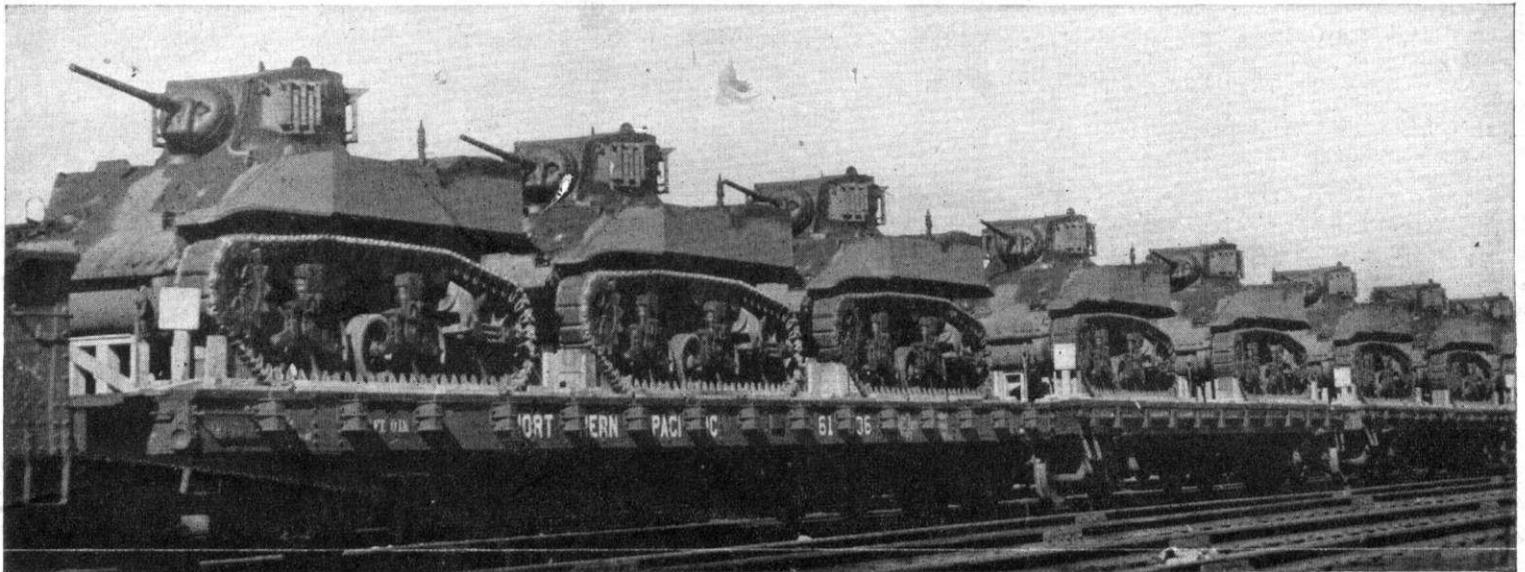
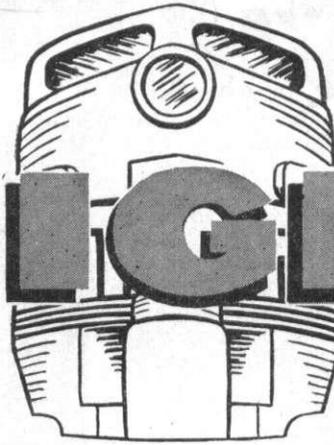




HEADLIGHT

AUGUST, 1950



Shipments of war materials, like the one above which moved during World War II, have already started in build-up for Korean war.

Big Job Looms—Central Is Ready

NYC people all over the System are brushing up on lessons they learned in the early 1940's. With U.S. troops again in a fighting war and U.S. industry getting set for another war effort, railroaders see ahead of them the same vital role in mobilization that they played during World War II.

The transportation tempo has already stepped up. Hush-hush movements of war freight and military personnel have started. With the armed forces building up strength and war production gathering speed, a familiar feel of urgency is returning to the railroads.

This Time a Better Plant

In the last war, shipper teamwork, all-out efficiencies, and full-steam employe cooperation performed transportation miracles on U.S. railroads. All three will be needed again this time; and backing them up will be a rail plant far superior to the one that existed in 1941.

Sudden as its outbreak was, the trouble in Korea finds the Central much better equipped to deal with emergency transportation needs than it was when this country entered World War II. In facing up to the troop-moving and sup-

plies-hauling job that lies ahead, NYC people in 1950 have on their side:

1. More and better motive power and freight and passenger equipment.
2. Improved plant, including track, terminal facilities, signaling, communications.
3. Know-how gained by employes and management during the big job they did in the last war.

The Central's giant post-war improvements program—involving more than

\$375,000,000—adds up to a big plus on the side of national preparedness. Where we (NYC and affiliates) had 156,394 freight cars in 1941, today we have on hand or on order 169,651. And just last month, plans to order 6,000 more were announced. Delivery of these latter is expected to take place in 1951.

Even these figures don't tell the whole story. Of the cars now in service or on order, more than 41,000 represent post-

(Continued on page 2)

NYC Man Killed in Korea; Others Enlist

A Central employe on furlough to serve in the Army was killed in the early weeks of the Korean war, and at least a dozen other NYC men had gone into uniform to help enforce the United Nations sanction before the conflict with Communist invaders was a month old.

Frederick H. Tuttle, a World War II veteran who took furlough from his job as Car Inspector at Harmon, N.Y., to reenlist in 1948, was killed during a patrol action in Korea July 8.

Leaving NYC jobs to enter or reenter the armed forces were Christopher F. Hoolihan Jr., Demurrage Clerk, New York;

John E. Richburg, Machinist Apprentice, West Albany, N.Y.; James M. Fenney, Machinist Apprentice, West Albany; Thomas G. Harlan, Laborer, Rensselaer, N.Y.; William E. Hennie, Helper, Collinwood, O.; H. W. Dobrowski, Freight Handler, Pittsburgh; C. R. Moose, Fireman, McKees Rocks, Pa.; Noren J. Gordon, Equipment Clerk, New York; C. B. McDonnell Jr., Boilermaker Apprentice, Beech Grove, Ind.; Edward M. Hajduk, Car Builder Apprentice, East Buffalo; H. R. Jones, Carman Helper, Buffalo; Leonard Kirkwood, Red Cap, New York; and J. Ave, Laborer, Collinwood.

NYC Says It With Signs

"Get 'em while they're hot" is the keynote of a carefully planned advertising campaign by which the Central is working to attract more passengers to our trains.

Making a bid for the big volume of travel that now moves by bus and private auto, NYC is flashing its come-on message at bus riders and motorists right when they are most likely to be impressed—in the midst of heavy traffic that makes nerves ragged, collars hot, and travel anything but fun.

"You'd be cooler on New York Central," big, colorful billboards remind harassed autoists who are getting burned up trying to pass mammoth highway trucks that crawl uphill and then race down the other side.

"You'd relax on New York Central," other boards tell riders cramped in highway vehicles, unable to get up and move around as they could on NYC's modern, comfortable trains.

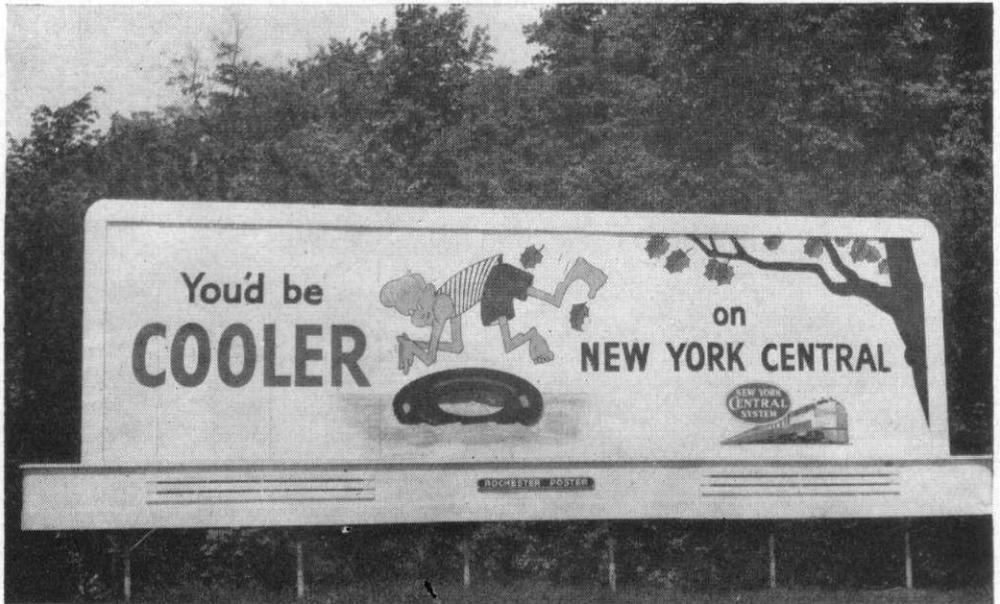
Sell NYC for Next Trip

Strategically spotted on major highways that link cities served by the Central, the big signs are intended to convince travelers that next time they should go NYC.

Expanded this summer by the addition of new boards, the Central's outdoor coverage will total 97 locations when signs now under construction are completed.

The boards will be changed from the present summer themes in the near future. Plans call for ads for specific NYC trains on some of the space. The Empire State Express, the Mercury, and the James Whitcomb Riley will be featured.

Highways included in the outdoor campaign include Routes 9 and 9W from New York to Albany, 5 and 20 from Albany to Buffalo, 20 between Buffalo and Cleveland, 6 and 20 between Cleveland and Chicago, 24 between Toledo and Detroit, 12 and 112 between Detroit and Chicago, 41 and 52 between Chicago and Cincinnati.



Above, one of the summer outdoor ads with which the Central is bidding for travel now moving by highway. Locations for boards are carefully selected after thorough scouting, to give maximum number of viewers and also to catch highway travelers at points where traffic fatigue has prepared them for suggestion to go NYC next time.



This board, on Route 20 near Fremont, O., can't help impressing motorists who are suffering from truck jitters and other hazards and annoyances of highway travel. On highways covered, NYC signs are spotted to hit long-distance travelers just about once every hour. Summer themes will be replaced shortly by ads for specific trains, including the Empire State Express, the Mercury, and the James Whitcomb Riley.

Central Ready

(Continued from page 1)

war acquisitions, are bigger and better cars than the ones they replaced or supplemented.

In motive power—where we have 4,033 units (1,019 Diesel) as against 3,861 in 1941, in passenger equipment, in general railroad plant, the story is the same: large-scale improvements since the end of World War II have put our road in shape to handle an unprecedented volume of traffic over its lines.

Experience Will Help

To boot, we have the experience gained by employes and officials in World War II and the pattern of shipper cooperation that was worked out to meet the problems of the last war. Applied again this time, with the benefit of the efficiencies that improved equipment makes possible, they promise to fully meet the country's transportation needs.

RRB

Traffic Declined 1st Quarter

Figures for the first three months of 1950 showed railroad passenger traffic still short of holding its own, with decreases in revenue passenger-miles, revenue passengers, and dollar revenue compared with the same period in 1949.

Not counting commuter traffic, U.S. roads sold 21.2% fewer revenue passenger-miles in coaches than in the first quarter of '49, and 15.9% fewer in parlor and sleeping cars.

Revenue from coach traffic was off 18.1%; from parlor and sleeping car, 10.6%.

Certificates Issued

By now all railroad employes should have received their certificates of service months and wages from the U.S. Railroad Retirement Board. Most of them were sent out in June, the Board advises, but a few requiring adjustment

were delayed until early this month.

Anyone finding an error in his certificate should fill out the protest form prescribed by the Board. The form can be secured from employing officers.

'Subway of the Air'

Rail above the car, as well as below, would feature a new type of railroad proposed recently by a man who would like to see the idea tried out on Long Island, New York.

As described by its sponsor, the proposed new type of train, called (you should pardon the expression) the "rail-plane," would operate electrically on elevated tracks. The train would be "locked" between a lower rail and an upper one, and would draw power from the upper rail.

One person described it enthusiastically as the "subway of the air."

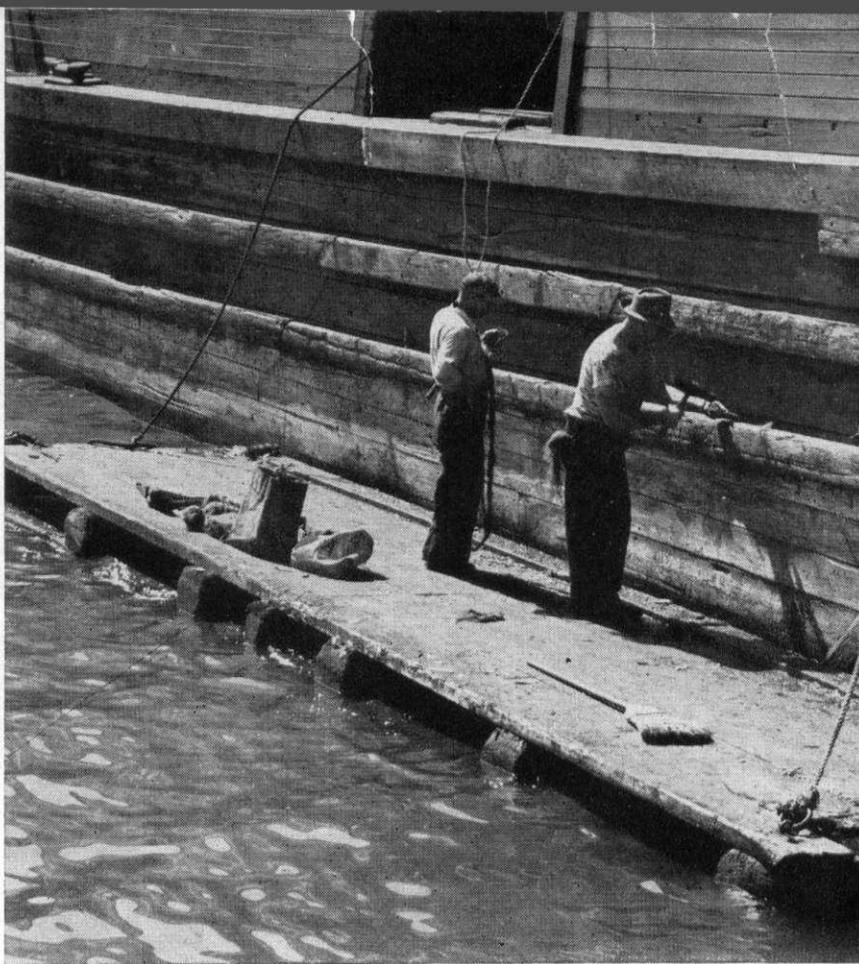
Safety Success Story

RIGHT after lunch one day last month, 370 men settled down on improvised bleacher seats outside the NYC marine repair shop at Weehawken, N. J., to watch a familiar scene.

It wasn't the first time Weehawken marine had been cited for its top-notch safety record. Proudly displayed on the main building were a string of plaques marking earlier achievements. Added to them now was to be another certificate of merit from the state of New Jersey for staying free of reportable accidents during a recent contest.

An accident-clear record is no small achievement in a marine repair plant, where much of the work on big river and harbor craft is done from platforms floating at ship-side. "Watch for wind and tide" is a shop safety slogan, also a timely reminder of two hazards marine repairmen have to look out for.

Big credit for the shop's record goes to the safety committee, elected each year by all employes in balloting that sees friendly but spirited campaigning for prestige of a committee spot. Members act as watchdogs for safety, are constantly checking on rules observance, call violators on carpet at monthly meetings.



Jack Ambrose (left) and Sam Scotto work from float stage while calking covered barge in for repairs at NYC's Weehawken marine repair shop. It's their business to "watch for wind and tide."

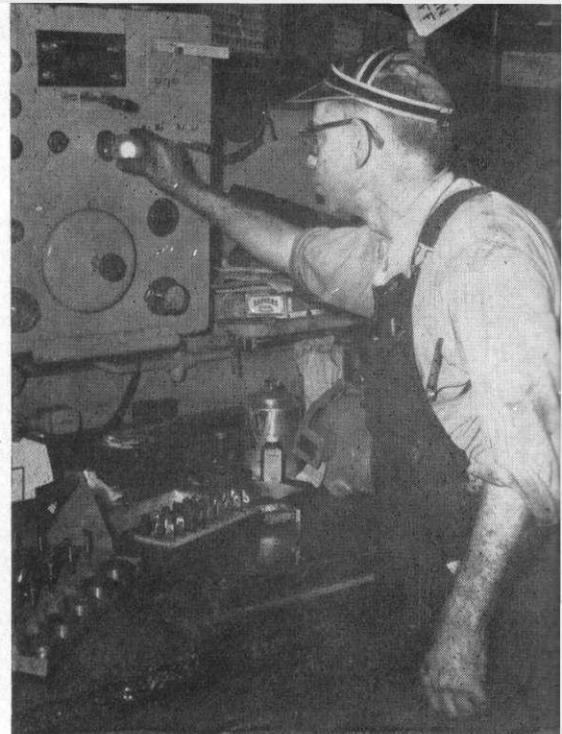
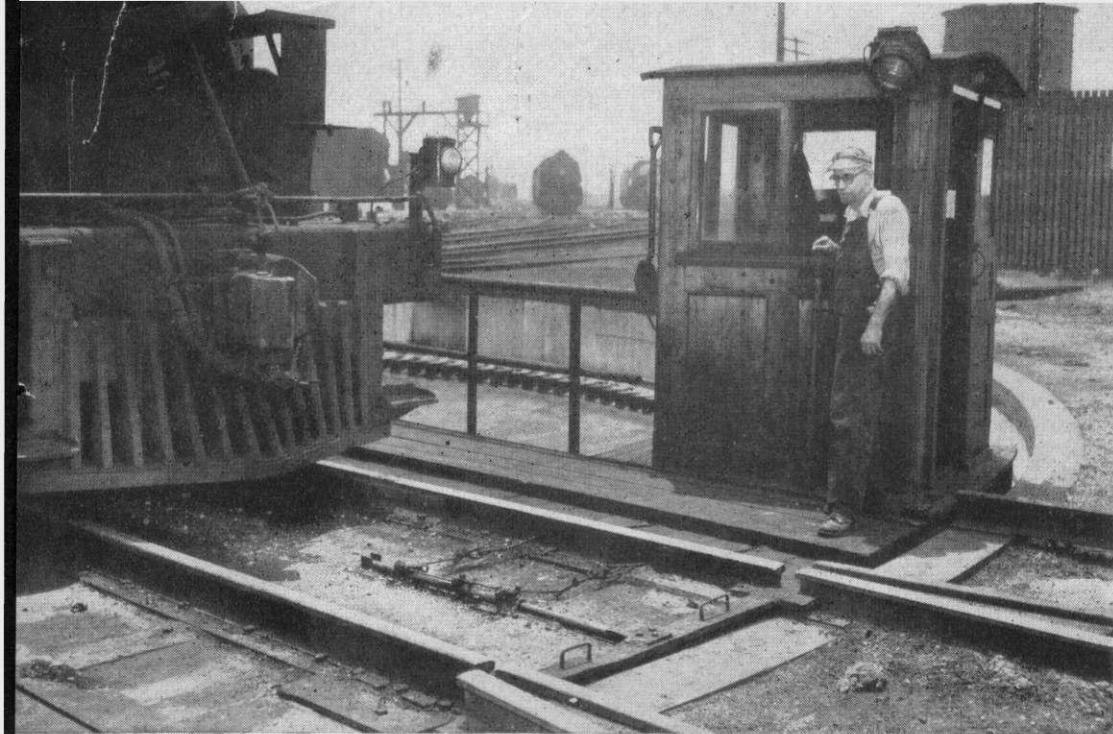


At left above, Carpenter Anthony Zitz votes for safety committee members by marking his choices on back of time slip. Center, members of incoming and outgoing committees meet with Superintendent A. J. Birch (left). They are (left to right around table)

E. Gaylord, P. A. Caldamone, Michael Haas, Nick Samich, David Sinclair, Joseph F. Miles, Frank Carcich, Anthony Zitz, Charles Zimmer, George W. Pohley. At right, committee member George Pohley checks gangplank for safe anchor before boarding craft.

Below, shop force sees Jersey award presented to Shop Superintendent A. J. Birch (left) by Superintendent of Safety D. E. Mumford.





At left, Wayne Abbott operates easy-working turntable lock. At right he uses test board he made for electrical equipment.

North Bergen's Mr. Fixit

THE payroll for the Central's North Bergen, N.J., shops shows Wayne Abbott as an Electrician. To his fellow-workers, and just about everybody else that knows him, he's Mr. Fixit, the man to go and see when you have a mechanical problem.

It would be hard to go into any part of the North Bergen plant and not find some device that Wayne has figured out to make somebody's job easier, safer, and more efficient. In his 28 years with the Central he has "dreamed up" scores of work-savers and step-savers—some of them simple common-sense gadgets, some fairly complicated mechanisms.

Easier to Set Table

For instance, there's "finger-tip control" for the lock that steadies the turntable while locomotives are going on or coming off. Before, the operator had to bend over and move the lock into place by hand. Wayne rigged up a system of cables and pulleys, and now a turn of a handle locks or unlocks the table.

Then there's a wall dispenser for boiler compound, the

chemical that's added to locomotive boiler water to prevent scale formation. Wayne got the idea for it from a headache powder dispenser at the corner drug store. With it, the compound is better stored, easier to measure, more convenient to handle.

Wayne gets most of his ideas at home—lounging in his favorite easy chair and puffing on a corn cob pipe. "Sometimes it comes to me after a few puffs; sometimes it takes two or three pipe loads before I get what I'm looking for," he says. "First I mull over the problem, get some suggestions from the other men in the shop, then work out the solution."

When Diesels came along, with them came long, unwieldy blueprints showing the complicated wiring of the engines. An electrician working in a Diesel cab found the prints hard to handle, frequently got all wrapped up in his work. Wayne devised a compact metal case containing two rollers on which the print is wound. By turning either knob, the electrician can bring the portion of the print he's interested in around to the viewing area between the rollers. When he's done, he folds the case up into a small, easy-to-carry box. His work is much simpler, and damage to expensive blueprints is avoided.

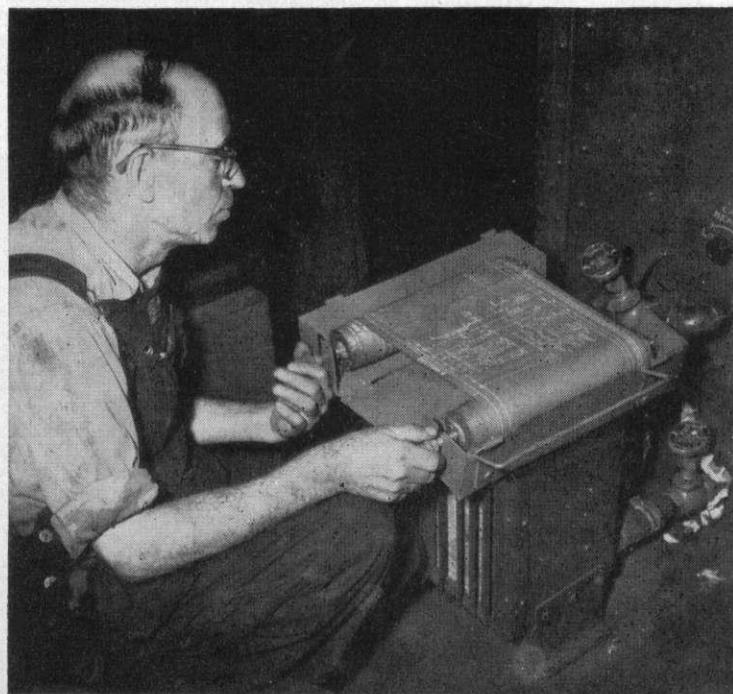
Problems Come to Him

One of the NYC's traveling diesel inspectors brings Wayne problems from other Central shops and asks his advice. Wayne gives the inspector his views and they're carried back to the trouble spot. "You can't beat the little guy," the inspector admits. "He must think up these gadgets in his sleep."

Wayne passes along his brain children to the rest of the railroad industry through the *Railway Mechanical and Electrical Engineer Magazine*. The April, 1950, issue alone carried four separate articles with his by-line.

Has Wayne's genius for gadgets turned the Abbott household into a "gadgeteria"? "No," says Wayne. "Home is where I relax and think. My innovations are strictly for the railroad. After all, that's where I work."

At left, Wayne scans wiring blueprint on roller he devised.



There's a Lamp Burning Bright

EXPERIENCED judge of human nature that he was, the NYC Conductor sensed that something was wrong. The pretty, teen-age girl looked worried and nervous as she left the train with the other passengers in LaSalle Street station.

Probably just uneasy her first time traveling alone, the Conductor thought, but he decided he'd better find out. When he asked her if there was any trouble, the girl burst into tears. She had started to run away from home, but now she wanted to go back, and she didn't have any more money.

An hour later, smiling and happy, she was on her way to her parents, assured by telephone that they would welcome her. What might have been a tragic mistake had been happily turned into a minor error.

A Conductor's interest, and the services of Travelers Aid, had done the trick. For the kindly T.A. case worker to whom the Conductor had taken the distressed girl, it was one in a steady stream of human problems—some sad, some humorous, all interesting—that her agency helps to solve.

Nearly a Century of Service

At its booths, marked with the familiar white lamp, in railroad stations all over the country, the Travelers Aid Society is carrying on today the same work it was founded to do nearly 100 years ago—relieving the personal emergencies that are bound to arise when thousands of people, many of them novices at travel, are on the move.

With workers—some paid and some volunteer—in 22 of the Central's key passenger stations, and working arrangements with other local groups in many smaller cities, the Society's branches on the NYC rendered assistance to nearly 500,000 people in distress last year.

Some of the needs filled were simple. A man touring with his trained seal wanted a hotel room where he could keep his blubbery companion. T.A. sent the man to a hotel, the seal to the Animal Welfare League.

A poorly dressed elderly woman, who had never traveled



Servicemen's problems are a Travelers Aid specialty. Here case worker Margaret Goodman is hearing about one at Chicago.

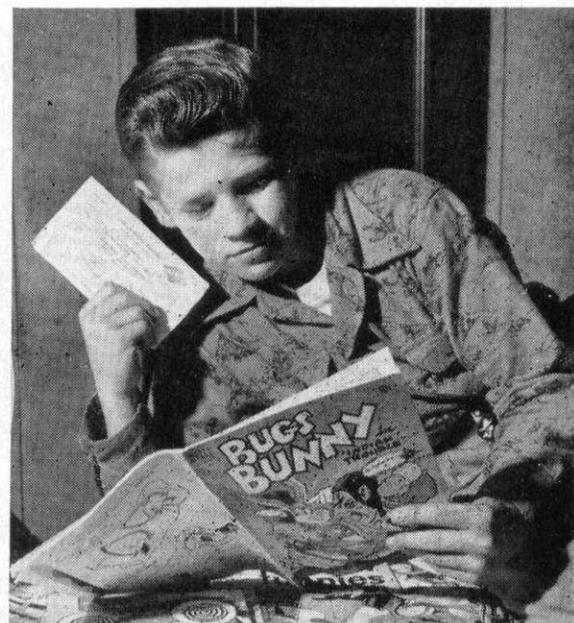
before, wanted to know whom she could trust to carry the armful of paper-wrapped bundles she was carrying. After the case worker assured her they would be safe, she let a Redcap take them. Safely aboard her train with the bundles, she explained her concern: they were filled with silver dollars, proceeds of the sale of her farm in Wyoming.

Other cases, like that of the runaway girl, are more complicated. Many, involving death or serious illness, have their tragic side. Almost always, T.A. can do something to make the situation at least a little better.

A big booster of Travelers Aid activities, the Central cooperates with its program in many ways. At many points NYC people are on the boards of local Travelers Aid societies. The Central makes space available in its stations for the agency's booths, works with it in analyzing the public's needs and making plans to fill them.



The local Travelers Aid Society recently moved into new, nicer quarters in the Indianapolis Union Terminal. Present with staff and board members at dedication ceremonies were NYC General Manager K. A. Borntrager (fourth from left) and Superintendent of Passenger Transportation P. M. Wolfe (second from right), who is a member of the local Travelers Aid board.

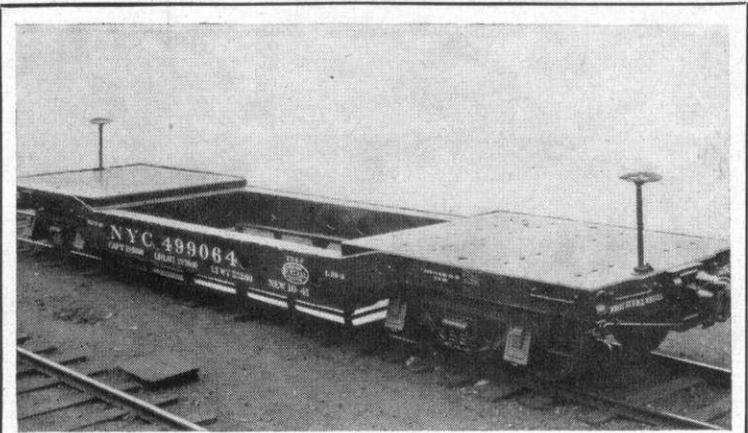


This youngster of 11 didn't think he needed any help, but an NYC Conductor asked Travelers Aid to look after him during his wait for a train in Chicago. He traveled alone from upstate New York to meet his father in New Mexico.

Do You Know?

Answers and Score Ratings on Page 14

1. What is an "overhead" car?
 - a. One with closed top
 - b. One that doesn't meet
 - c. One for company use only
 - d. One that bypasses a normal transfer point
2. Which of the following materials is found in any wet storage battery in railroad use?
 - a. Acid
 - b. Rubber
 - c. Lead
 - d. Zinc
3. What was the average mileage of freight shipments handled by U.S. railroads in 1949?
 - a. 21.5
 - b. 39
 - c. 406
 - d. 850
4. How many different colored lights does the Central use in its signal system?
 - a. Six
 - b. Four
 - c. Three
 - d. Eight
5. On what river has the Central for many years cut ice for storage and later use?
 - a. St. Lawrence
 - b. Cuyahoga
 - c. Black
 - d. Olentangy
6. What did the Freedom Train, which traveled over NYC rails, carry?
 - a. Food for Europe
 - b. UN officials
 - c. Historic documents
 - d. War bonds
7. Where do the eastbound and westbound Twentieth Centuries normally pass in the night?
 - a. Erie, Pa.
 - b. Ripley, N. Y.
 - c. Swanville, Pa.
 - d. Bay View, N. Y.



Tell-a-Photo

What kind of a railroad car is the one shown above? What is it used for? You'll find the answers on page 14.

8. What NYC Division is Ft. Wayne, Ind., on?
 - a. Toledo
 - b. West
 - c. Indiana
 - d. Illinois
9. How much, on the average, did the Post Office Department pay the railroads last year for each piece of domestic first class mail they handled?
 - a. One cent
 - b. Half a cent
 - c. 1/10 of a cent
 - d. 1/20 of a cent
10. For what part of the NYC System were 21 Diesel-electric engines recently ordered?
 - a. B. & A.
 - b. P. & E.
 - c. Big Four
 - d. MC

The Interchange

Rail Tales From Here, There, and All Over

He didn't want to set the world on fire, but for a while it looked as if N. L. Ricks, engineman on the Gulf, Mobile & Ohio Railroad, might. The series of tough breaks he met with recently were enough to burn anybody up.

Near Mobile, Ala., Mr. Ricks noticed a fire in a gondola of pine stumps in his train. Figuring it would be quicker to go to the water than to wait for the water to come to him, he moved his train to bring the blazing car alongside a nearby tank.

By this time, the stumps were burning so high the flames threatened to set fire to the water tank's underpinning. The Mobile fire department had been called, so Mr. Ricks moved the train on into open space.

While the firemen were playing a stream on the blaze, a freight car rolling by on the next track ran over the hose and cut it in two.

The firemen didn't follow Mr. Ricks' next suggestion, but they finally did succeed in extinguishing the blaze.

Mutt-ive Power

At least two railroads in history have used dogs for motive power. A line built in 1845 between Blankenberghe and Bruges, in Belgium, employed a pair of canines to draw small wagons carrying fresh fish. To keep things moving, a stuffed hare mounted on rollers was rigged to the wagon in such a way that it stayed a tongue's length ahead of the dogs as they ran.

Only fuel consumed was a piece of fresh

meat tied to the hare. At the end of each run, the dogs got the meat.

A narrow-gauge mining road in Alaska—reportedly the northernmost line on the North American continent—once used dog teams to draw its trains.

—Canadian Pacific Spanner

Australian Crawl

When a railroad in Australia finds some bugs in its operations, there's likely to be trouble.

A train was delayed 40 minutes near Thorpdale recently when caterpillars swarmed across the track. Crushed under the wheels, the insects made the rails so slippery the engine couldn't get traction.

The incident recalled a happening of 10 years ago, when the automatic signal system on a road near Flemington unaccountably showed "danger." There were no trains ahead, yet the signal could not be moved.

While trains piled up behind the stub-

born signal, investigation disclosed that a horde of ants had gotten into the control box governing the signal and had tripped one of the relays, setting the warning indication.

—Victorian Railway News Letter

Engine Was Fire Alarm

Another rail story comes from Australia, where the crew of a freight train were commended by a farmer for stopping their train to put out a fire on his property.

Not only did they fight the flames that were just starting at the fence of the farmer's pasture, where 200 cows were grazing. They also sounded the whistle of their engine to summon him from his home some miles away so that he could come and help.

Atoms at Work

Atomic energy was at work in Grand Central Terminal not long ago. During ceremonies dedicating an equipment exhibit train sponsored by General Electric, atomic power was used to turn on the train's lights.

A silver dollar, made radioactive in GE's Schenectady, N. Y., laboratories, was put in a Geiger counter at trackside, and its activation of the counter served to trip a relay which in turn threw the train's master light switch.

Extensive precautions were taken to keep the radioactive substance encased in protective lead coverings during the stunt.

—Compressed Air Magazine

Vacation

It's vacation time for the HEADLIGHT's word-crossover, and that means vacation time for HEADLIGHT crossword puzzle fans, too.

The puzzle will be back in its regular place next month. Recommended as brain-teasers in the meantime are the "Do You Know?" quiz and "Tell-a-Photo," both on this page.

Club News

At Collinwood

Four World War II veterans—Jack Troha, F. J. Stanger Jr., and A. E. Simon—are among officers recently elected by NYC Lines Post 999, American Legion, at Collinwood, O. New commander is C. L. Rowe, for years “engineer” of the post’s motorized replica of famous NYC engine No. 999.

At Indianapolis

A ride around the Indianapolis Speedway track was among features of a recent big weekend for Railway Business Women’s Association members at Indianapolis. R.B.W.A. gals from far and near heard talk by NYC Vice President L. W. Horning, attended dinner dance, brunch, and toured the city as guests of the Indianapolis chapter.

At New York

A newly formed Holy Name Society, made up of Catholic NYC employes in the New York area, announces the following list of officers: Thomas Heynes, Daniel Hackett, Francis Lamb Jr., Nicholas Nicolini, Patrick Murphy. The Right Rev. Monsignor John J. O’Donnell is spiritual director.

At Chicago

The Order of St. Christopher, society of Catholic railroad men in the Chicago area, held their annual gathering at the shrine of their patron saint in Midlothian, Ill., recently. Started in 1948, the Order now has about 70 members.

Builds with 10-Cent Tools

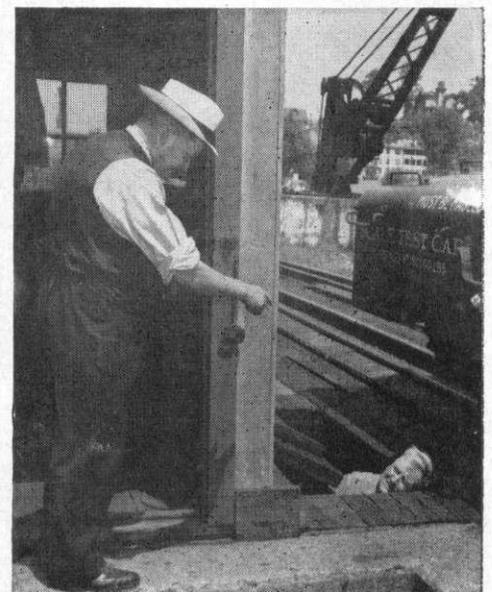


Rail hobbyists all over the country know Charley Sprankell for the accuracy and detail of his model cars. Second trick Yard Clerk for the Central at Bellefontaine, O., Charley (seen above with daughter, Della Jean) finds his daytime leisure just right for turning

them out in his cellar workshop.

Much in demand among model fanciers, Charley’s cars belie the modest equipment he uses in making them. Most of his tools were bought in the ten-cent store. He claims the costliest of them is a vise that cost 40 cents.

The Right Weigh



A fleet of the smallest cars on the Central’s roster of rolling stock—the scale test cars—are constantly making the System rounds to insure NYC shippers an honest weigh for their money.

Shippers pay the Central by the pound and want to be sure that the Central is hauling every pound they pay for, just as we want to be sure we are paid for every pound we haul.

To insure the accuracy of its scales, the

NYC sets up schedules for the test cars so that one of the cars is on hand to test each of the Central’s more than 200 scales about once each month. Inaccuracies that may develop because of frequent use or inclement weather are corrected before they become serious.

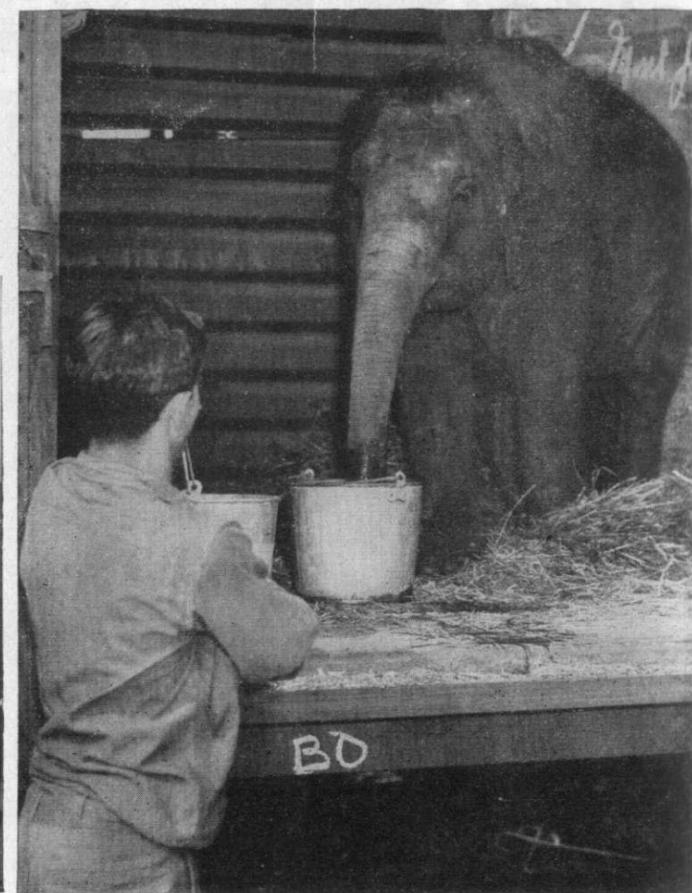
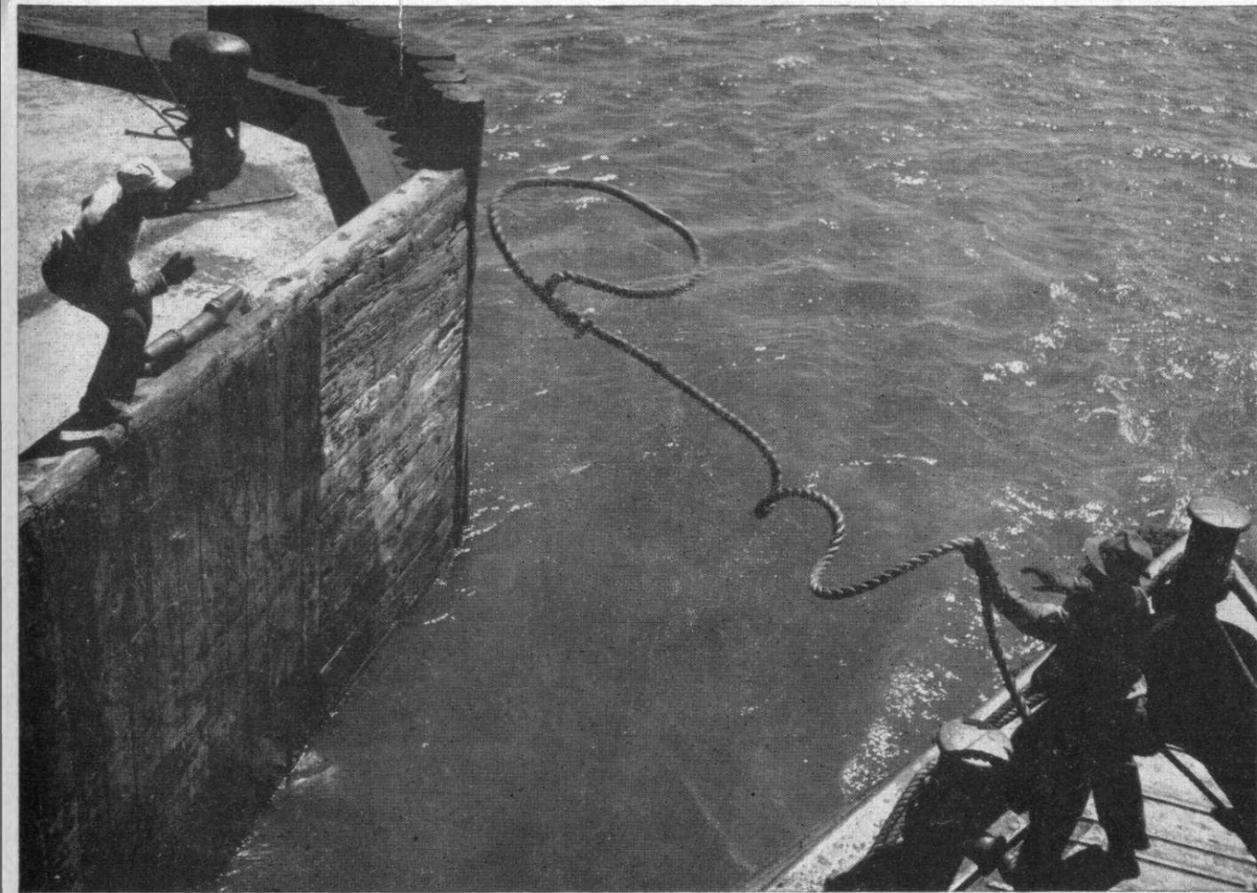
Typical of the NYC’s track scales is the 52-foot, 150-ton outfit at White Plains, N. Y. At left above, Assistant Scale Inspector William Greenfield (left) and

Helper Fred Schmidt check the ballast in the test car before the White Plains scale is tested.

Scale Inspector Karl Schelin (center) finds that the scale does not register exactly the 80,000 pounds that the test car is known to weigh. He sends Assistant Greenfield below to make an adjustment (right) in the scale’s works.

After all adjustments are made, Inspector Schelin affixes his stamp of approval.

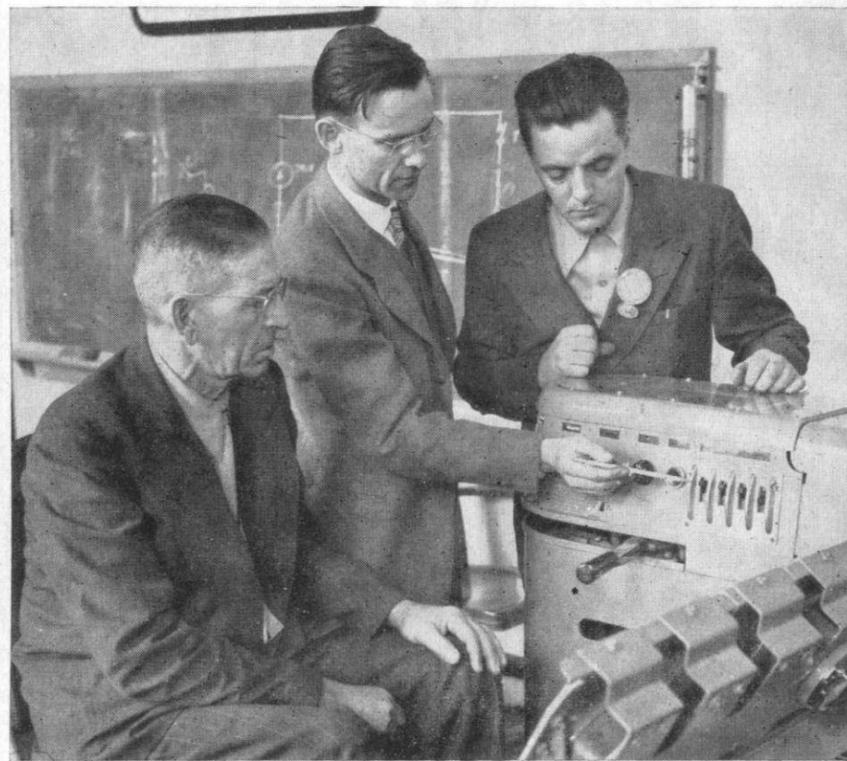
HEADLIGHT HIGHLIGHTS



WATERFRONT SCENE shows Deck Hand Charles Radonich throwing a line from NYC tug to Floatman Harry Garred at a Hudson River pier in lower Manhattan. The Central's busy marine fleet, plying about New York harbor, is an important link in our nation's foreign trade, both export and import.

ON SAFETY COMMITTEE at Harmon, N.Y., shops are (left to right) Herbert C. Stone, Anthony Alterio, Victor Kraphis, A. D. Broadie, Cliff VanAtten, Adam J. Dehs, Jack Casey, John Mancini. Absent are Art Black, Al Ciano, James Alterio.

NO PEANUTS, only a barrel of water and a bale of hay, were taken along for this baby elephant shipped NYC from New York to a carnival in Quebec recently.

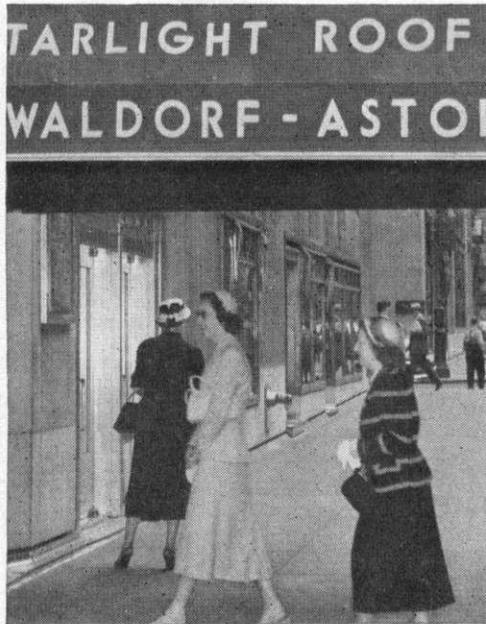


LOTS OF OLD FRIENDS are remembered as C. E. Simpson, retired Assistant General Freight Agent, Pittsburgh & Lake Erie Railroad, reads 75th birthday greetings.

LESSON FOR TODAY is the Diesel engine, and students are NYC Electrical Inspector W. J. Platzer (left) and Machinist Inspector C. M. Havens (right), both of Albany, N.Y., shown with Instructor D. W. McLaughlin at Alco-GE Diesel school they attended in Schenectady.

SEAWORTHY BUT LAND-LOCKED is the good ship 466, the destroyer on wheels built by members of Commodore Vanderbilt Post No. 1158, American Legion, New York. "Launched" in 1940 on dry pavement at 46th Street and Park Avenue, the one-tenth scale model of a Navy destroyer has appeared in parades and at conventions, did recruiting duty in World War II. Post members built the ship, complete with guns that shoot confetti, at Central's Harmon, N.Y., shops, where it is berthed between appearances.

Girl Dispatcher Visits New York



VACATION this year didn't take NYC's—and America's—only woman train dispatcher very far from her first love, railroading. Getting away from her second trick desk at Indianapolis for a jaunt to New York, Phyllis Vohland found the most interesting thing in the big city was the busy dispatching office in Grand Central Terminal.

Phyllis (seated, top left) and pal Mary Schneider, NYC stenographer at Indianapolis, shared one of Central's classy

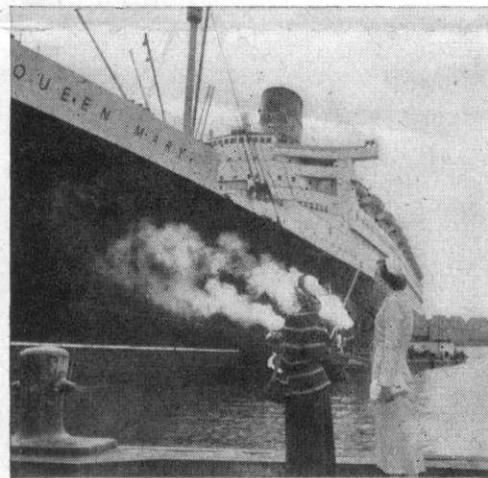
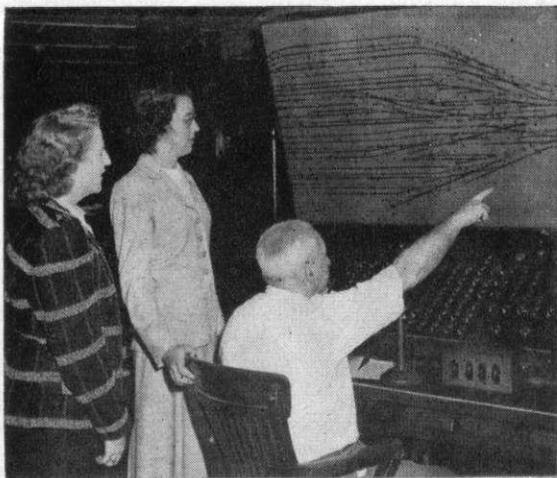
bedrooms on trip to Gotham, checked in at Waldorf-Astoria (center, above). "It's expensive, but worth it," they reported. "We wanted to splurge."

They looked in on NYC headquarters, 466 Lexington Avenue. Assistant Vice President J. J. Frawley showed Phyllis the train sheet in "GX" office (right, above), 16th-floor nerve center where hot-shot Central passenger trains are followed minute for minute.

Their tour of Grand Central Terminal

brought them to famed Tower "A," where men move trains about like pawns on a chessboard. Assistant Director Irv Jacobson showed them (left, below) the big board where movement of trains into and out of GCT is flashed.

Railroaders will be railroaders, but girls will be girls, too, and window shopping (center, below) was part of the Manhattan tour. And, of course, two gals from inland had to see a real ocean boat (bottom, right).



Wayward Balloon Gets on Wrong Track

No NYC people have reported seeing flying saucers, but something freakish came out of the sky and got in the way of a Central train near Ashtabula, O., recently.

It was a weather balloon, 20 feet in diameter and carrying elaborate instruments and transmitting equipment. It floated down on the tracks in front of the train.

The Central turned it over to the Weather Bureau, which said it might have drifted in from the west coast.

Average tractive effort per locomotive on U. S. railroads is up almost 12% over that of 10 years ago.

Went to Press in Baggage Car

The story is frequently told of the train-board newspaper published by young Thomas Edison until his printing plant caught fire and nearly burned up a baggage car.

Perhaps not so many people recall a daily newspaper that was published on a Big Four train back in 1920. C. A. Radford, who retired a few years ago as Big Four public relations representative, remembers it. He should.

Mr. Radford was an editor-printer in Cincinnati in those days, and the Big Four was getting ready to run a special train from Dayton, O., taking Ohio's "favorite son" James M. Cox and party to the Democratic national Convention,

which was being held in Los Angeles.

Alan Rogers, then publicity manager for the Big Four, talked Mr. Radford into going along on the trip to print a daily paper for the 500 passengers on the two sections of the train.

He set up a print shop in a combination baggage car; and, after he had swung his workbench around so that he swayed back and forth instead of sidewise with the train motion, he was ready to go to work.

Six editions of the paper were published. They made a big hit with the passengers, especially those whose pictures (from engravings put on the train in advance) appeared.

Central Briefs

The Central is looking out for the interests of television fans. Because using the radio frequency allotted by the FCC might have affected video reception in the area, NYC is asking permission to use a different frequency in setting up an automatic repeater station on the East Hojack branch, between Rochester and Oswego, N. Y. . . . Crossing Watchman Glenn R. Durrett, Pekin, Ill., won praise recently for his alertness in detecting a fire in a building across the street from his post.

Ex-president Herbert Hoover and president's daughter Margaret Truman both among Century passengers recently, the former New York to Chicago and the latter vice versa. . . . Harrison A. Scott, Jr., Charles A. Pater, and William F. Wertz three NYC men who made dean's list at University of Cincinnati evening college this summer. Mr. Scott was recently transferred to Cleveland as Assistant Signal Engineer.

Albany, N. Y., station is getting a face-lifting. Restaurant is being changed, cocktail lounge installed, more public telephones put in, plus a doctor's office and first aid room. . . . The eagle eye of R. G. Cornelius, retired NYC Tower Operator living at Rhinebeck, N. Y., caught a boner on recent cover of a national railroad magazine. Cover showed 4-4-0 locomotive racing an automobile. Both side rods were shown in down position. They should have been "quartered," with one 90 degrees ahead of the other.

Mrs. Anna C. Reynolds, Clerk in the Auditor of Expenditures office in Utica, N. Y., has won two \$5 prizes in a rhyme content sponsored by National Safety Council. . . . K. F. Emmanuel, General Manager of the Peoria & Eastern Railway and a reserve colonel, is new president of the National Defense Transportation Association.

Gives Nature a Hand



Mr. Smith proudly shows iris garden to (left to right) Mary Snyder and Mrs. Harriett Cecil, NYC Stenographers at Indianapolis; his wife; and Mrs. Margaret Rickley, Secretary in NYC Agent's office, Indianapolis. Mrs. Smith helps with the iris hobby.

The birds and the bees do a good job, but O. H. Smith, retired NYC Conductor, doesn't leave it entirely up to them.

When it comes to growing irises in the big garden at his home in Indianapolis, Mr. Smith believes in giving nature a helping hand. He and his wife have developed their hobby of pollenizing and breeding iris plants into a source of con-

siderable fame and occasional profit.

They are known among flower fanciers throughout the Indianapolis area for the unusual size, coloring and beauty of their irises.

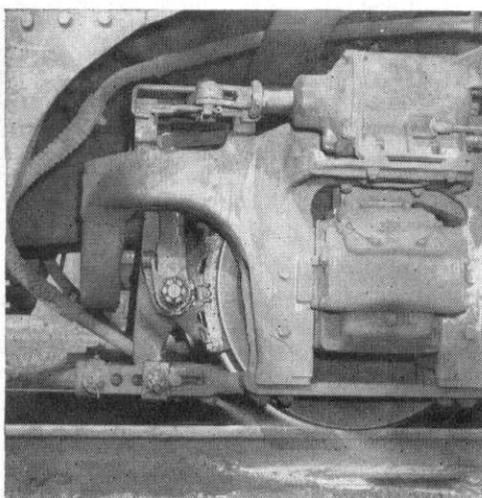
Mr. Smith was with the Central 29 years, working first as a Brakeman and later as a Yard Conductor in the Indianapolis Terminal.

It Takes a Lot of Sand



Every year the Central buys enough sand to supply a fair-sized summer resort—in 1949, 130,000 tons. But not for bathing beaches is railroad sand used. It does its job under the driving wheels of locomotives, providing better traction for starts, stops, and grade pulls.

Stockpiled at engine terminals (left, above), sand is carried on all locomotives



and poured onto the rails through nozzles just ahead of the driving wheels (center, above).

To do its job best, sand must be clean, dry, and easy-flowing. The Central insures that it will have these qualities by purchasing sand that has a silica content of about 95%, the same kind you've found on your favorite beach this summer.



Before being placed in the towers from which it is fed into locomotive sand tanks, the sand is dried in high-speed mechanical dryers which whirl it around to rid it of moisture.

Steam engines take sand through a port atop the boiler; Diesels (right, above; the sandman is Julian Otice at Harmon, N.Y.) take it at the side.

Superintendent Named On Syracuse Division; Other Positions Filled

Clifford F. Grimes has been appointed Superintendent of the Syracuse Division, succeeding J. B. Delaney, whose retirement is reported on page 14.

Mr. Grimes joined the Central in 1917 as a Signal Operator at Syracuse. He became a Trainmaster in 1938 and an Assistant Superintendent in 1948.

Other appointments at Syracuse include **W. J. Barnes**, formerly Trainmaster, to be Assistant Superintendent; **E. D. Joslin** to be Transportation Inspector; and **S. H. Denison** and **G. W. Maxwell** to be Assistants to General Manager.

A number of key appointments were made in the Freight Traffic department last month. **Edward R. Brunck** was named Freight Traffic Manager at Detroit, where he has spent the last 33 of his 49 years with the Central.

Mr. Brunck succeeds Oswald R. Bromley, who retired for reasons of health after 45 years with NYC.

J. L. Meehan returned to Detroit as Assistant Freight Traffic Manager. He formerly held that title at St. Louis, and once was Division Freight Agent at Detroit.

At Cincinnati, **J. Russell Ray** was appointed Assistant to Freight Traffic Manager. He moved to Big Four headquarters from Louisville, Ky., where he was Division Freight Agent.

Newly named to the Louisville post is **J. M. Burke**, formerly General Agent at Indianapolis, who is succeeded by **Frank J. Kiefer**.

Gregory T. Sullivan was appointed Division Freight Agent at Terre Haute, Ind. He is succeeded in his former position of Industrial Agent, at Cincinnati, by **Herbert F. Meyer**, who moves up from the post of City Freight Agent.

On the Ohio Division, **W. M. Jackson** was named Trainmaster, with headquarters at Springfield.

R. D. Timpany was transferred from Springfield to Indianapolis as Trainmaster, replacing **F. I. Doeber**, who has moved to Buffalo as Trainmaster.

In New York, **Clarence B. Woolston** and **William F. McGinn** were appointed Assistants to General Attorney.

F. E. Koeneke was appointed Assistant to General Passenger Agent, with headquarters at Chicago.

A list of appointments on the Toronto, Hamilton & Buffalo Railway include **Cecil M. Dent** as General Auditor, **Harry H. Wall** as Assistant General Auditor, **Albert E. Cook** as Superintendent Personnel and Departmental Accountant, and **John A. Fletcher** as Safety Agent.

Robert W. Orr was appointed Supervisor of Bridges and Buildings, with headquarters at Corning, O.

Russell T. Bentzel was named Chief Clerk to Superintendent, Ohio Division, at Springfield.



Mr. Grimes

He's a Model Soldier

Cpl. Frank W. McGovern is a model soldier. That's what the U.S. Army's Organized Reserve Corps says.

When they wanted an Army reservist to pose for a recruiting advertisement that was to appear in magazines all over the nation, they chose Frank.

Eight hours a day, during the working week, Frank is a Fireman in Grand Central Terminal in New York. One night a week and for two solid weeks each summer, he is a Corporal in the 721st Railway Operating Battalion, one of the reserve Transportation Corps units affiliated with the Central.

The ad called for Frank to pose climbing aboard a locomotive at Fort Eustis, Va., training center for the railway battalions. There was a hitch, though; the picture was needed a few weeks before Frank and the 721st were scheduled to go to Eustis. As a result, the "Army locomotive" in the picture is one of NYC's, and "Fort Eustis, Va." is really the Central's yard at Harmon, N. Y.

In the ad picture with Frank appears Capt. Frank Adams, Trainmaster at the Central's West 72nd Street Yards in New York, who is also assigned to the 721st.

The copy in the ad hailed Cpl. McGovern as "a man of action" and one of the "double duty Americans willing to make a personal contribution to our nation's strength."

Being a peacetime reservist isn't Frank's



Fireman McGovern and Trainmaster Adams posing for Army picture ad.

first "personal contribution" to his country. He was an engineman with the 721st during World War II when it was operating the Bengal & Assam Railway in India.

He Deals in Stocks (Bonded Ones)

If there's one thing R. I. Owen can't stand, it's inaccuracy. Nothing upsets him so much as being a thousandth of an inch out of the way.

In this, Mr. Owen is no different from his fellow-enthusiasts in the sport of bench rest rifle shooting. Followers of this hobby have a passion for perfection in hitting the bull's-eye. That's why they shoot only with their rifles solidly mounted on stands (called bench rests); the human shoulder is too undependable a brace for their type of marksmanship.

Agent and Telegraph Operator at Watkins Glen, N. Y., on the Central's Pennsylvania Division, Mr. Owen has been a bench rest man for a good many years. Not long ago he placed third in an important national competition. His five shots were grouped within a space of less than a quarter of an inch.

In his search for ways of making a rifle more accurate, Mr. Owen some time ago hit on an idea which he is now developing into a commercial sideline. His inspiration: make rifle stocks out of laminated (built up in layers) wood rather than out of solid blocks.

He theorized that solid wood changed with temperature variations and that internal stresses in the wood hurt his aim. "When I used to shoot with a solid stock," he says, "I could almost feel the wood moving, throwing me off target by as much as a hundredth of an inch."

He began experimenting with different kinds of wood. Then he tried building up a stock from several layers of wood bonded together with glue under pressure. This, he hunched, would get rid of temperature effects, keep out moisture,



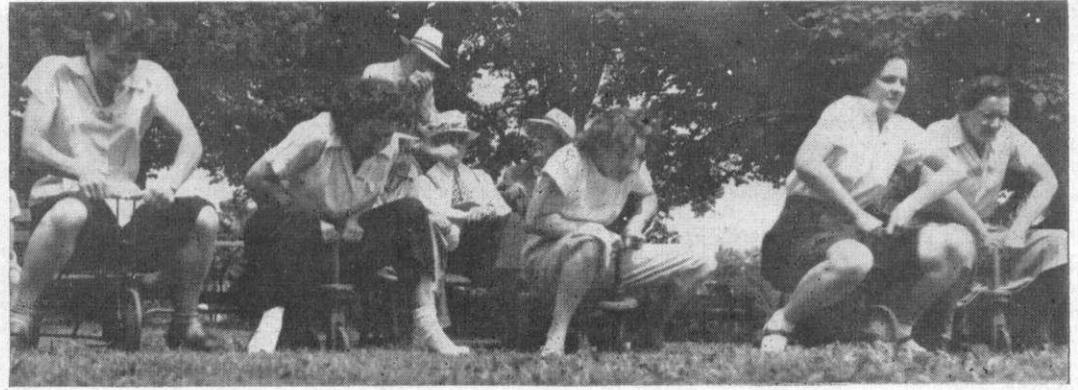
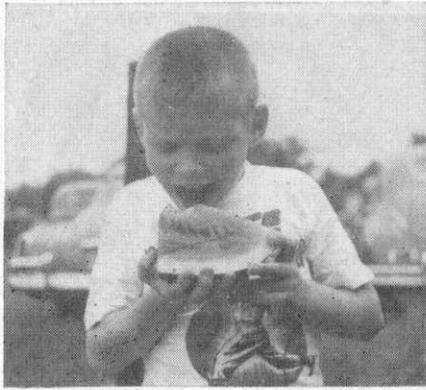
Mr. Owen, who knows what to do with a stock, sights for a bench rest shot.

and stop swelling and shrinking movement.

The results were so pleasing that he decided to market stock blanks from which rifle enthusiasts could finish their own stocks. He now does a modest business ("I don't expect to make a fortune"), farming the lamination work out to a lumber manufacturer. He personally selects the wood to be used and prepares the pieces for lamination, machining each one to dimensions within a hundredth of an inch.

If there are any other bench rest fans among the HEADLIGHT's readers, they can get more detailed information from Mr. Owen.

People Have Fun at NYC Picnics



Summer is the time for picnics, and folks on the Central are all in favor.

"What's a picnic without watermelon?" asks David Hyde, Jr. (top, left), son of HEADLIGHT photographer, enjoying himself at NYC Manhattan Athletic Association outing held this year at Riverdale, N. J.

Weather wasn't always dependable, and one family (lower, left) found blankets comfortable during boat ride to Lake Shore chapter, NYC Pioneers, annual picnic at Cedar Point, O.

A kiddie-car race gets complicated when grownups are the participants, as hap-

pened (top, right) at the Michigan Central Pioneers picnic on Bob-Lo Island, near Detroit.

Give a picniker enough rope and he'll have a tug-of-war, which is what some of them did (bottom, left) at the Manhattan A.A. outing.



No Taste Test

The young lady above isn't making a cigarette taste test. She's showing how blowing towards a lighted cigarette reduces the amount of smoke coming from it.

This is one of the scenes from the movie, "Clear Skies," produced by the Central's Motion Picture Bureau for the railroad division, Coal Producers' Committee for Smoke Abatement.

Depicting success of NYC and other roads and industries in combating smoke nuisance in Columbus, O., the film uses cigarette scene to show how more oxygen in locomotive firebox can cut down on objectionable smoke.

Pats on the Back

School Bells Will Ring on Time

The teen-agers of Reddick, Ill., might not be too happy if they knew about it, but a shipper and a school principal are pleased with the NYC service that will help Reddick high school open on time this fall.

L. S. Wheeler, NYC Agent at nearby Dwight, Ill., did the job. When the Hill-yard Sales Co., of St. Joseph, Mo., consigned some materials to Reddick high for use in summer repairs, they didn't notice that the Central doesn't have an agency there.

The shipment wound up at Dwight while workmen at Reddick were held up for lack of materials. The school had no way of getting the goods, 15 pieces in all; so Mr. Wheeler, when advised of the jam, drove over to Reddick and delivered them personally.

To show that he's an all-around salesman, in writing to tell the shipper what he had done he closed by pointing out that he would appreciate any business the shipper could route NYC to Dwight in the future.

In writing to the Traffic department later, the shipper said, "It is just this type of representation that makes the New York Central one of the greatest railroad

companies in our country, if not the greatest."

Advance Enjoyment

Floyd E. Jackson was happy about his vacation trip on the Central even before he got on the train, thanks to the advance arrangements made for him by W. W. Miller, Ticket Agent at Buffalo.

In response to Mr. Jackson's request, Mr. Miller wrote him, confirming train reservations from Buffalo to New York and return, quoting fares, and confirming arrangements for storage of Mr. Jackson's car at Central Terminal.

The service, Mr. Jackson said, was "the kind that makes a person want to ride on the New York Central."

Bowlers Pleased

The Lexicon Bowling Club, of Brooklyn, did quite a bit of traveling by NYC last season on their way to and from tournaments and special matches.

"We were all pleasantly impressed with the prompt, friendly, and courteous service of the New York Central System's employes. This includes ticket agents, trainmen, waiters, and porters," the club wrote.

Deaths

Euclid H. Cartier, Traveling Auditor at West Somerville, Mass.; joined NYC 1903.

John E. Hickey, retired Claim Investigator at Hoboken, N. J.; joined NYC 1912, retired 1950.

Joseph J. Cahill, 73, retired Trainmaster at Syracuse, N. Y.; joined NYC 1892, retired 1946.

James C. Powell, 73, retired Valuation Engineer at Cleveland; was with Central over 40 years.

Marcus Dow, retired General Safety Agent, at Hollywood, Cal.; joined Central 1913, retired 1923.

Max Schubert, 82, retired Coach Repairer at Cleveland; joined NYC 1898, retired 1938.

William R. Wilson, 83, retired Shop Foreman at Toledo, O.; joined NYC 1891, retired 1937.

Stanley N. Kellogg, 50, Assistant to General Superintendent Freight Transportation at New York; joined Central in 1922.

Robert Schockey, 61, Assistant Freight Agent at Cleveland; joined Central in 1904 as yard clerk.

'Super' Retires

John B. Delaney, Superintendent of the NYC's Syracuse Division, retired last month after a 51-year System career.

Mr. Delaney joined the Central as a Timekeeper at Macedon, N.Y., in 1899. After serving as Telegrapher, Billing Clerk, Rate Clerk, and Copy Operator, he was named Train Dispatcher at Buffalo in 1906. He was appointed Chief Train Dispatcher at Rochester in 1917. He was later promoted to Trainmaster there and was transferred to Syracuse in that capacity in 1927.

Mr. Delaney became Assistant Superintendent of the Syracuse Division in 1936. In 1942, he was appointed Superintendent of the Pennsylvania Division and was named Superintendent at Syracuse in 1947.

He is succeeded at Syracuse by C. F. Grimes (see page 12).

BEN BUNGLE



Gold Passes for Three

Three more New York Central men were presented with Gold Passes, symbols of long and faithful System service, during recent weeks.

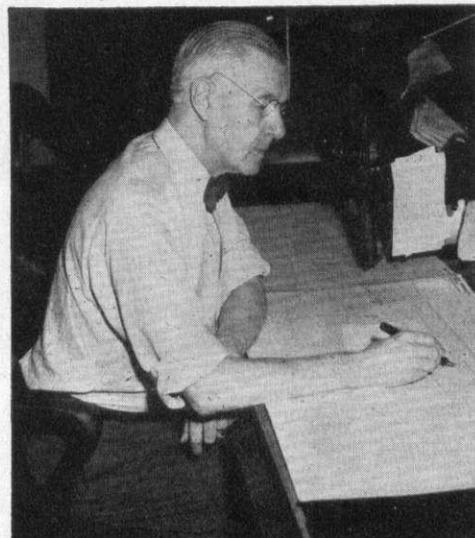
H. G. Stegman, Dispatcher in Grand Central Terminal in New York, received his Gold Pass from Electric Division Superintendent J. D. Carkhuff. Mr. Stegman began his (NYC) career as a Towerman in the Park Avenue tunnel in New York City. He worked in towers until 1903, when he was assigned to the Dispatcher's office in Grand Central.

Mr. Stegman is responsible for recording passing times of trains running between Mott Haven junction in New York City and Croton-on-Hudson, N. Y., busy segment of the NYC's Hudson Division.

Chief Dispatcher R. A. Stewart presented a Gold Pass to Agent **E. M. Heaton** of Stockton, Ind. Mr. Heaton began his NYC career as Agent at Gardner, Ill. He became a Bill Clerk at Coster, Ill., in 1902, but returned to Gardner as Agent in 1903.

A year later Mr. Heaton was transferred back to Coster as a Night Operator. Once more, in May 1905, he took up the Agent's duties at Gardner. Mr. Heaton has been agent at Stockton since January 29, 1919.

William Aylmer, Adjustment Clerk in the Office of the District Station Accountant at Englewood, Ill., is another recent



Gold Pass recipient **H. G. Stegman**

Gold Pass recipient. Englewood DSA H. R. Trowe presented the pass.

Mr. Aylmer first came to the Central as a Messenger in the Freight Station at Englewood. Except for nine months in the Local Freight Office at Polk Street, Chicago, all Mr. Aylmer's NYC service has been at Englewood.

Verse and 'Vittles' Mark Engineman's Retirement

Engineman Harry A. Nichols mixed his two hobbies, poultry and poetry, to make his recent retirement an occasion that fellow-workers won't soon forget.

After climbing down at Indianapolis from his last run as pilot of the James Whitcomb Riley, Mr. Nichols invited the gang up to his home for a turkey dinner, prepared by Mrs. Nichols.

When the office received his final time slip, a verse was found written on the back. It went:

*I will make no more trips,
So will have no more slips.
I've tried to do my best
But now it's up to all the rest.
The work for them to carry on—
I've done my duty; I'll soon be gone.*

World War II Freight Expediter

Active in engineering the movement of war freight through export facilities during World War II, and since engaged in work connected with rate division proceedings undertaken by the Central, Stanley N. Kellogg died last month. He was Assistant to General Superintendent, Freight Transportation, at New York.

Tell-a-Photo

This car is known as a depressed center flat car. The floor is depressed between the trucks to provide extra head room for extremely high loads. Because it is frequently used for carrying giant electrical transformer assemblies, this type of car sometimes is referred to as a transformer car. The capacity of the car shown is 123 tons.

Party Delayed

A retirement party that was delayed for more than two years finally came off in Mt. Carmel, Ill., recently.

District Boiler Foreman L. W. Skillman retired from Central service in January, 1948, and his friends decided to throw a party for him. Mr. Skillman was taken ill, however, and the celebration was postponed. He recovered recently and was guest of honor at the long-awaited affair.

Award Winner Dies

The sudden death last month of Traveling Auditor Euclid H. Cartier came just a few days after he had been notified of winning a \$100 prize in an essay contest sponsored by the New York Railroad Club.

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.

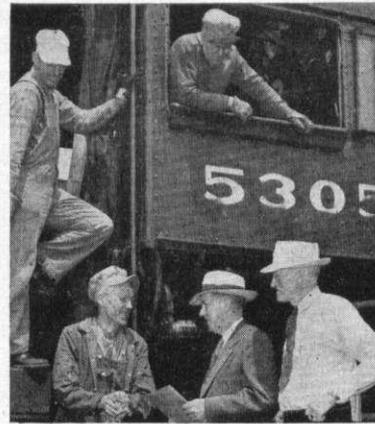
1. a (One that bypasses a normal transfer point)
2. b (Rubber)
3. c (406)
4. a (Six: red, yellow, green, lunar white, blue, purple)
5. c (Black)
6. c (Historic documents)
7. d (Bay View, N. Y.)
8. a (Toledo)
9. d (1/20 of a cent)
10. b (P. & E.)

If you have answered correctly	Then you
All 10	Are really good
6 to 9	Really aren't bad
1 to 5	Can do better
None	Can't do worse

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.

Alvarez, Antonio, Section Laborer, Detroit	22 4
Arduini, Frank, Crossing Watchman, St. Lawrence Division	20 8
Atkinson, Alton, Locomotive Engineer, Western Division	45 3
Atwater, Henry L., Telegrapher, Massena, N. Y.	40 7
Barnfather, William D., Locomotive Engineer, B. & A.	42 11
Basilico, John, Boilermaker, West Albany, N. Y.	36 4
Becan, Francis J., Signalman, Weehawken, N. J.	42 10
Bechtold, Otto E., Sheet Metal Worker, North Bergen, N. J.	31 5
Blake, John D., Brakeman, Mohawk Division	42 9
Bolger, William, Sub-Station Operator, New York	43 7
Borovynak, Emanuel, Freight Car Repairer, McKees Rocks, Pa.	31 2
Bromley, Oswald R., Freight Traffic Manager, Detroit	44 8
Buchanan, Malcolm G., Foreman, Allston, Mass.	33 11
Byrne, George, Division Freight Agent, Terre Haute, Ind.	47 7
Carberry, Edward F., Third Rail Patrolman, New York	31 10
Chiaromonte, Santo, Freight Handler, Buffalo	29 9
Cimino, Nicola, Section Laborer, Erie Division	28 10
Clause, Charles A., Locomotive Engineer, Syracuse Division	51 7
Cleveland, David W., Carpenter, Harmon, N. Y.	33 0
Conly, Walter A., Conductor, Indiana Division	44 2
Coretti, Philip, Section Foreman, Yonkers, N. Y.	43 4
Coughlin, Mark S., Carpenter, Boston	35 10
Creed, Joseph C., Locomotive Engineer, Ohio Division	32 8
Crimmins, Jerry, Delivery Clerk, Chicago	46 10
Culp, John W., Locomotive Engineer, Newell, Pa.	30 0
Czykyski, Peter H., Section Laborer, Braying, Mich.	33 0
Davidson, Alton J., Locomotive Engineer, Western Division	43 6
Davidson, Harry C., Air Brake Repairman, Urbana, Ill.	26 7
Davis, Floyd P., Locomotive Engineer, Michigan Division	43 8
Day, Robert D., Police Sergeant, Detroit	26 2
Delaney, John B., Superintendent, Syracuse	51 1
Draganich, Mike, Crossing Watchman, Whiting, Ind.	12 0
Dreimiller, Nicholas J., Car Inspector and Repairer, Selkirk, N. Y.	38 1
Drummond, William B., General Foreman Carpenters, New York	38 9
Dunham, David A., Locomotive Engineer, Toledo W. Division	38 4
Dusa, Albert, Brakeman, Collinwood, O.	26 11
Egan, Thomas, Locomotive Engineer, River Division	46 2
Eichler, Fred A., Section Laborer, Hillsdale, Mich.	33 1
Faffi, Mike, Section Laborer, Belle Vernon, Pa.	42 11
Fairchild, Ralph, Janitor, Buffalo	30 4
Fetterly, Frank, Locomotive Engineer, Western Division	42 5
Fetzner, William, Cable Splicer, East Buffalo	30 10
Finn, Mathew L., Clerk, Detroit	27 1
Girard, James, Brakeman, Cleveland Division	29 10
Grubb, James P., Agent-Telegrapher, Centerburg, O.	39 4
Grundy, Alfred W., Boilermaker Helper, St. Thomas, Ont.	36 11
Hamilton, Rama O., Car Inspector, Indianapolis	37 0
Hanlon, Alexander J., Tug Dispatcher, Weehawken, N. J.	27 7
Hawes, Elwyn W., Assistant Engineer, Erie, Pa.	47 2
Herries, Peary M., Conductor, Canada Division	33 0
Hixson, Earl S., Locomotive Engineer, McKees Rocks, Pa.	40 3
Hudson, Forrest B., Conductor, Ohio Division	46 7
Johnson, Edward T., Conductor, Western Division	46 8
Kalvalets, Peter, Boilermaker, Gibson, Ind.	24 10
Kellogg, Clayton F., Conductor, Syracuse Division	38 9
Kennelly, John W., Locomotive Engineer, Syracuse Division	47 11
Kessler, Fred B., Sheet Metal Worker, West Albany, N. Y.	32 2
Knuth, Albert C., Machinist, Beech Grove, Ind.	44 0
Kraski, William, Carman, Detroit	32 10
Krick, Jerome J., Conductor, Syracuse	23 2
Kuehn, Robert P., Switchtender, Selkirk, N. Y.	31 5
Leier, Frank, Car Inspector, Detroit	27 3
LoGiudice, Antonio, Watchman, Clearfield, Pa.	30 10
Longbrake, Clyde W., Section Laborer, Kenton, O.	26 4
Lorenzen, John E., Section Foreman, Elyria, O.	38 8
McCann, John P., Third Railman, New York	43 3
McCarthy, Mrs. Kathryn A., Stenographer, Collinwood, O.	30 6
Mainard, Gordon D., Locomotive Engineer, Illinois Division	36 10
Maknes, Roy, Section Laborer, Electric Division	19 6
Manley, Harvey D., Locomotive Engineer, Illinois Division	44 6
Mann, Harold O., Traveling Auditor, New York	48 2
Markle, Raymond C., Conductor, Mohawk Division	43 8
Mazzio, Gaspar, Section Laborer, Syracuse Division	31 5
Meek, Lewis H., Conductor, Mohawk Division	40 9
Melara, Pasquale, Boilermaker, Watertown, N. Y.	40 6
Miner, Lewie J., Carpenter Helper, Andover, O.	24 11
Monath, Lewis F., Cashier, McKeesport, Pa.	48 10
Muirhead, Ernest, Assistant Engineer, New York	31 1
Mulligan, James A., Locomotive Engineer, Boston Division	45 7
Nungesser, Henry L., Conductor, Ohio Division	42 10
Nunn, Louis, Section Foreman, Franklin, Ind.	32 4



At top left, Engineman William Barnfather (lower left) accepts retirement certificate from B. & A. Superintendent W. W. Treleven. Looking on are Fireman Newell Hall (on steps), Mr. Barnfather's son Brenton (in cab), and Road Foreman Gorden Craft. At top right is John McRea Hopkins, Illinois Division Dispatcher who has completed 49 years of Central service. Third from left in bottom picture is T. J. McAndrew, who retired as Assistant Chief Clerk at Suspension Bridge, N. Y. Others (1 to r) are Trainmaster J. E. Wilcox, Chief Clerk J. H. Penberthy, Yardmaster W. R. Eidt, Chief Clerk J. Maday, and Agent A. J. Gerhing.

Offerman, Herman A., Trainmaster, New York	40 9
Olexa, Paul L., Boilermaker, Collinwood, O.	27 10
Palamuso, Thomas, Section Laborer, Angola, N. Y.	28 11
Petruzzi, Giovanni, Section Foreman, Worcester, Mass.	39 2
Petterson, Andrew R., Floatman, New York	35 9
Pringle, Mrs. Mae S., Clerk, Detroit	27 9
Regan, John M., Conductor, Rochester	43 6
Riewer, Ernest E., Machinist, Beech Grove, Ind.	33 3
Rosenberg, Henry D., Sower, Chicago	30 9
Saunders, George D., Attendant, New York	38 8
Scott, S. Walter, Telegrapher, Edison, O.	47 6
Shaffer, John, Laborer, Englewood, Ill.	26 1
Shellenberger, Harry L., Machinist, Avis, Pa.	46 1
Sijacic, Harry, Boilermaker Welder, Collinwood, O.	32 9
Sina, Luigi J., Section Laborer, Pawling, N. Y.	20 1
Sinick, Arthur E., Pipefitter, Beech Grove, Ind.	41 8
Smith, Reinhold L., Machinist, W. Albany	31 4
Smith, Vern, Crossing Watchman, Decatur, Mich.	25 0
Smith, William J., Section Foreman, Stockport, N. Y.	40 1
Smyteck, Michael M., Section Foreman, Buffalo Division	43 3
Springsteel, Fred'k C., Head Doorman, New York	43 2
Stone, Leonard L., Section Laborer, Greensburg, Ind.	13 10
Stull, George V., Locomotive Engineer, Ohio Division	45 9
Swapp, William L., Clerk, New York	34 0
Touronjeau, Joseph, Boilermaker, Watertown, N. Y.	30 3



Scene above is from dinner held recently in Hammond, Ind., honoring 27 retired employees of the Indiana Harbor Belt Railroad.

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SYSTEM

HEADLIGHT

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Foolishness

One of the worst things about foolishness is that it seems to be so contagious. If a few people get the notion they'd better start hoarding sugar, or sheets, or even shillelaghs, pretty soon lots of others catch the fever, and before you know it a "shortage" has grown up right in the middle of plenty of everything.

A wave of "scare" buying started up as soon as this country announced it was going to back the United Nations position in Korea. Before very long, prices had been pushed up by panicky demand, people were wasting time traipsing from store to store, and talk of rationing was heard.

Encouragingly, reports early this month indicated the hoarding frenzy had lost some of its steam. People, let's hope, were getting their senses back and realizing that a cellarful of sugar is far from the most useful thing to have around.

If we're looking for a chance to show that we're good citizens in the present troublesome situation, we can do so by proving ourselves big enough not to cause somebody else—and eventually ourselves—hardship by our own selfishness. If rationing should become necessary in the long run, there'll be nothing to do but accept it, with all its inconveniences. But let's not make it necessary before its time by foolish, thoughtless hoarding.

Did you ever notice that some people are never quite so eloquent as when they are quoting themselves?

Let's Know the Facts

It Will Take Our Best

Another in a Series by G. Metzman, President

THE events of the past two months—bringing us face to face with war—have served to point out again how unpredictable is the turn of world affairs, and how foolish it would be ever to neglect our country's defense.

Nobody knows what the Korean fighting will develop into. All of us hope it will be short-lived and that out of its tragedy will come the more stable peace we have been hoping, praying, and working for. But, even were the firing to cease before these words see print, we still must count a cost that is great, both in lives and in goods.



Mr. Metzman

World War II Taught Lesson

At the end of World War II, the railroad people of this country knew the size and importance of the job they had been called on to do. They knew, also, how important it was to maintain the railroads in a strong and healthy condition that would enable them to do a similar, or even greater, job again if the need were to arise.

We who spoke for the railroads in those days found our words not always well received. Seldom did anyone directly deny the truth of what we said, but too few people showed any interest in correcting certain conditions which threatened the ability of the railroads to continue strong. The very achievement of the railroads in moving troops and freight during the war, heroic as it was, seemed to lull people into believing that the railroads could go right on performing miracles, in spite of the puny earnings and subsidized competition that were sapping their strength.

Railroads Didn't Quit

In the face of this indifference to their future, the railroads didn't quit, didn't allow themselves to fall behind. By digging into what earnings were available, by practicing rigid economies in every manner and place possible, and by borrowing, they managed to carry out, in the years following

the war, the biggest re-equipment and modernization program ever seen in the industry. They bought new engines, new cars, new rail, and many other things to the extent of hundreds of millions of dollars.

As a result, we have in this country today a railroad plant adequate to meet the transportation needs of the present situation, and even to meet those of a full-scale emergency if—as we pray God it won't—such should develop.

That the railroads should have accomplished this—and in the face of highly inflated costs for everything they buy—is a real tribute to them. It is also a tribute to our economic system, for it shows what a private enterprise industry—taking no subsidy money from the government—can do to gear itself to meet the nation's needs.

Plant Alone Not Enough

To meet the situation now at hand, and to be ready for heavier demands that may lie ahead, will require not only the up-to-date railroad plant of which we are justly proud, but also the best that is in each one of us personally.

Once again it becomes a matter of patriotism—as well as self-interest—to do the best job we know how: patriotism because railroad jobs very definitely back up this country's military efforts; self-interest because doing a good job can help shorten this tragic episode and lessen its painful consequences.

Waste Helps the Enemy

Once again waste of every kind becomes an act against our country, our neighbors, and ourselves. Whether it be in the form of damage to freight, misuse of materials, or just plain inefficiency, waste by us is an aid and comfort to the enemy.

We have the tools to work with, and a worthy cause to work for. What remains now is for us to bring to the task the determination, the spirit, that it calls for and deserves. That's our job. Let's do it with all our might.

G. Metzman
President

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