Central's predecessor roads got their start in railroading 125 years ago. See page three.

NEW YORK Central

HEADLIGHT

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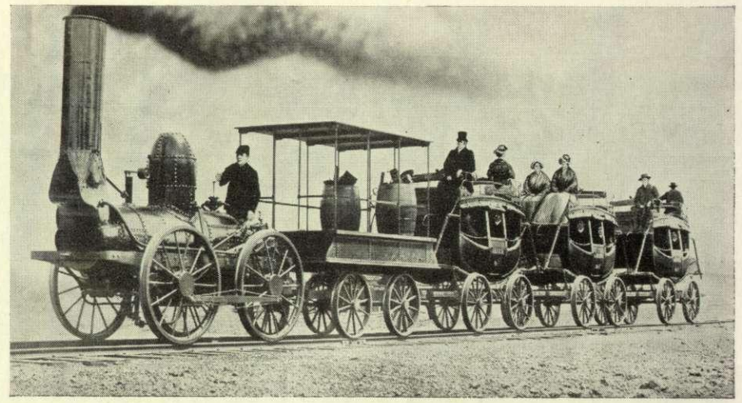
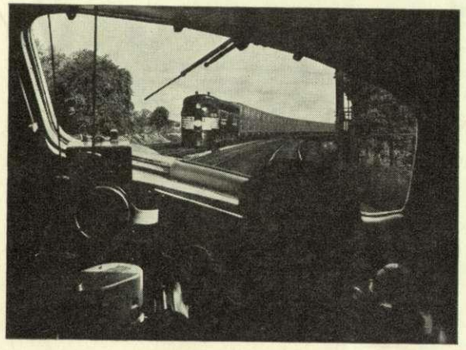
DeWitt Clinton Engine Observes 125th Birthday

A look at achievements of first rail pioneers gives renewed assurance for today and future



1831 FIRST TRAIN in New York State, DeWitt Clinton, made debut 125 years ago. Mohawk & Hudson became part of the Central.

1956 TODAY, tests of lightweight trains are making news on the Central. They may mark the opening of another transportation era.



FREIGHT TRAINS that now form backbone of Central's business were unknown when railroad service opened 125 years ago. Early trains carried passengers only, but railroads soon discovered market for moving freight.

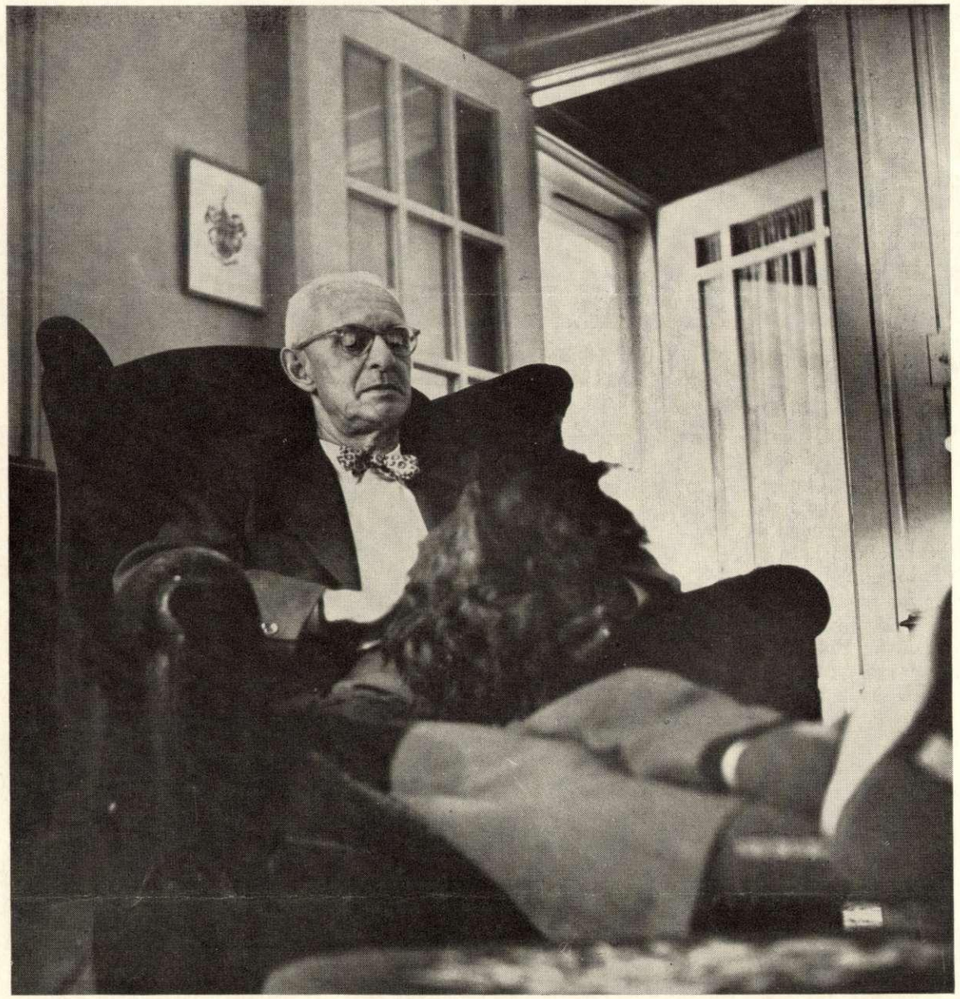
At the start a 17-mile railroad was built. It ran between Albany and Schenectady, N. Y. The beginning was an humble one, because in those days railroads were more laughed at than esteemed. But the founders of the Mohawk & Hudson Rail Road were men of vision and they saw the promise of the future for this new and radical form of transportation.

Exactly 125 years ago, on Aug. 9, 1831, the Mohawk & Hudson's first train made its debut. By today's standards, of course, it wasn't much—just a string of stage coaches with flanged wheels, pulled by a wheezing, coughing locomotive named DeWitt Clinton. The engine's name honored the New York Governor who had masterminded the building of the Erie Canal. In a few years canal and railroad would lock horns in battle for supremacy in the transportation field. And still more years later, merger of the Mohawk & Hudson with other growing railroads would form the New York Central System.

It's a long haul from the inaugural run of the DeWitt Clinton to today's streamliners, newly conceived lightweight passenger trains and high-speed freights. It's a story of vast changes in every phase of American life—changes in which the railroads played an important role by providing the basic transportation for the ever increasing needs of a nation in growth.

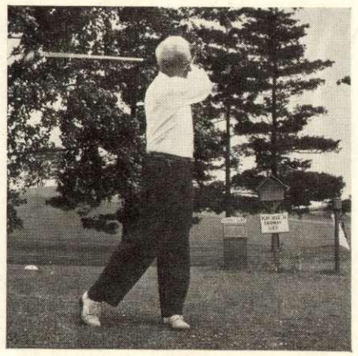
Today, the Central stands at the threshold of another era of growth and development as America's economy expands. As the nation enjoys the electronic era and moves toward the full fruits of the atomic age, NYC takes its place as a leader in transportation, planning and developing new ways to meet the demands of the times.

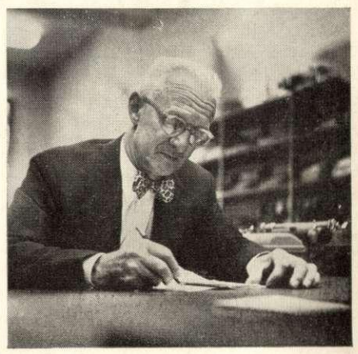
Looking backward for a moment to salute the memory of the DeWitt Clinton's first run can be a helpful pause. For it serves to remind us of the challenge which those first railroad pioneers met and from their achievements we can take renewed confidence for our own future.



Formula for Successful Retirement . . .

is sound planning before actual retirement date, according to Ken Knapp, Utica, N.Y. At home, Ken enjoys relaxing with "Toddy," prize-winning family Scotty. He finds plenty of time to indulge in his favorite outdoor sport — golf; fills in spare time with morning hour job at the Utica Typewriter Co. He recommends equal doses of leisure, exercise and light work for retirement.





The Golden Years of Retirement

Advance preparation and a positive frame of mind enable retired railroaders to enjoy to the fullest their pensions and man's longer life span

One man in the group said: "How are you enjoying your retirement?"

Ken Knapp answered, "Well, I'm really finding retired life very comfortable and pleasant. And I think the reason is that I started preparing myself for it well in advance. When the time came, I was ready."

Ken rounded out more than 47 years with the Central at the end of 1955 and retired from the office of the District Auditor of Disbursements at Utica, N. Y.

Continuing the discussion of retirement, he said, "Most of the men and women I know don't start thinking in earnest about their retirement until the time is almost at hand. Then, some of them look forward to it with gusto. But a lot of others view it with uneasiness and uncertainty. Like most other things in life, for retirement, good preparation pays off."

More than half of the men and women now working for New York Central will reach retirement age within the next 15 years. Conversations with a number of them and with several who have retired in recent months make it clear that Ken Knapp's statement hits the nail squarely. For many of them express their dread of the time when they will lay down their railroad work, while others are approaching that day with the enthusiasm of a person about to enter upon a new and exciting adventure.

Largely upon one's pre-retirement attitude and the pattern of life selected will depend whether retirement will become a period of boredom or one of enjoyment—a period of stagnation or one of dynamic living.

In the last 25 years the average lifespan has increased by 13 years. This means a person of 65 or 70 years old can look forward to living much longer than a person of his age a generation ago. It also means that every person is warranted in approaching retirement in a more cheerful and more purposeful frame of mind than could be expected of his counterpart a generation ago.

For one thing, retirement benefits under the Railroad Retirement Act bring to retirement years the secure knowledge of guaranteed regular income.

Retirement, then, affords an opportunity to do the things you've always wanted to do or always liked to do, but never had quite enough time or opportunity to do while working.

Every year, 3,300 New York Central men and women retire from active service and with the help of their pensions fit themselves into new patterns of living. Many of them have devoted their entire working careers to railroading, and the pensions they receive defray a substantial part of their living expenses.

Monthly checks

All of them will receive monthly checks from the Railroad Retirement Board—in most instances quite a bit bigger than Social Security payments to retired employes of other industries. Many will also receive regular monthly payments from the Central's Funded Contributory Retirement Plan or from the Central's Voluntary Retirement Plan. The amounts in all cases depend on both length of service and amount of earnings. (The basic details of these retirement plans appear on the following pages.)

Many railroaders own their own homes, purchased over the years with their New York Central earnings. Many have also accumulated property in the form of savings, insurance annuities, stocks, bonds or other investments—all of which will help to augment their pensions.

However, to get the most out of retirement, individual planning is necessary, and this is something that can be started well in advance of retirement.

Part-time employment

Part-time employment can help retired railroaders two ways. First, it can be a source of additional income. Second, it keeps a person active, mentally as well as physically.

Let's go back to Ken Knapp of Utica. He retired at the end of last December, using the closing weeks of the month for his regular vacation time. During that vacation period he made arrangements to work part-time for the Utica Typewriter Co. from 8:30 to 12:30 every morning.

"Those are good hours for me," says Ken, "because they let me have the afternoons free for golf. Even when the weather outside doesn't permit playing, I like to spend some time on an indoor practice range."

Going on about his golf, Ken says: "You know, it takes more than just talk to get enough exercise. It's very easy to let down and forget about it. I find the combination of exercise and working part-time—both with moderation—allows me to go on just about the same as before I retired from the Central.

"My pension," he continues, "gives me peace of mind. I know that any time I want to stop working (or need to) I can do so and still be sure of a steady income. My present part-time job keeps me alert and aware of things going on in the world about me. I don't intend to 'wilt on the vine,' as they say. And to keep me in trim both for the job and for a healthy life in general, the golf course offers me pleasant relaxation with my friends and plenty of moderate exercise."

Railroaders who, like Ken, retire because of age may not work for another railroad under the terms of the Railroad Retirement Act. However, there is no restriction on the amount

Please turn the page

Retirement Years

— continued

Age is no barrier to the full enjoyment of life . . . successful retirement requires sound planning

Details of how to figure your pension, appearing on this page, apply only to retirement benefits under the Railroad Retirement Act. If you would like fuller information about pensions and other benefits available under this law, write to the HEADLIGHT, asking for "Retirement Pamphlets."

In the next HEADLIGHT there will be a description of benefits available under the New York Central Funded Contributory Retirement Plan for Salaried Officers and Employes.

they may earn in another business after retiring from railroad employment. (Those who retire because of disability, however, are restricted as to the amount of outside earnings while receiving disability retirement compensation.)

Where to live

Most railroaders who own their own homes are content to remain where they are. That's the case with Ken Knapp, who enjoys his family and community ties and friendships—all of which contribute to his happiness. He has been thinking lately, though, of a trip to another section of the country just to see how he'd like it for full-time living.

This yearning to venture out, to try something new is found in many retired railroaders. It is a healthy feeling, symbolic of people who may have retired from business, but who certainly have not retired from life.

Any move, however, on a permanent basis or on a seasonal plan—south in winter; north in summer—calls for careful budgetary planning in advance, so that when the time comes, the dreams can be fulfilled.

Primary considerations in selecting a new place to live are whether the location provides the social, recreational and climatic advantages one wants, and whether the cost of living is within one's means.

Many persons who are undecided as to where to live upon retirement spend a vacation visiting places under consideration. This gives them an opportunity to explore and become fairly well acquainted with such localities before reaching a decision.

Any retired railroad man will tell you that, no matter where you live, you should have something to do to keep your mind occupied and to give you a certain amount of physical exercise every day. Having something to do and looking ahead are the secrets of continued happiness. As one retired man put it: "You should give as much thought to making retirement successful from the standpoint of happiness and contentment as you gave to earning promotions during your active railroad years." This, of course, does not mean that in retirement you should not take plenty of time for rest and relaxation.

A hobby for everyone

The happy pensioner also says that every man should have at least one hobby. This is true regardless of age, but it is especially important in the years of retirement. Fortunately, there is no end of hobbies which provide fascinating pastimes for all types of interests.

Some enjoy hunting, fishing, boating, traveling. Others like to study birds, insects, trees, flowers, rocks. Still others like to take pictures, or draw or paint. Many find pleasure in model building, in writing, keeping scrapbooks, tinkering with tools, whittling, veneering, cabinet making, book binding, collecting stamps, coins, pipes, canes, firearms, photographs, phonograph records, and so on. These are a few of literally thousands of things a man or woman can do to occupy time and thought.

Outdoor enthusiasts find opportunities for camping and hiking. Gardening is a fascinating hobby for many, and garden clubs provide social and recreational stimulation.

With his time his own and no rigid daily schedule to meet, the retired railroad employe has a greater opportunity to travel than ever before. He can select the time of year best suited to him for such trips, and he can remain away as long as he likes.

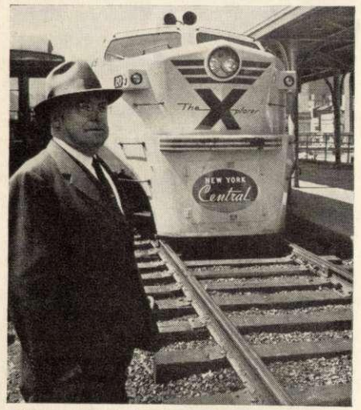
Though the average life span is longer than formerly, the need for observing the fundamental rules of health are as great as ever. These rules are: Eat nourishing foods. Drink six to eight glasses of water a day. Get plenty of sleep, exercise, fresh air and sunshine. Keep your weight down. Avoid over-exertion. Cultivate a cheerful outlook and, above all, avoid the three greatest health-wreckers of all—*worry*, *fear* and *boredom*.

Looking about, you can see many persons of advanced age who are still leading useful, active lives and finding life most agreeable. Notable works of art and literature and important advances in science have been accomplished by men and women in their "golden years."

Picture, for example, Grandma Moses, becoming an internationally famous painter at 76; Grandma Reynolds, becoming a movie and television star after 65; and Arturo Toscanini, energetically conducting a symphony orchestra at 85.

There is no age limit to what a man can accomplish. Gladstone was England's Prime Minister at 83; Benjamin Franklin helped frame our Constitution at 80; Oliver Wendell Holmes retired from the Supreme Court at 91; Henry Ford, at 80, took up the presidency of the Ford Motor Co. for the second time, following his son's untimely death; and Alonzo Stagg was named "Football Man of the Year" at 81. Winston Churchill, still going strong in his 82nd year, recently hit the bullseye of the target in a dart game at an English outing. And he wasn't wearing glasses.

Psychologists have proved that people in their late years can learn new facts, understand new ideas and acquire new skills quite as readily as younger persons. The positive mind of whatever age harbors no such words as "I can't." Backed by this philosophy, every man and woman can enjoy to the fullest the golden years of retirement.



Retired railroaders . . .

spend their time in many different ways. As examples of this diversity, William Kirk (top), Albany, N.Y., who devotes himself to his garden; William H. Landers, retired Locomotive Engineer of Utica, N.Y., who is serving as a member of the Central's Board of Directors; and Mr. and Mrs. W. J. Wilson, Willoughby, O., who enjoy opportunities to travel by train.

How to Figure Your Pension

Formula is based on service and earnings

The question asked most frequently about pension plans is: "How do I figure out what I'll get when I retire?"

First of all, where will the money come from? In the case of retired railroad employes, it comes from the Railroad Retirement Fund, set up under federal law and administered by the Railroad Retirement Board. The fund is made up of equal contributions by employes and employers. Each railroader contributes 6¼ per cent of his monthly earnings, up to $350. The Central contributes an equal amount for every employe on the payroll. Thus, a total of 12½ per cent goes into the fund every month for each Central employe.

Railroad retirement benefits are based on a formula involving length of service, plus earnings. Since it is rare for two people to have exactly the same length of service and earnings, each case must be considered by itself.

The first step in finding an individual employe's pension is to count his service. A month of service is a calendar month in which an employe worked for a railroad, and any 12 such months make up a year of service, even though they may not have been consecutive.

All service after 1936 is counted. Service before 1937 is also counted if the employe was working for a railroad on Aug. 29, 1935, if he worked at least six months after that date and before 1946. When service before 1937 is counted, however, the total of all service cannot be more than 30 years.

An employe may have more than 30 years' service, but credit can only be given for that number of years until after 1966. Service commencing January, 1937, and into the future is called "contributory service." Therefore, from January, 1937, to December, 1956, an individual could have only 20 years' contributory service, making it necessary to use ten years' "prior service" (service before 1937), which is based on the eight-year average, 1924-1931.

Service should first be counted by months. Then, divide by 12 to determine the number of years that can be credited. If a fraction of six months or more remains, and the employe has a total of at least 126 months of service, the remaining months are considered a full year. For example: 29 years and six months are counted as 30 years; but 29 years and two months are counted as 29 and 2/12 years.

Compensation

The second step in figuring out the amount of a pension under the Railroad Retirement Act is to determine the employe's average monthly compensation that can be credited toward the pension. Not more than $300 of railroad earnings may be counted for any month through June, 1954, and not more than $350 for any month after that.

Average monthly earnings for the years 1924 through 1931 are normally considered to be the amount the employe was paid for each month of service before 1937.

The formula

The third step in determining the monthly amount of a pension is to apply the "annuity formula" to the years of service and average monthly earnings. The formula is applied by taking 2.76 per cent of the first $50 of the monthly compensation, 2.07 per cent of the next $100, and 1.38 per cent of the remainder. The sum of these three amounts is then multiplied by the number of years' service.

For example: For an employe retiring with average monthly earnings of $250 and 30 years' service, take 2.76 per cent of the first $50 ($1.38); 2.07 per cent of the next $100 ($2.07); and 1.38 per cent of the balance ($1.38). The total of these is $4.83. Now multiply this amount by the number of years of service (30) and you get a monthly pension of $144.90.

An employe retiring at age 65 under the Railroad Retirement Act is assured of benefits at least equal to what he could get under the federal Social Security Act. A railroader may retire at age 60 if he has 30 years' service, but if he does, his pension is reduced by 1/180 for each month he is under 65. Under Social Security there is no allowance for retirement before 65, so the guarantee does not apply for those who retire before that age.

What's Happening in Buffalo?

A single modern, electronic yard will replace eight outmoded ones and drastically cut time needed to move freight through this important gateway

Before the end of this year New York Central freight cars will move through Buffalo in seven to eight hours, on the average, instead of the 25 hours now required.

This startling development is being brought about by relocation and streamlining of NYC's yard facilities in the important Buffalo area. Principal feature of the project is elimination of eight old fashioned yards and their replacement by a single modern, strategically located, electronic yard, tuned to today's transportation needs.

For Central customers this will mean better and faster service. For the railroad it will mean vastly increased efficiency, operating savings and an improved competitive position. For Central employes involved, the new yard will provide the tools with which they can produce better service for NYC customers. This, of course, is the heart of the future, for better service means more satisfied customers who will keep coming back. And the more satisfied customers there are doing this, the better are the job prospects for those who produce the good service.

Big savings for shippers

Work now under way on the project is expected to be completed early in December. The new yard set-up is expected to save shippers an estimated 225,000 car-days a year.

Along with savings to shippers and the railroad, approximately 300 acres of real estate will be freed for industrial development that may well mean more future business for the Central. Also, locomotives and other equipment will be released for service elsewhere.

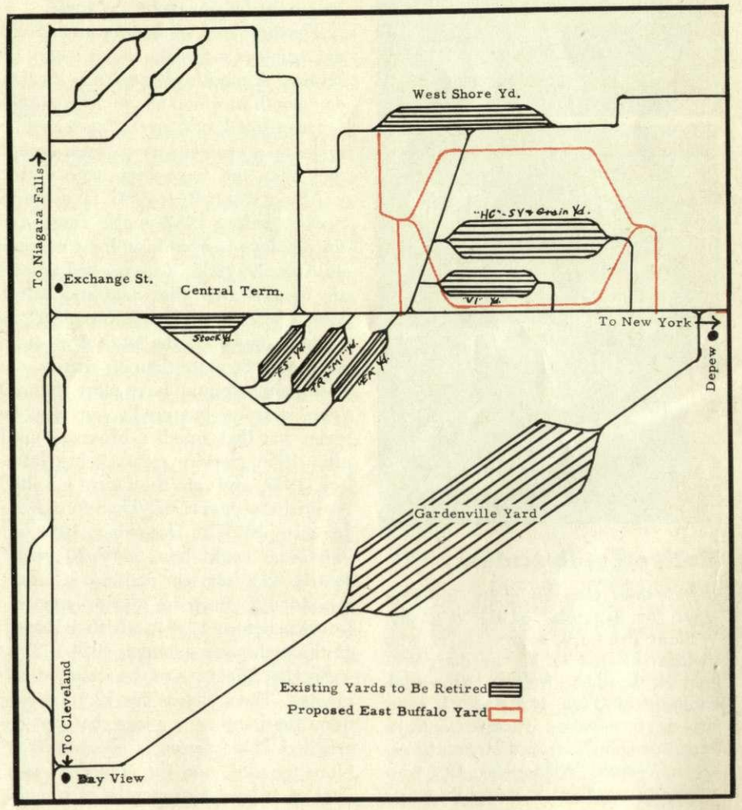
Essentially, the new "push-button" yard will ease and speed delivery of cars by setting up a completely modern switching system to allow final classification of cars in one switching operation. Concentration of operations within a relatively small area will permit peak use of yard and road engines.

Included in the overall yard plan are provisions for an 85-car-capacity car repair facility equipped for 'round-the-clock operation; and facilities for inspection and servicing of all engines assigned to the Buffalo area. By the time the new yard is finished, its cost is expected to run about $10,500,000. However, salvage of materials from the old yards will amount to about $4,454,000, reducing the cost to $6,105,000. The improved operations permitted by the new yard will bring about savings of approximately $4,425,000 a year. Thus the new yard will pay for itself in less than two years.

Under the old yard arrangement in Buffalo, on an average day about 2,750 cars are switched to industries, delivered to other railroads and classified for road movement at East Buffalo and Gardenville yards. Gardenville performs virtually all of the switching of westbound trains originating in the Buffalo area, and also handles through eastbound and westbound freight trains requiring no switching.

The other seven yards involved in the change switch cars received from road trains, intra-terminal movements and industries. Cars are usually transferred to one of the seven yards for consolidation before they depart to primary interchange points, large industries and industrial base yards.

The new yard site is north of the Central's main tracks on a 170-acre plot about one mile east of the Buffalo Central Terminal used by NYC passenger trains. The new yard has been designed to receive and switch as many as 3,000 cars a day. A new electronically controlled retarder system will control this switching on 63 classification tracks able to accommodate from 30 to 70 cars each. The three north tracks will be able to take 120 cars each for the makeup of eastbound and westbound trains. Power operated switches will permit uninterrupted movement of trains to and from receiving and departure tracks.



A new building at the yard's west end will house train and engine crew facilities—including a 59-room YMCA and cafeteria—and offices for a yardmaster, clerks and car inspectors.

Other buildings for the new yard include a two-story building and tower at the yard "hump" with control panel and machines for power operated switches. Rooms for "hump" crews, clerks and car inspectors are also in this building.

Another two-story structure with a tower will provide offices for the trainmaster and general yardmaster and their staffs. Also in this building will be controls for the electronic retarding system.

A pneumatic tube network will connect the east yard office, west yard office and general yard office. Talkback speakers, yard radios, communicating signals and telephones will permit efficient communication throughout the yard. A teletype network will provide quick transmission of car lists from the "hump," and for night operations, huge flood lights will provide illumination.

Your country needs more
PAUL REVERES....Now!

Soviet Russia has the capacity to strike today...our Air Force and our Anti-Aircraft are on 24-hour guard but they need warning.....Radar alone is not enough because of its limitations ...the only answer today is lending your eyes and ears to America's growing corps of "Skywatchers"!

Contact Civil Defense GOC GROUND OBSERVER CORPS

Supervisor's Qualifications Discussed by Panel

Only a decade ago, supervisors were selected largely on the basis of their job knowledge. Today, while job knowledge is still vital, standing shoulder to shoulder with it are such considerations as administrative ability and adeptness in human relations. In fact, in supervisory positions today, the requirements in these two areas are often higher than for job knowledge.

On this theme a panel discussion was presented to the annual meeting of the American Association of Railway Superintendents, held in Chicago in June. New York Central was represented on the panel by Robert R. Hicks, Director of Personnel. Other panel members were Y. R. Holman, Director of Personnel of the Western Maryland Railway and chairman of the panel; Clarence P. Fisher, General Manager, Chicago Union Station Co.; Fred Diegtel, Assistant General Manager, Lackawanna Railroad; and J. R. Sullivan, Chief Personnel Officer of the Minneapolis & St. Louis Railway.

In their discussion the panel members ranged over many details involved in developing employes for supervisory jobs. Highlights were such subjects as what makes a man promotable; where to look for promotable people; and how to train promotable employes so they will be ready to step into available supervisory positions.

Mr. Hicks told his audience that "the railroad industry must provide an opportunity for personal growth on a competitive basis to all employes who have demonstrated by their performance, knowledge, ability, character and ambition that they are ready for advancement."

This must be done, he said, with a minimum of error. Mistakes in this field are tremendously costly, not only to the railroad, but also to the individuals involved.

"If we buy a locomotive or other machine," Mr. Hicks pointed out, "we make sure it meets exacting specifications. The same should be true in making personnel decisions. In fairness to the employes concerned and to our railroads, supervisors should be placed in jobs where they can grow in stature and ability and make the greatest possible contribution."

Outlining the characteristics to be sought in a candidate for a supervisory job, Mr. Hicks included:

Human relations area

Good understanding of and interest in people. Ability to work well with others.

Maturity, emotional stability, even temper, patience.

Courage of own convictions, self-confidence.

Fair, impartial, objective attitude.

Administrative area

Good educational background (high school graduate or equivalent usually desirable).

Native intelligence—verbal and numerical abilities (preferably above average of group to be supervised).

Ability to plan, organize, delegate and administer.

Capacity to make good and prompt decisions.

Industrious—gets things done.

Cost-consciousness.

Ability to see the "broad picture."

Job knowledge area

Work experience in the operation to be supervised.

Good understanding of the processes and principles involved in the work to be supervised.

Technical training in relevant fields.

Other desirable characteristics of candidates for supervisory positions listed by the panel include previous successful supervisory experience; physical vigor, energy, stamina, ambition and enthusiasm.

Impossible?

A group of foreign manufacturers, touring an American plant, saw a machine take a piece of steel and in one operation stamp, punch and shape it into a finished product. After watching a little while, they began to argue vehemently, waving arms, shouting and shaking fingers.

Their guide asked the interpreter what the shouting was all about. "Some of them," came the reply, "insist that it cannot be done."

APPLICANT STEPHEN McCARTHY OPENS DOOR TO NEW CAREER

Employment Office Efficiency

BOOSTED BY NEW LAYOUT

A new employment office has opened its doors in New York to applicants for New York Central jobs. Careful planning to meet the needs of both applicants and the railroad has produced an office that processes applications with increased efficiency and speed.

The decoration of the office, in pleasant light colors and supplemented by fluorescent lighting, presents an inviting atmosphere to job seekers in their first contact with NYC.

A Formica-topped counter, at which preliminary interviews can be carried out, is the central structure of the new office. Along one wall is another counter—this one at desk level—where applicants may sit comfortably to fill out necessary forms. Private enclosures provide interviewers opportunity to talk quietly and undisturbed with candidates. A separate enclosure is used for giving aptitude tests.

Employes are hired for Central jobs at approximately 3,000 locations on the System. Most of these, of course, do not have a sufficiently large volume of applicants to require a Central employment office. However, at large cities on the System centralized employment offices have proved to be the best way to process employment applications. The New York office currently is handling 1,000 a month. Another centralized NYC employment office is located at Chicago, and plans are being contemplated for others in large on-line cities. Not only do these offices offer speed and efficiency in processing applications, but they also give uniformity to Central hiring practices.

On this page, the HEADLIGHT'S camera takes you through the steps of applying for a Central job with a recently hired applicant, Stephen McCarthy, now working as a Trainee in the Freight Sales department in New York.

1 FIRST STEP in seeking NYC job through new employment office is getting application form. All applicants are asked to register, although all cannot be hired.

2 NEXT, application form must be filled out carefully. New desk-high counter illuminated by fluorescent lights provides comfortable place for this to be accomplished.

3 PRELIMINARY INTERVIEW is conducted at counter by Interviewer Herbert Weston as he checks application card. Stephen is now ready for detailed exam.

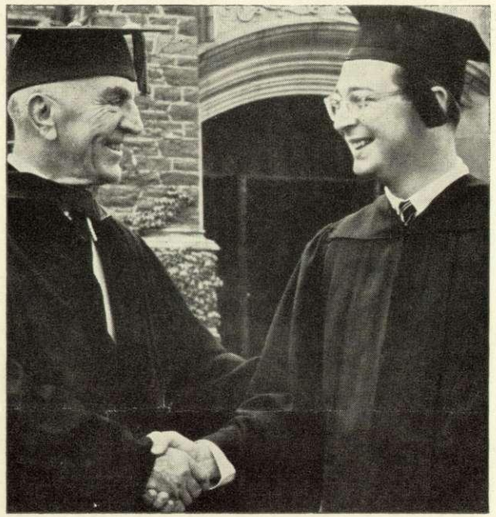
4 TEST OF basic ability is administered by Interviewer Fred Melgard. These tests provide information on applicant's ability to perform average tasks.

5 FULLER INTERVIEW with Stephen is conducted by Senior Interviewer Norma Jensen. During this session she'll find out more about his ability and personality.

6 EMPLOYMENT SUPERVISOR Fred Oleson learns from Miss Jensen of Stephen's potential as NYC employe while applicant is being examined by doctor.

7 MEDICAL REPORT in hand, Stephen returns from doctor's office. Miss Jensen will next refer him to Freight Sales office for final interview.

8 INTERVIEWS over, Stephen is ready to work after meeting Neil R. McCormick (right), Asst. Freight Sales Manager, and G. B. Forster, Office Manager, under whom he'll work.



Tops in his class . . .

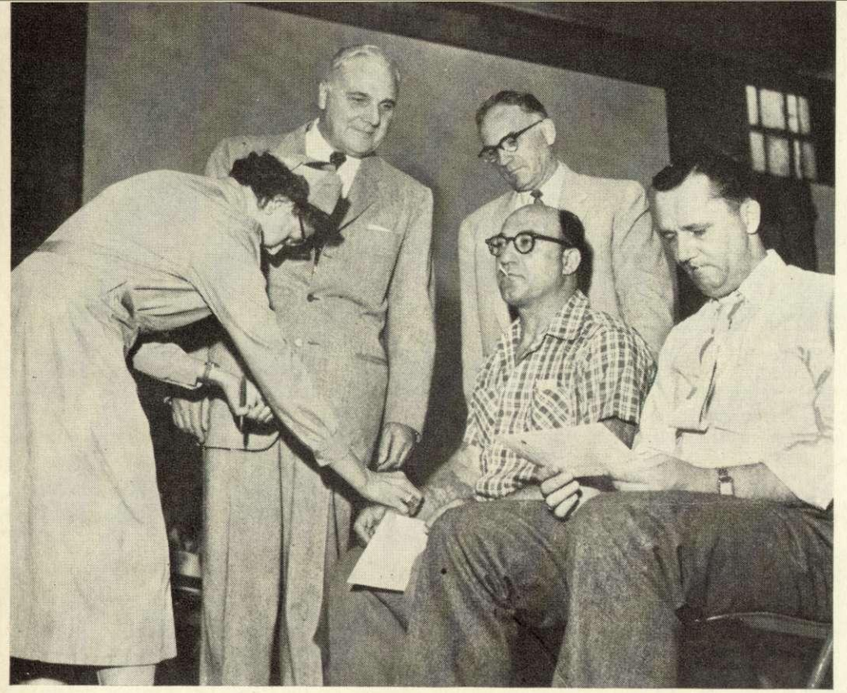
Richard Corradi (right), son of Harry Corradi, NYC Assistant Agent at Utica, N. Y., was valedictorian of this year's graduating class at Hamilton College, Clinton, N. Y. Congratulating him is Capt. Eddie Rickenbacker, awarded an honorary degree at commencement.

Associates honor . . .

Lawrence G. Polisse (second from right) and Mrs. Polisse at a dinner-dance as he takes over new post as Car Foreman at Utica, N. Y. From left to right: James Rossiter, dinner co-Chairman; E. C. Doll, General Chairman, Carmen's union; H. E. Carey, Trainmaster; Mr. and Mrs. Polisse; Walter Trzcinski, Local Chairman, Carmen's union.

'Join the WAVES' campaign . . .

has NYC sponsorship throughout New York State. Thomas J. Deegan, Jr. (third from right), Vice President - Staff, looks on as New York's Mayor Robert F. Wagner proclaims July as "WAVE Enlistment Month." Pictured in Mayor's office (from left) are Agnes McSkimming, Storekeeper Chief; Barbara Sherman, Hospitalman third class; Mayor Wagner; Capt. C. E. Cortner; Mr. Deegan; Lt. Commander Dorothy Francis; and Lt. Francina Stonefiser.



Donating blood . . .

in annual collection drive of NYC-Pullman Employes Blood Bank in New York, Alfred Faragasso is readied by nurse to donate his 17th pint of blood. He works at NYC's 33rd Street Freight Station in New York. Waiting donor at right is James Quinn of Central's Police department. Standing (from left): Senior Vice President Karl A. Borntrager, campaign chairman, and Ralph D. Evans, Land & Tax department, donor campaign committeeman.

HEADLIGHT *Highlights*

On the program . . .

at Family Safety Party in Windsor, Ont., the Findlay sisters (from left): Sheila, Sandra and Sharon, danced and performed acrobatics. They are granddaughters of James V. Tetinato, Car Inspector at Windsor. Affair emphasized that safety is a "frame of mind" needed full-time at home and work.

First place . . .

in men's bowling competition of NYC Athletic Association of Manhattan this year went to "Manager of Train Operations" team, shown at dinner where they received trophy. From left to right: Joseph Hall, Kenneth Lundmark, Jerome Wittman, William Oswald (bowling league secretary), Terry O'Brien, and William McKnight, all of General offices, N. Y.

WISE OWL award is presented to Jay M. Barnard by G. R. Givíden (right), General Superintendent of NYC's East Rochester Shops. Others are Edward H. Blewer (left), Assistant Director of Safety, and E. L. Hyatt, Safety Engineer-Mechanical department. Goggles saved his eyes in mishap.

GOOD RECORD of Illinois Division is reviewed at Mattoon meeting by (from left) Fred Coverston, Superintendent; Karl F. Emmanuel, Safety Consultant; Gregory W. Maxwell, General Manager; R. Y. Metcalf, Safety Supervisor; D. E. Mumford, Director of Safety; J. D. King, Supt. of Transportation.

Safety Activities Increase Throughout System

Recent weeks have seen increased activity on the Central's *Safety Front*. **Jay M. Barnard,** Carman at NYC's East Rochester Car Shops, became the first Central employe to be honored by the Wise Owl Club. He became a Wise Owl member because of an incident that occurred in March. While he was applying wooden lining material to steel box cars, a nail ricocheted from the wall and struck the left lens of his safety goggles, cracking the glass, but without any harm to his eye.

Sponsored by the National Society for the Prevention of Blindness, the Wise Owl Club has over 9,000 enrolled members throughout the country in all industries. Membership is limited to persons who can present substantiating evidence of the saving of one or both eyes by the wearing of eye protection at the time of an accident at work.

Approximately 80 persons attended a testimonial luncheon at Mattoon, Ill., to honor the Central's Illinois Division for its 1955 safety record. Mattoon is the Division's headquarters city.

The Illinois Division was first in safety performance among NYC's 23 operating divisions last year. Guest speakers at the luncheon included John D. King, now Superintendent of Transportation for the Southern District at Indianapolis. It was under Mr. King's direction as its Superintendent that the Division achieved its 1955 record.

A Family Safety Party was held at Windsor, Ont., on June 5. Some 200 Central employes with their families gathered in the city's Smith Auditorium to hear Central officials talk about safety. A motion picture and a program of entertainment topped off the evening.

At Weehawken, N. J., the Central's Marine Repair Shop was awarded a citation by the New Jersey State Safety Council for having gone through the first quarter of 1956 without a reportable accident.

HOSTS at family safety party in Windsor, Ont., (Canada Division) were (from left) C. F. Grimes, then Superintendent of the Division; D. E. Mumford, Director of Safety; Karl F. Emmanuel, Safety Consultant; E. H. O'Keefe, Asst. General Manager; R. A. Drake, safety committee chairman.

PRESENTATION of Certificate of Merit from New Jersey State Safety Council was made to the Central's Marine Repair Shop at Weehawken, N. J. E. L. Hyatt, Safety Engineer-Mechanical department, here presents the award to W. F. Korker, Superintendent of the Shop, which completed first quarter of 1956 without any accidents.

J. F. Nash Named to Top Operating Post; Others Appointed to New Jobs

John F. Nash, President of the NYC-affiliated Pittsburgh & Lake Erie Railroad since December, 1955, has been appointed Vice President–Operation of the New York Central System. For the present, Mr. Nash also is continuing his duties as P&LE President. In his new post he succeeds Kenneth L. Moriarty, who resigned.

Mr. Nash

Mr. Nash, who is 46, began his NYC career 31 years ago. Born in Syracuse, he started working there as a freight station Clerk. In 1942 he transferred to Buffalo as a Special Agent for the Superintendent, subsequently becoming Assistant Trainmaster and Trainmaster there.

Returning to Syracuse in 1948 as Assistant to the General Manager, he became Assistant Superintendent at Boston later the same year. Moving to Albany, N. Y., as Superintendent in March, 1950, Mr. Nash returned to Boston the same year as General Manager of the Boston & Albany.

He was elected Vice President of the P&LE July 1, 1952, the post he held until he was named President of that road last December. During his residence in Pittsburgh, Mr. Nash was active in civic affairs. He was a director of the Pittsburgh Chamber of Commerce, a sponsor of the Transportation Association of America and a member of the Railway Club of Pittsburgh and the city's Traffic Club. Mr. Nash is President of the National Defense Transportation Association.

In other Operating department moves, **William B. Salter,** formerly Assistant General Manager of the Eastern District at Syracuse, has been appointed Manager of Transportation at New York. Mr. Salter, 50, a native of New York, joined the Central there in 1925 as a Messenger. After serving in various capacities in New York, Buffalo, Kalamazoo, Mich., and Chicago, he became Superintendent of the Canada Division at St. Thomas, Ont., in 1947. Two years later he was named General Manager of the Toronto, Hamilton & Buffalo Railway, a Central subsidiary. He was named to his Syracuse post in April, 1953.

Mr. Salter

Mr. Salter is succeeded as Assistant General Manager at Syracuse by **John C. Kenefick,** formerly Superintendent at Toledo, O. A native of Buffalo, Mr. Kenefick, 35, has been Superintendent at Chicago and a Staff Assistant in the Transportation department at New York since coming to the Central in 1955 from the Denver & Rio Grande Western Railroad.

Moving into the post of Superintendent at Toledo is **Clifford F. Grimes,** who was Superintendent at St. Thomas, Ont. Mr. Grimes, 56, is a native of Thurston, N. Y. He started with NYC in 1917 as a Signal Operator at Syracuse. After holding various positions in the Syracuse and Albany areas, he went to the St. Thomas post in 1953.

Mr. Kenefick

Mr. Grimes

Following Mr. Grimes into St. Thomas as Superintendent is **William R. Horton,** who was Superintendent at Cleveland. Born in Marquette, Mich., the 41-year old Mr. Horton joined the Central at South Bend, Ind. in 1934. His first job was Section Laborer. Before he was named Superintendent at Cleveland in November, 1955, Mr. Horton had been Assistant Superintendent of the New York Terminal District.

Named as Superintendent at Cleveland to succeed Mr. Horton is **Douglass Campbell,** who has been Assistant to the President–Customer Services. Mr. Campbell, 36, started his Central career in 1939 as a Timekeeper at Versailles, O. He has held positions in both the Freight Sales and Operating departments, serving as Assistant Superintendent at Cleveland in 1952 and Assistant to Freight Tariffs Manager there the following year. Prior to his appointment as Assistant to the President in June, 1955, Mr. Campbell was Manager of Industrial Development at Cleveland.

Mr. Horton

Mr. Campbell

William Oncken, Jr., formerly Chief of the Civilian Personnel office for the Department of the Army at Washington, D. C., has been appointed to the newly created NYC post of Director of Management Development.

With headquarters at New York, Mr. Oncken's duties will include the responsibility for analyzing the railroad's management personnel needs and developing a program to meet them.

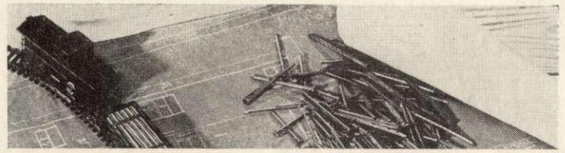
He will also be responsible for preparation of management training programs and recruiting of executive personnel from both inside and outside the Central's organization.

In the Freight Sales & Services department, **G. Howard Ingalls,** formerly Freight Sales Manager at Cleveland, has been appointed Assistant Vice President–Freight Sales & Services at Detroit. Mr. Ingalls succeeds **J. Leo Meehan,** who has retired as Freight Traffic Manager after 32 years with NYC.

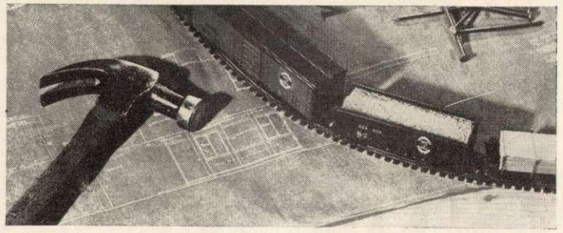
Born in Cincinnati, Mr. Ingalls joined the Central at New York in 1927. He served two years in the Transportation department before transferring to the Sales department in 1929.

Since then he has served in traffic

Please turn to page 18

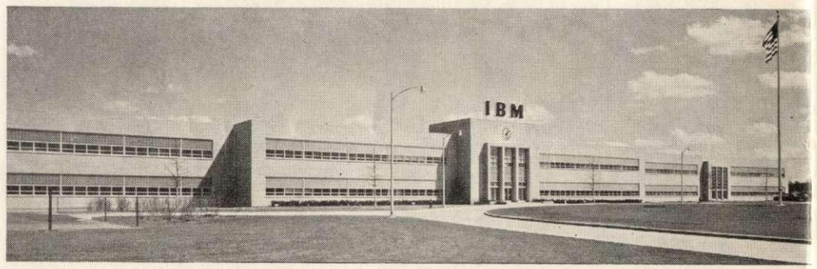


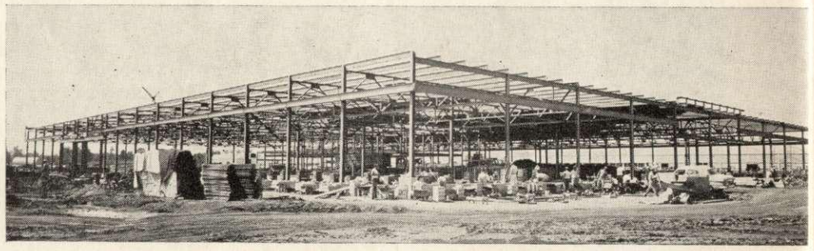
NYC Moves the Freight



THAT TURNS BLUEPRINTS INTO REALITY

SIDINGS from NYC tracks into building supply yards, like this one at Pfister Coal & Lumber Co., White Plains, N.Y., are vital link in movement of materials needed to build new homes.





INDUSTRIAL construction supplies are big item on NYC's freight list. This new plant at Kingston, N.Y. (shown in construction and completed) was recently built by Turner Construction Co. with materials carried to site by Central trains.

People's dreams take many forms. Some of them, for example, dream of a small town home or a cottage on a suburban hill; some concentrate on a neat city apartment. Others dream of an architectural masterpiece in the form of a towering new office building, and still others conjure up visions of new barns and factories.

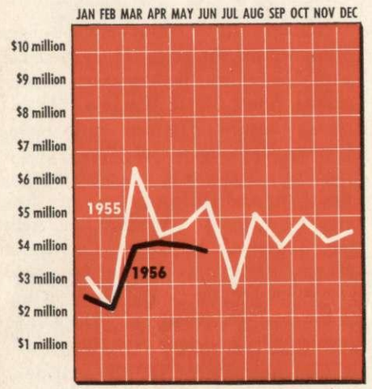
Whatever it is that people dream of building, New York Central and the other railroads of America play a big part in making those dreams come true, because railroads carry just about everything it takes to build houses, factories or anything else.

Bricks, mortar, lumber and nails, and all the other things required in a building project would not be available in sufficient quantity if the country didn't have the necessary transportation. And doing by far the biggest share of this job are the railroads.

Every hour measured by the clock sees a New York Central train on the move, and almost always with carloads of building materials included in the train consist. Cement, limestone, lumber, steel, pipe, insulation, tile, flooring, brick, heating, air conditioning and plumbing equipment, nails—all these and more are moved in huge quantities over NYC tracks. And behind them come the paint, furniture and appliances to make the new buildings usable.

America is a growing land—a nation of builders. New York Central is helping to supply the tools and materials for the country's building needs—helping to provide better living for tomorrow.

These are the NEW YORK Central FACTS



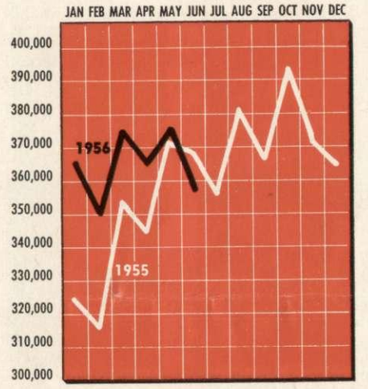
NET INCOME

is what's left after all the bills are paid

NET INCOME of the Central in May this year was $4,008,530 and in June it was $3,903,169. These figures brought total net income for the first six months of the year to $21,586,064, a drop from $26,513,491 for the first six months of 1955.

Operating revenues were $68.6 million for May and $66.8 million for June this year. Six months' total operating revenues through June, 1956 amounted to $397.1 million, compared with $368.1 million for the 1955 period.

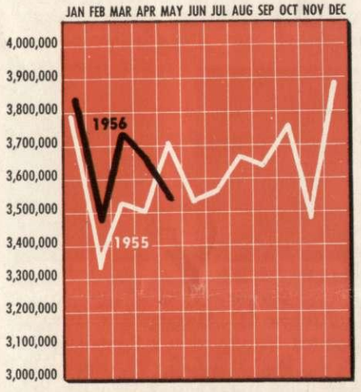
Operating expenses were $55.9 million in May and $53.8 million in June this year, bringing the total for the year's first half to $319.6 million, against $290.4 million in the same period of 1955. Increased wage rates and heavy winter snow removal costs bear the chief responsibility for the rise in operating expenses this year.



CARLOADINGS

show how Central's freight business is

CARLOADINGS for the month of May, 1956, totaled 374,181. In June carloadings were 357,760. Total carloadings for the first half of this year amounted to 2,183,690, an increase of 103,367 cars, or five per cent, above the same period of 1955.



PASSENGERS CARRIED

are key to Central's passenger business

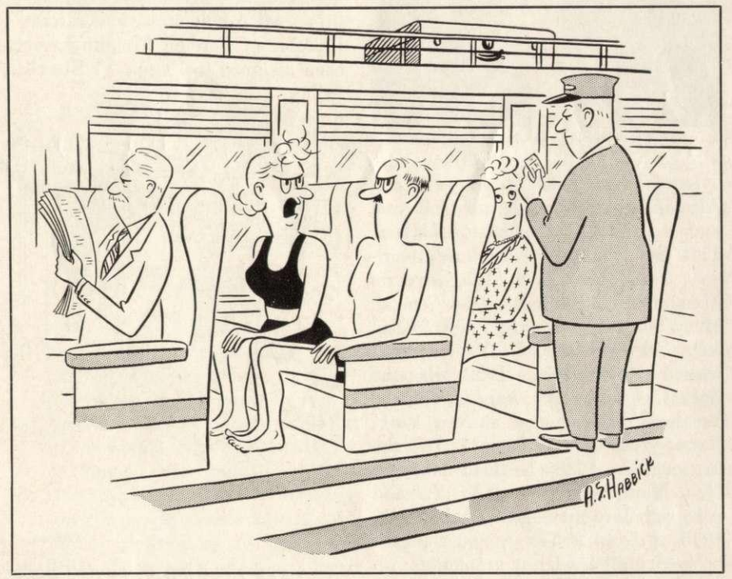
PASSENGERS CARRIED on the New York Central System in May this year numbered 3,530,558, compared with 3,707,352 in the same month last year.

25 Years Ago

• Mary Legar, Secretary to the New York Central General Agent in Birmingham, Ala., was elected president of the Women's Traffic Club of Birmingham. Miss Legar had been an officer of the club since its organization in 1929 before being elected president.

• The New York Central branch of the Railroad YMCA at Stanley Yards and Crandall Road in Toledo, O., was formally opened with a dedication ceremony in May, 1931. Officials of the Central and of the YMCA attended the program.

• Electrification of 33 miles of mainline track on the west side of Manhattan was put into effect on June 1, 1931. For some time use of this facility was restricted to enable the crews to familiarize themselves with the new motive power. By June 15, however, all traffic over this section was moved by electric road engines.



"Oh no, you couldn't rent a locker like everybody else. They'll be perfectly safe on the beach."

Appointments — continued

sales posts in Albany, Washington, D. C., and Cincinnati. He has been in Cleveland since July, 1948.

Mr. Ingalls

Mr. Oncken

Richard C. Marshall has been appointed Director–News Bureau at New York. Mr. Marshall, 29, since 1951 has been the Central's Public Relations Representative at Cleveland. Before coming to the Central he was a member of the staff of the *Cincinnati Enquirer*.

B. S. Converse has been appointed Assistant Engineer–System, with headquarters at New York. Mr. Converse comes to the Central from the Denver & Rio Grande Western Railroad, where he was Division Engineer at Grand Junction, Colo.

Mr. Marshall

Mr. Converse

In the Land & Tax department, **Alexander C. Fullerton** has been named Land & Tax Agent for the New York Suburban and New Jersey territory, succeeding **J. S. Wagner,** retired after 39 years with the Central. Mr. Fullerton, formerly Land & Tax Agent at Rochester, N. Y., has been with the Central since 1928, when he started as a Stenographer-Clerk in the Treasurer's department at New York. Transferring to the Land & Tax department in 1935, he held posts in New York, Watertown, N. Y., and Albany before moving to Rochester in 1945 as Land & Tax Agent, the post he held until his latest promotion.

Edward E. Hale, formerly Land & Tax Agent at Watertown, succeeds Mr. Fullerton as Land & Tax Agent at Rochester. Mr. Hale started his Central career as a Stenographer-Clerk in the Accounting department in New York in 1925. He also worked in the Maintenance of Way department before transferring to the Land & Tax department in 1945. He was named Land & Tax Agent at Watertown in 1951, holding that position until his new appointment.

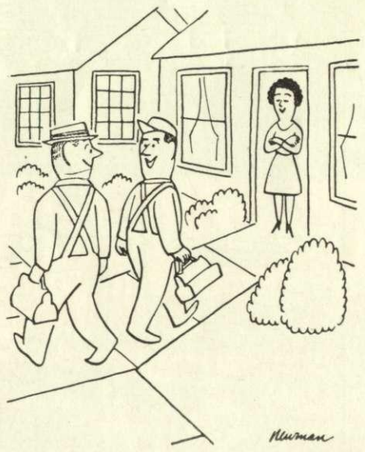
Mr. Fullerton

Mr. Hale

Mr. Hale's successor at Watertown is **E. V. Riordan,** formerly Assistant Land & Tax Agent at Utica, N. Y. Mr. Riordan, in turn, is succeeded in the Utica post by **B. P. O'Connor.** Mr. O'Connor is succeeded as Assistant Land & Tax Agent at Albany by **C. W. Maxson.**

J. N. Page has been named Assistant Superintendent of the Buffalo Division at Buffalo.

Joseph G. McNamara has been appointed Manager–Grain Bureau at New York, succeeding **M. J. Shea,** deceased. Mr. McNamara's former position of Administrative Assistant to Director of Foreign Freight Sales has been assigned to **Frank P. Sherkus.**


". . . and speaking of payroll deductions, there stands the chief deductor in person!"

Pension Pointers

By Frederick P. Fleuchaus
Secretary, NYC Board of Pensions

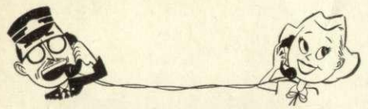
Non-operating Central employes who come within the scope of agreements with Machinists, Boilermakers, Blacksmiths, Sheet Metal Workers, Electricians, Carmen, Firemen and Oilers, Clerks, Maintenance of Way, Telegraphers, Signalmen, Longshoremen, Red Caps and Dining Service are covered by a Health & Welfare Plan with the Travelers Insurance Co. Since March 1, 1956, this plan has been paid for entirely by the Central, with no cost to the employes concerned. (The policy, incidentally, does not cover furloughed, retired or disabled employes.)

A number of letters have been received from retired employes, inquiring as to how they can maintain health and welfare protection after retirement.

Retired and furloughed employes, and dependents of active employes can obtain such coverage under another Travelers policy designed solely for this purpose. Under this policy, however, the cost must be borne by the employes concerned.

If an employe retires, or is furloughed, say, on July 31 and during the month of July had earnings for which the Central made a remittance to the insurance company, this would be the employe's protection premium for August. The employe would then have until Aug. 31 to decide whether or not he wishes to continue the protection. If he wishes the insurance to go on, his next step is to obtain from his last employing officer a form called "Notice to Furloughed, Retired or Disabled Employes." The employing officer fills in the necessary data, except the signature. The form with the proper remittance as shown on it, should then be sent by the employe himself to the nearest office of the Travelers Insurance Co. A list of the insurance firm's offices appears on the back of the form.

An employe who has not previously had payroll deductions made for his dependents cannot, by use of the form mentioned, include his dependents. If he wishes to insure his dependents, he must fill out an enrollment card and a statement of physical condition and send both to the Travelers Insurance Co., Hartford, Conn., for their approval.



CENTRALINES

Friendship for one of their fellow employes was amply demonstrated recently by members of the Freight Sales department in New York. The late **A. B. Hensley,** District Freight Salesman, became ill and required an operation. During his losing battle after the operation he was in need of blood transfusions. The call went out to members of his department and in response blood donations were made by **T. J. Rousseau, C. R. Beckett, E. W. Winfield, J. F. Lippert, C. J. Sealander, E. W. Johnson, C. R. Coughlin, C. R. Taylor, W. A. Newman** and **R. G. Munroe.** Others also volunteered, but were not permitted to make donations for various reasons. Mr. Hensley's family were very grateful for this assistance from his fellow railroaders . . . **Mary Sawmiller** and **C. B. Nichols** were married recently in Syracuse. Both bride and groom are Central employes (they met at work) and both are children of Central men. Bridal party pictured

(from left): R. F. Sawmiller, Ticket Agent (bride's father); Mrs. Nichols; Mr. Nichols; and C. J. Nichols, Asst. Supervisor-Power & Train Operation (father of the groom).

Edward M. Farrell, District Freight Salesman, New Haven, Conn., has been elected to a second term as president of the Fairmount Association, a civic organization in the community near New Haven in which he lives . . . **J. D. Gunther,** Assistant Coal Sales Manager, Detroit, was recent speaker at meeting of Birmingham, Mich., Exchange Club. His talk was entitled "Regulated Railroads," and called attention of his audience to the serious handicap under which railroads must operate because of excessive regula-

Mr. Farrell

Mr. Gunther

tions . . . **Stanley B. Pennell,** Assistant Engineer, Chicago, has been named chairman of the Electrical Section of the Association of American Railroads . . . Annual convention of Railroad Evangelistic Association was held July 17-20 at Fargo, N.D. One of the group's vice presidents is **Rocco Agrusti,** NYC Locomotive Engineer, of Solvay, N.Y.

Over 200 members attended annual dinner-meeting of NYC Veteran Association in New York. Toastmaster for the occasion was **John Bachran,** Locomotive Engineer. Group mourned the passing of **Fred Yeager,** who had been the New York chapter's secretary for many years . . . **Al Romano,** Barber on the 20th Century Limited passed away recently. Many regular riders of the famous train have praised him as "one of the reasons" they like to ride the Century.

RAIL QUIZ

Answers on page 21

1. Do railroads rent passenger train cars on a mileage basis, on a per diem basis, or both ways?
2. Are car retarders usually employed in connection with "flat" switching, or "hump" switching?
3. Does track circuit relate to curvatures in track, the circuitous routing of freight cars, or signaling?
4. What department of the railroad makes use of plumb bobs — accounting, engineering or law?

Pats on the back

Samuel Goldner, Train Announcer in Utica, N. Y., was recently commended ". . . for the friendly and courteous way he helps passengers who are unfamiliar with the station in boarding trains. . ."

Teamwork by four conscientious Central employes brought a letter of praise from a recent lady passenger who inadvertently left her handbag behind when she changed trains. S. W. Hampson, Assistant Conductor on the Hudson Division, found the lady's purse after she had left his train and turned it over to Del Blank, Assistant Station Master at Harmon, N. Y. But before Mr. Hampson's train had reached Harmon, Conductor F. Lent of the Putnam Division, to whose train the woman had transferred, had wired ahead for the purse to be held at Harmon. The following day Sergeant H. A. Rose, who lives in the woman's home town, returning home from duty in Grand Central Terminal, personally delivered the handbag to the lady's home, saving her the inconvenience of going to Harmon to pick it up.

Consideration and thoughtfulness on the part of NYC employes is always appreciated by passengers, but especially so in the times of bereavement and grief, as was shown in a recent letter. Two ladies boarded a train, which was also carrying the body of one woman's sister, in Rochester, N.Y. In Utica they were to change to an Adirondack Division train to Malone, N. Y. On their arrival in Utica, A. J. Latour, Assistant Stationmaster, met them at the train, and, carrying their bags for them, took them in the elevator to the platform for the Adirondack train, thereby saving them considerable walking distance. This act of kindness was, in itself, appreciated, since one of the women is lame. A short time before their train departed, however, Mr. Latour returned to their car and accompanied one of the women to the baggage car so as to reassure her that her sister's body had been properly transferred and was on the same train. On reaching Malone, the brakeman on the train checked with the two women to see if they were being met at the station and offered, if they were not meeting anyone, to have the train stopped near a taxi stand.

NEWS BRIEFS

$1,500 IN PRIZES

. . . is available in eighth annual essay contest sponsored by the New York Railroad Club. Closing date set for entries is Oct. 1, 1956. Contest aims to encourage constructive thought about railroad problems by students of transportation and younger men in railroad employ. Complete details and rules may be obtained from John Burry, Executive Secretary, New York Railroad Club, 30 Church Street, New York 7, N. Y.

• • •

WORLD'S FIRST

. . . freight car equipped with a new type brake was exhibited in Chicago's LaSalle Street Station late in June. Called "Brake-X," the new equipment, manufactured by the Buffalo Brake Co., has been installed on one of the Central's "Early Bird" fast freight box cars.

Brake-X single disc brake trucks represent the first freight car braking system to completely eliminate brake beams. The manufacturer says the braking promises to inaugurate a new era in safety, economy and faster service for the nation's shippers.

• • •

NEW YORK PUBLIC SERVICE COMMISSION

. . . has been asked by the Central for permission to discontinue all but 11 commuter trains daily on a portion of the West Shore (River Division) in New York State.

The request was in line with a decision reached by the New Jersey Public Utilities Commission to allow the Central to reduce its West Shore operations in New Jersey to the 11 trains.

The request was made by Gerald E. Dwyer, NYC's General Attorney, as the New York Commission opened hearings on NYC's original petition to discontinue all West Shore commuter train operations. The request was made in the form of an amendment to the original petition.

In the amended petition, Mr. Dwyer asked additionally that the Public Service Commission allow the Central to discontinue all trains on the division north of West Haverstraw, N. Y.

In his statement to the Commission, Mr. Dwyer pointed out that while there are 30 stations beyond West Haverstraw, actual passenger counts in January showed that trains operating to these points carried on the average of only 9.1 revenue passengers in one direction every day, and 13.9 in the other. This is far less than one passenger per station.

The Central's deficit on the division's operation totaled $1,533,000 in 1953; $1,514,000 in 1954; $1,395,000 in 1955, and $346,000 for the first quarter of 1956.

• • •

AEROTRAIN

. . . the Central's lightweight train that has been running in experimental service between Chicago and Detroit was switched to a Chicago-Cleveland run July 15. The change was made as part of a plan to test the new train under varying traffic and market conditions.

On the same date, other timetable changes for the NYC System included the Pacemaker, all-coach, reserved seat train between New York and Chicago. The Pacemaker is now operating in conjunction with the Commodore Vanderbilt. It leaves New York at 5:00 p.m., Eastern Daylight Time, arriving in Chicago at 8:10 a.m., Central Daylight Time.

In other July 15 changes, the Ohio State Limited between New York and Cincinnati leaves New York at 4:15 p.m., New York Daylight Time, instead of 5:00 p.m., arriving in Cincinnati at 8:15 Eastern Standard Time, instead of 8:40 a.m. The Ohio State's eastbound schedule is unchanged.

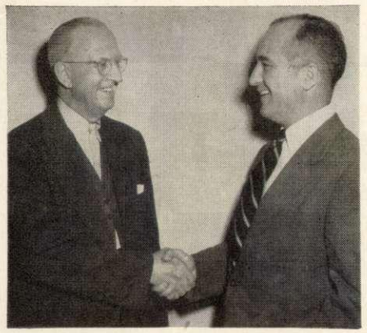
On its new schedule, Aerotrain leaves Cleveland daily at 7:35 a.m., Cleveland Daylight Time, and reaches Chicago at 1:15 p.m., Chicago Daylight Time. Returning, it leaves Chicago at 5:00 p.m., reaching Cleveland at 11:45 p.m.

On the westbound run, Aerotrain makes regular stops at Linndale, Elyria, Sandusky, Port Clinton, Toledo, Bryan (all in Ohio), Waterloo, Kendallville, Elkhart, Mishawaka, South Bend, LaPorte and Gary (all in Indiana).

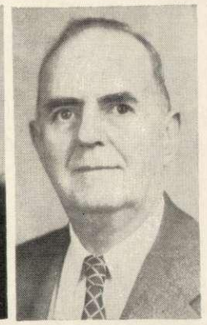
On the eastbound run, the train stops at Englewood, Gary, LaPorte, South Bend, Elkhart, Waterloo, Toledo and Linndale.

Aerotrain's new schedule is effective to and including Sept. 29. On its eastbound run it represents a "new train" service, while westbound it replaces the Lake Shore Limited, which now terminates at Cleveland.

Among Recently Retired Central Employes . . .



CONGRATULATIONS are extended to Yard Conductor A. H. Appledorn (left), Chicago, on his retirement by T. E. Reynolds, Western Div. Trainmaster.



TWO NYC MEN to retire recently are Sam Foster (left), Superintendent of Shop, Collinwood, O., and E. F. Ostrander, Personnel Dept., New York.

ENDING HIS CAREER of over 50 years with the Central, Percy W. Foland, Chief Train Dispatcher, Weehawken, N. J., accepts his retirement certificate from H. B. Tucker. Mrs. Foland steals a peak at her husband's award.

B&A MAN Ross R. Winne (center), Supervisor of Air Brakes and Steam Heat, accepts gift from Timothy Morrissey, Asst. Road Foreman, at party held in his honor. Robert D. Timpany, Superintendent, was also present.

Mailbox

To The Editor:

From time to time I ride the 6:04 p.m. commuter train to Hartsdale from Grand Central Terminal. One of the men who takes tickets on the train is exceptionally pleasant, and I feel does a wonderful public relations job for the railroad. He says "thank you" when he takes the ticket, is very pleasant when one has to pay cash, and just generally is a very nice person.

One evening recently he did something which I think deserves special notice. A young lady got on the train at Bronxville and paid cash for her ticket with a brand new dollar bill. (I was sitting right behind her.) Five minutes or more after he had collected the money this nice Conductor came back and handed this girl a dollar bill. He told her he had discovered that two new dollar bills had been stuck together. She, of course, was very grateful, but he made no issue of having returned the money. It was obviously the only thing he had considered doing.

I am sorry that I don't know his name, but I did jot down the number of the car I was riding in. Perhaps from this you can identify him and let him know how much we all appreciate the way he does the job.

Pamela Hughes
Hartsdale, N.Y.

(Note: Investigation of this incident to learn the name of the Conductor involved proved to be double-barreled. The Central man referred to in the letter is Herbert S. Livsey. We learned also that on the same day and the same train, Conductor Clifford R. Link was involved in an incident almost identical with the one described by Miss Hughes. Thanks to both of them for doing a fine job.)

How Important Is Your Job?

In ancient Greece, some politicians decided to downgrade a man, so they had him appointed Public Scavenger. But he fooled them. He set out to show what could be done with such an humble assignment. He wiped out unsanitary conditions, promoted civic cleanliness, stimulated civic pride. It turned out, after a few years, that the post of Public Scavenger became one of considerable honor and responsibility—sought by the best of men. . .

A job is what you put into it!

Answers

. . . to Rail Quiz on page 19

1. Both ways
2. "Hump" switching
3. Signaling
4. Engineering

Recently Retired

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

BIDDING FAREWELL to two of the passengers on his last run is L. W. Weisenbach, Brakeman, Chicago, who recently completed 51 years of service with the NYC. The twin sisters are Kathy (left) and Karen Raines from Long Beach, Calif.

EASTERN DISTRICT

Aldridge, H. W., Chief Clerk, Albany, N. Y. 47
Alteri, J., Section Foreman, Watertown, N. Y. 51
Banks, F. A., Gang Foreman, West Albany, N. Y. 32
Belle, I., Baggage Trucker, Weehawken, N. J. 27
Bender, C., Labor Leader, West Albany, N. Y. 37
Botwright, J., Section Laborer, Viaduct, Pa. 32
Bowdish, L. S., Chief Clerk, Watertown, N. Y. 46
Brennan, J. L., Clerk, East Buffalo, N. Y. 31
Bridgeman, A. D., Section Laborer, South Byron, N. Y. 30
Burke, H. F., Locomotive Engineer, Syracuse Division 49
Butler, G. E., Brakeman, Hudson Division 29
Capponi, F., Carman, East Rochester, N. Y. 47
Cecilia, U. M., Section Foreman, St. Lawrence Division 34
Combes, W., Machinist, Selkirk, N. Y. 40
Daly, P., Stevedore, New York 44
De Vellis, J. B., Section Foreman, Selkirk, N. Y. 32
Donaldson, S. R., Locomotive Engineer, St. Lawrence Division 49
Doran, T. V., Section Laborer, River Division 35
Enright, J. D., Section Laborer, Syracuse Division 14
Gamble, S. B., Clerk, Suspension Bridge, N. Y. 30
Gingery, B. D., Car Repairer, Avis, Pa. 37
Gorenflo, F., Brakeman, Buffalo Division 31
Haas, J., Jr., Engineman, Minoa, N. Y. 49
Helmes, P. A., Conductor, Clearfield, Pa. 41
Hesselgrave, N. H., Clerk, Watertown, N. Y. 52
Holton, L., Car Repairer and Inspector, Corning, N. Y. 41
Hummel, Miss L. E., Telephone Operator, New York 51
Kaufman, C. J., Brakeman, Syracuse Division 34
Keating, W. J., Train Baggageman, Boston 38
King, H. J., Brakeman, Syracuse Division 39
Kot, J., Car Inspector and Repairer, Suspension Bridge, N. Y. 37
Kunes, W. M., Brakeman, Pennsylvania Division 29
La Favor, L. L., Brakeman, Boston 40
Lamb, L. P., Agent, New York 49
Leyden, D. P., Crossing Watchman, Minoa, N. Y. 19
McQueen, A. B., Special Clerk, New York 50
Meyer, J. A., Supervisor, Buffalo 39
Miles, W. A., Agent, Remsen, N. Y. 53
Murphy, J. J., Assistant Station Baggage Agent, New York 45
Neubaum, F. L., Hostler, Buffalo 14
Ostrander, E. F., Chief Examiner, New York 49
Pontrendolfo, V., Car Cleaner, New York 13
Quinn, C. F., Statistical Accountant, New York 43
Quinn, R. J., Crossing Police Officer, West Springfield, Mass. 12
Ram, J. J., Gang Leader, Black Rock, N. Y. 39
Ratusinski, V. J., Laborer, East Buffalo, N. Y. 13
Ray, E. T., District Freight Salesman, Boston 49
Ridolfo, F., Porter, New York 13
Ross, A., Conductor, Syracuse Division 47
Sahloff, J. F., Conductor, Hudson Division 44
Schreckenberger, F. E., Foreman, East Buffalo, N. Y. 49
Schwartz, A. J., Telegrapher Clerk, Charlotte, N. Y. 47
Shea, J., Switchman, Albany, N. Y. 38
Sloat, R. H., Pipefitter Helper, Harmon, N. Y. 33
Smith, B. J., Trucker, New York 13
St. Marie, T., Brakeman, Adirondack Division 44
Thompson, L. V., Conductor, Hudson Division 37
Thomson, G. A., Sewage Disposal Operator, Harmon, N. Y. 16
Van Epps, E. L., Conductor, Mohawk Division 38
Vaughan, Miss D. M., Chief File Clerk, New York 38
Vgna, P., Machinist Helper, Suspension Bridge, N. Y. 33
Vokes, H. D., Conductor, Clearfield, Pa. 47
Warner, F. R., Conductor, Syracuse Division 51
Wasnick, L., Car Cleaner, Mott Haven, N. Y. 22

WESTERN DISTRICT

Appledorn, A. H., Conductor, Western Division 36
Audritsch, J. E., Clerk-Telegrapher, Springfield, O. 50
Bickley, R. J., Bridge Carpenter, Toledo Division 29
Bolte, J. E., Machinist Helper, Ashtabula, O. 36
Brozzo, F. L., Machinist Helper, Toledo, O. 42
Bunnell, H. P., Agent, Sharon, Pa. 40
Farley, F. C., Conductor, Western Division 47
Ford, C. R., Hostler, Fultonham, O. 37
Foster, S. D., Assistant Superintendent Diesel Shops, Collinwood, O. 37
Galbraith, P. H., Agent Telegrapher, Sycamore, O. 46
Gibson, J. H., Boilermaker, Elkhart, Ind. 39
Gregorcic, J., Car Loader, Collinwood, O. 14
Hadlow, W. R., Signal Inspector, Cleveland 40
Harris, R. W., Train Dispatcher, Toledo, O. 49
Hunt, E. W., Car Inspector and Repairer, Nottingham, O. 14
Huss, J. J., Section Laborer, Marcy, O. 19
Johnson, O. E., Conductor, Erie Division 49
Kenney, F. E., General Tax Agent, Chicago 36
Kerner, D. C., Conductor, Youngstown, O. 41
Kopp, J. L., Locomotive Engineer, Erie Division 40
Leach, W. F., Locomotive Engineer, Ohio Central Division 49
Ledonne, V., Laborer, Elkhart, Ind. 36
Lyman, H. M., Locomotive Engineer, Erie Division 47
Lytle, O. J., Signal Maintainer, Chicago 40
Maksymowicz, C., Trucker, Cleveland 33
Marquis, G. E., Clerk, Whiting, Ind. 37
McCloskey, J. P., Locomotive Engineer, Ohio Central Division 50
McCridden, Mrs. J., Matron, Cleveland 14
Meiers, F. C., Stock Clerk, Elkhart, Ind. 35
Moore, B. L., Car Inspector and Repairer, Cleveland 31
Morrell, A. M., Blacksmith-Welder, Ashtabula, O. 30
Moses, K. B., Locomotive Engineer, Erie Division 43
Myers, L. L., Freight Agent, Conneaut, O. 40
Nelson, J. F., Conductor, Ohio Central Division 43
Philpott, S. C., Gateman, Cleveland 11
Rittberger, T., Car Inspector, Cleveland 32
Robertson, R. L., Special Agent, Chicago 49
Sampson, L. E., Machinist, Columbus, O. 27
Samson, J., Car Cleaner, Cleveland 14
Schroth, R. W., Checker, Cleveland 39
Slovenkay, S., Car Cleaner, Cleveland 32
Steinmez, A. W., Conductor, Toledo, O. 39
Weisenbach, L. W., Brakeman, Western Division 49
Westgate, R. A., Conductor, Toledo Division 43

SOUTHERN DISTRICT

Baldwin, Mrs. C. P., Clerk, Pana, Ill. 38
Beasley, P., Locomotive Engineer, Peoria and Eastern 47
Brooks, J. J., Conductor, Indiana Division 38
Carlos, Mrs. T. E., Matron, Springfield, O. 31
Clark, C. H., Conductor, Cincinnati 43
Detrick, G. G., Car Inspector, Bellefontaine, O. 38
Gibbons, C., Assistant Car Foreman, Harrisburg, Ill. 46
Goerich, W., Yardmaster, Indianapolis 47
Lyons, F. H., Clerk, Cincinnati 33
Mullennox, W. H., Crossing Watchman, Kenton, O. 14
Nevitt, L. R., Crossing Watchman, Lebanon, Ind. 40
Patterson, A. F., Locomotive Engineer, Ohio Division 40
Rodgers, C. C., Conductor, Illinois Division 39
Seng, P. W., Bradley Hammer Operator, Beech Grove, Ind. 40
Thompson, O. H., Air Brake Repairer, Beech Grove, Ind. 30
Weaver, J. H., Section Laborer, Daleville, Ind. 24

NORTHERN DISTRICT

Allen, Mrs. G. V., Typist, Detroit 37
Apgar, W. H., Leading Car Inspector, Joliet, Ill. 38
Bush, P. W., Locomotive Engineer, Michigan Division 46
Chandler, Miss M. M., Clerk, Detroit 36
Culley, C. W., Clerk, Detroit 36
Darling, L. E., Car Inspector-Electrician, Mackinaw City, Mich. 38
Hall, D. L., Engineer, Detroit 46
Harbison, A., Accountant, Detroit 44
Hilliker, J. H., Assistant Head Clerk, Detroit 39
Krass, Miss R. C., Adjustment Clerk, Detroit 38
Lamb, G., Bridge Carpenter, Niles, Mich. 29
Service, E. M., Pumper, St. Thomas, Ont. 14
Stevens, J., Clerk, Detroit 33
Taylor, I. C., Locomotive Engineer, Canada Division 40
Young, B. H., Locomotive Engineer, Canada Division 52

INDIANA HARBOR BELT RAILROAD

Biel, J., Car Inspector and Repairer, Blue Island, Ill. 27

CHICAGO RIVER & INDIANA RAILROAD

David, I., Trucker, Chicago 14
Smith, J. F., Crossing Watchman, Chicago 27

PITTSBURGH & LAKE ERIE

Brindle, P. F., Brakeman, Pittsburgh 38
Douglas, J. A., Locomotive Engineer, McKees Rocks, Pa. 32
Fazzone, G., Section Laborer, New Castle, Pa. 15
Guecke, M., Section Laborer, Pittsburgh 36
Henderson, J. J., Locomotive Engineer, McKees Rocks, Pa. 50
Murray, C. H., Locomotive Engineer, McKees Rocks, Pa. 52
Ohnezeit, H. A., Car Inspector, College, Pa. 33

AFTER 39 years with the Central, C. B. Woolston, Assistant to General Attorney at New York has retired.

Phalen, W. C., Locomotive Engineer, McKees Rocks, Pa. 38
Seiver, J. E., Locomotive Engineer, McKees Rocks, Pa. 51
Stone, C. J., Locomotive Engineer, McKees Rocks, Pa. 36
Urban, J., Locomotive Engineer, McKees Rocks, Pa. 51
Werdebaugh, T. R., Locomotive Engineer, McKees Rocks, Pa. 36

FETED AT a recent retirement dinner, Alice M. Thomas, Secretary, Cleveland, is shown at the head table with J. H. Frank (left), Freight Agent, and J. H. Rentsch, retired NYC Assistant Agent.

AFTER SERVING 50 years with the Central, E. J. Snedeker (left), Agent, Delaware, O., accepts his retirement papers from John Dring, Assistant Division Superintendent at Springfield, O.

CERTIFICATE OF SERVICE is presented to E. J. Black (right), District Station Accountant, Cleveland, by W. H. LeValley, Auditor, Freight Station Accounts, Detroit, as Mrs. Black watches.

JOHN M. HALL (right), Engineer, Pittsfield, Mass., is awarded a gold pass and service certificate by L. T. Garling, Trainmaster, as Fireman H. S. Brown offers congratulations.

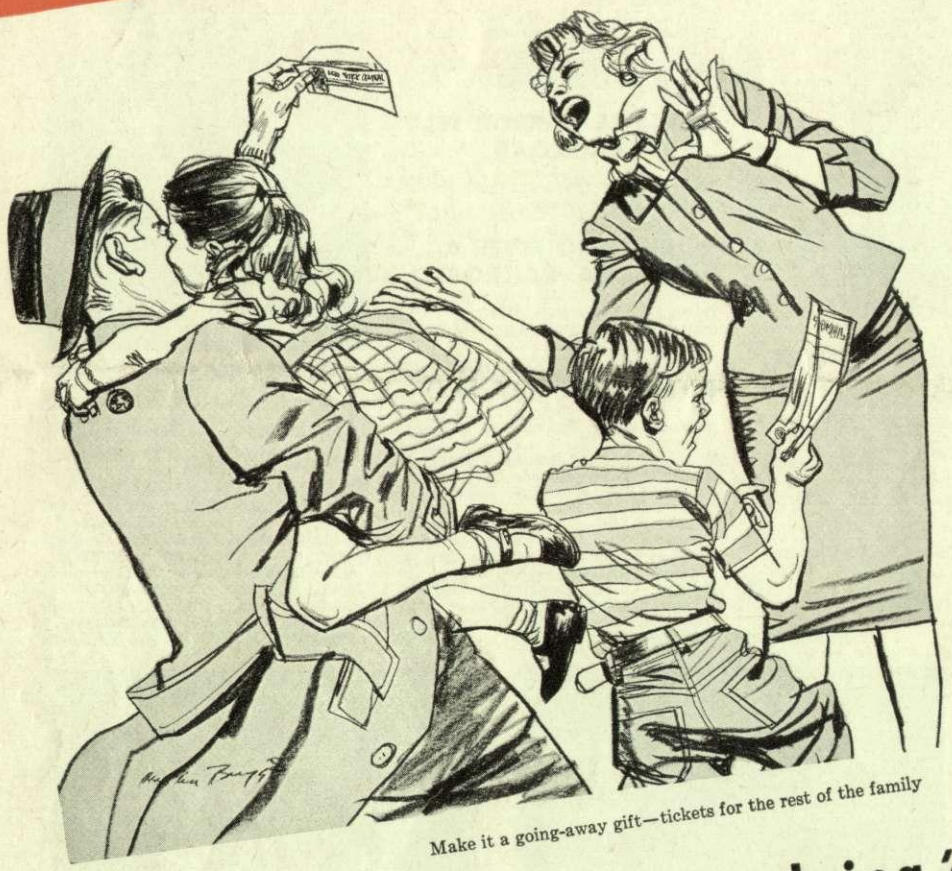
FRIENDS gather at ceremony as Car Repairer J. Roszkowski (center), Selkirk, N. Y., accepts gift from A. Albright.

SEND-OFF on his last trip after 50 years with NYC was given Conductor C. E. Brown, St. Louis, by T. R. Ruth, District Passenger Sales Manager there.

50-YEAR veteran James M. Carroll, Engineer, Syracuse Division recently retired.

FRIENDS AND RELATIVES gathered to make retirement of Luke Lamb (holding certificate), Freight Agent, West 130th St., New York, a very happy occasion. Asst. Supt. Fred Weaver extends congratulations.

RETIREMENT CERTIFICATE was awarded James H. Pryor (left), Engineer, Springfield, O., following his last NYC run by Road Foreman H. E. Ott.



Make it a going-away gift—tickets for the rest of the family

Don't bring 'em a present—bring 'em along!

(They go one way free on the Central)

Next time it's trip time for you... extend the pleasure to everyone; take Mom and the kids with you on the Central's Family Plan. (Much more fun for them than waiting and wishing!)

The Central extends the pleasure to your wallet, as well. When you go round-trip, *the rest of the family goes one way free*—on any train . . . any day in the year.

What a reception you'll get when your brood steps aboard! You'll be shown to spacious reclining seats that fit as if made to your measure. You'll watch the greatest show on earth roll by your window . . . in all its glorious *nature-color.*

When you get hungry (trains really build appetites), the diner is only a short stroll away. Food is superb. Service unobtrusive, yet always one step ahead of you.

On overnight trips, your private room shuts out everything but the sandman. You'll stretch out between snowy sheets, cradle your head on plump pillows . . . and *presto!* It's morning!

Even the biggest man in the office likes to improve his round-the-house credit rating. Nothing like the Family Plan to give you that hero look at home. **So next trip take all the family . . . and all take it easy on the Central.**

Take it easy... take the Central!

New York Central Railroad