

NEW YORK

Central

# Headlight

AUGUST 1957



**EMPLOYEES' ACTIONS MAKE FRIENDS FOR NYC . . . page 4**



## Honorary Degree . . .

of Doctor of Engineering was recently conferred upon Alfred E. Perlman, (left) President of the New York Central at commencement exercises of Clarkson College of Technology at Potsdam, N. Y. Bestowing the esteemed degree is Dr. William G. Van Note (right) President of the College.



## Learning the Ropes . . .

of tugboat operations from Captain Charles J. Hennig, NYC's Supervisor of Marine Operations, are a crew of would-be sailors from New York, all members of the Cadet Midshipmen's Training Corps. The railroad came to the rescue of the young cadets when they were marooned high and dry due to bad weather canceling their planned boating expedition. Central officials heard of the "disaster" and promptly invited the youngsters to visit the railroad's fleet in Upper Bay, Brooklyn. The Training Corps, a state-chartered organization, sponsors a military and nautical training program for 1,000 youngsters aged nine to eighteen in New York City area.

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THE COVER: Boys of all ages are always eager to find out what goes on in the cab of a locomotive. During a day devoted to a vocational tour for 1,000 Scouts in Buffalo, NYC Locomotive Engineer Sam Tobone explains his throttle technique to Explorer Scouts Tom Lilienthal and Ray Zopfel. For more about Central employees busy making friends for the railroad in their communities, see page four.

## HEADLIGHT

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MAN OF MANY UNIFORMS, Bob Hicinbothem, NYC Conductor on Harlem Division, is shown in some of his favorites. Below, during his railroad day; at right, he lifts mask as he "umps" game, and in series at far right, he coaches his winning team.



He calls 'em  
 as he sees 'em

## Conductor spends off-duty hours as baseball umpire and teen-agers' coach

At the end of a hot and humid working day, the majority of men return to their homes, discard their working uniforms (whether it be the grey flannel of Madison Avenue or the somber black of a subway guard) and relax. This doesn't hold true, however, for Bob Hicinbothem, a New York Central Conductor on the Harlem Division. Bob, who has been with the Central since 1947, merely exchanges one uniform for a variety of others.

In addition to railroading, Bob doubles in brass in many ways. He is, for one thing, an official baseball umpire. And football referee. And then, there's basketball, too. But the "after hours" job that consumes most of his interest and time is coaching the Pleasantville, N. Y., team in the Connie Mack League. The team has the enviable record of winning nine of its eleven games this season and (as this is written) is well on its way to winning the right to represent Westchester County in the New York State finals of its league.

This is his first year of actually coaching a baseball team, but Bob has been playing the game since he was six years old and came up through the

Little League. Upon graduation from High School, he played semi-pro ball on a farm team of the New York Giants in the North Atlantic League, until an arm injury retired him—temporarily. During the time his injury was healing, he began his career as an umpire. He still remains an active player, although he refers to himself as strictly "a Sunday player" on a local team.

Bob took over coaching duties of his present team because he felt that his own experience in the game would be of help to the players. His success is evidenced by the fact that a number of major league clubs have been scouting some of his players, who range in age from 16 to 18 years.

The spotlight of public interest has been focused recently on the startling increase in juvenile delinquency throughout the United States. Special advisory boards, utilizing the services of experts in the field, have been formed to combat—and eliminate—this sociological problem. Little, however, has been said about the overwhelming number of teen-agers who, other than experiencing the usual foibles of adolescence, pass through the transition from child to adult in a normal, healthy



manner. Much credit for this transition is due to paternal guidance. But a fair share of it should go to organizations like the YMCA, Boy Scouts, Girl Scouts, and the formation of various athletic groups like the Little League, the Babe Ruth League and the Connie Mack League.

The formation of these leagues has done much toward teaching young America the spirit of fair play and friendly competition that they will carry with them from the ball field through their everyday dealings with contemporaries, families and friends.

Praise is due to the men—and women—who devote much of their spare time to these worthy efforts. And an outstanding example is NYC's Bob Hicinbothem.

# NYC Men Serve Their Communities

Employees join committees throughout System to make friends for their industry

Whether it involves a rail tour for businessmen in Indianapolis, raising money for toys for needy children in Albany, or arranging a leadership training program for young farm leaders in Detroit, Central employees are lending a strong, helping hand to the community good-will program of Eastern Railroads.

More than 200 of them are active members of 18 of the 24 railroad employee groups operating in major cities in 15 northeastern states under the direction of the Eastern Railroad Presidents Conference. They are working as a team with nearly 1,000 other railroad men who represent most of the 37 major Eastern lines.

The object of the program is to create a better understanding of the railroad industry and its problems through performing useful community service. Projects that these committees undertake are as varied as the weather. Essay contests, Boy Scout tours, meetings with business and farm leaders, assisting charity drives, sponsoring symphony concerts and ball games, model train races for youngsters, track exhibits at state fairs, gifts of steam locomotive bells to churches and the obsolete iron horses themselves to city parks—these and many other activities are just a

part of the day's—and night's—work for the men who are carrying out this "positive" approach to better public relations for the railroad industry.

Central men have taken leading roles in committee organizations as well as a vast number of the projects which have been carried out since the program was launched four years ago in Boston, Buffalo, Columbus, O., and Indianapolis.

In Columbus, Don F. Rehl, District Manager of Agricultural Sales, has been chairman of the committee's agricultural activities for three years, and initiated "coffee hours" for convention groups in the spring of 1955 when his committee "poured" for the Ohio Potato and Vegetable Growers. This type of project also has been carried out by many other committees since.

Ralph N. Cramer, District Freight Sales Manager and vice chairman of the Indianapolis group, has been committee secretary and speaker bureau chairman, has had a leading part in two rail-industry tours, the annual Christmas displays and choral singing programs at Union Station, and is one of the committee's most effective speakers. Ralph A. Barnett, Division Freight Sales Manager, has recently helped to organize a Toastmasters Club which is



ALL ABOARD! P&LE Gateman Albert Walker shows Cub Scouts Tim Butler (left) and Eugene Jones how a railroad man announces trains the modern way with a public address system microphone during annual Scout Day excursion held by Community Committee of Pittsburgh roads.

training 35 Indianapolis railroaders to tell their industry's story.

Philip Huppman, Division Freight Sales Manager, heads the new committee at Syracuse, one of four organized early this year. A. R. Tuttle, Passenger Sales Manager, won compliments June 17 for his skill as toastmaster at a "graduation" dinner honoring 17 railroaders who had completed a public speaking course at



LEARNING TO DRIVE, William Short, chairman of Rochester, N. Y., YMCA fund campaign, gets chance to sit in locomotive cab seat as Edward J. Leenhouts, NYC Manager of Agricultural Sales, tells him of railroad rules. Y's campaign was built on railroad theme and got help from the Rochester Railroad Committee.

Syracuse University. Tuttle was one of the students and is now chairman of the speakers bureau.

James Robinson, Division Freight Sales Manager at Toledo, O., was the first chairman of that committee and has had an active part in most of its projects. As an "elder statesman" in community relations work, he was elected president of the Toledo Transportation Club May 6.

In Albany John J. Tobin, retired car shop Supervisor, was chairman of that committee's Christmas toy project which raised hundreds of dollars to cheer needy children by manning a model train display in Albany's Union Station.

John Hanks, Assistant Director of Agricultural Sales at Detroit, sparked an ambitious committee project which brought 42 officers of the Future Farmers of America and their adult leaders from three states—Indiana, Ohio and Michigan—to Detroit for a three-day leadership training program which included a rail tour, inspection of produce and livestock marketing facilities and addresses by railroad and other industrial representatives.

R. W. Lemon, Division Freight Sales Manager, is vice chairman of the Youngstown, O., committee, another of the four new ones. He took a speaker training course as a member of the Cleveland committee, and served on the



4-H WINNER Judith Charney won training course at Penn State in competition sponsored by Pittsburgh railroads. H. H. McLean, P&LE Vice President & General Counsel, and Mrs. Isabel Smith, County Home Economics Agent congratulate her at award-announcing fete.



OH NO! shrieks Pittsburgh Symphony trombonist Jack Purcell as P&LE Engineer C. H. Engeman toots Jack's horn in warm-up for third Railroad Night at Symphony, sponsored by local railroads.



ENGINEER Jim Feth, of *The Xplorer*, gets a ticket for Railroad Baseball Night, sponsored every summer by Railroad Community Committee of Cincinnati. Sale is made by Carol Pieper of Pennsylvania Railroad.



EARLY TAX PAYMENT was made this spring when roads serving Columbus, O., joined through their Community Relations Committee to make impressive payment to County Treasurer's office. R. T. Martin, NYC District Passenger Sales Manager, is second from right.



READY TO TALK, these Central men have completed 14-week course in public speaking and community relations at Syracuse University. Receiving his diploma (left-center) is Philip Huppman, District Freight Sales Manager for NYC at Syracuse, elected first chairman of the city's railroad community relations group.



AT DETROIT, NYC's John Hanks talks about fine points of shipping bananas with Future Farmers of America at FFA session sponsored by Detroit railroads.



ELECTED chairman of Greater Boston's committee, Herbert H. Harwood, NYC Executive Representative, accepts good wishes of committee vice chairman James Whalen (right), and secretary Paul Noyes, both of New Haven Railroad.



TOYS FOR TOTS DISPLAY attracted attention in Albany, N. Y., Union Station, where Railroad Community Committee organized Christmas toy project, headed by John J. Tobin (right), now retired, who was NYC Shop Superintendent at Albany.

### Railroad Community Committees—CONTINUED

Pittsburgh committee before reaching Youngstown, where he is chairman of the speakers bureau.

Typical of Central employees who have served loyally on several committees is Fred I. Doebber, now Assistant Superintendent at Syracuse. As Trainmaster at Albany in 1955, he served that committee as chairman of the youth activities subcommittee and as a member of the speakers bureau. Transferred to Buffalo, he headed a "March of Dimes" project in which a tank car was converted to "the world's largest iron lung" and moved over New York Central tracks to a number of New York State cities to stimulate campaign contributions.

O. B. Price, Assistant Director of Agricultural Sales at Rochester, has been a leader in developing a "round-table" program through which committee teams meet at dinner with business and professional organization heads and discuss current transportation problems. He has helped conduct many of the 27 such meetings held by the Rochester committee in the last year.

One of the pioneers in committee work is John F. Nash, now Central's Vice President-Operation. As head of the Pittsburgh & Lake Erie in Pittsburgh he served as that committee's first chairman and took a leading role in many outstanding projects until the time of his transfer. John W. Barriger, present P&LE President, continues the

work, serving as the committee's Business Affairs chairman and as an active speaker.

Herbert Harwood, Executive Representative in Boston, was elected July 16 to the chairmanship of the Hub group, succeeding Wallace M. Snow, Assistant Vice President of Freight Sales and Service, who was transferred to New York. Charles Fendrych, Passenger Sales Manager, is vice chairman of the Cleveland committee, which has made extensive use of Central facilities and personnel in carrying out a long series of successful projects, a notable one being a continuing program of sponsoring a youth leadership and recreational program in cooperation with

the Cleveland Board of Education.

The list of Central people who have made valuable contributions to the railroad committee program is much too long to permit mention of more than an outstanding few. They are well represented on the speaker bureaus of the 18 committees they serve and are usually in the forefront when time and skill are needed for projects.

One of these Central committeemen expressed a common point-of-view recently when he said:

"There is hardly a railroad man actively engaged in this program who does not believe that serving our community and our industry is one of the best ways of serving our own railroad."

### NYC Freight Service Lauded

The following is reprinted from Bruce Mann's column with permission of the Rochester, N. Y. Times-Union.

You can credit the New York Central with helping to speed up fruit and produce shipments from the West Coast. Its new Frontier classification yards at Buffalo, as well as at other points along the System, have speeded traffic tremendously in the last few months.

What's more, some commission merchants feel that as the Central gets better and better organized at its various division points, the fast fruit trains will be here at an even faster pace. Time was when prod-

uce was held up as much as two days at the Buffalo terminal.

Now commission men are getting 30 to 36-hour service out of Chicago instead of three days, as formerly. From Bellefonte, Ohio, a main Central transmission point, is only a matter of 15 hours as the Central puts on more and more fast freights.

"The Central really has done something," comments one commission man. "We used to have to sweat it out on our Pacific Coast produce. Now we can depend on the Central 90 per cent of the time."

## These are the

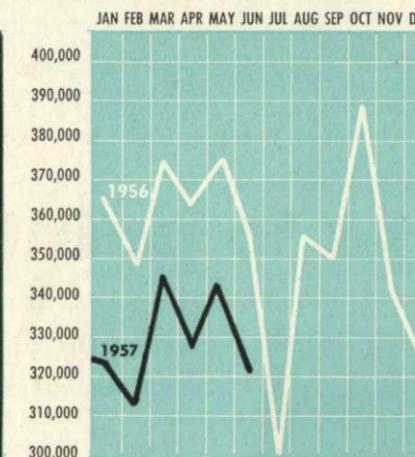


## FACTS



NET INCOME

is what's left after all the bills are paid



CARLOADINGS

show how Central's freight business is



PASSENGERS CARRIED

are key to Central's passenger business

Net Income of the Central in June amounted to \$303,519, compared with \$3,903,169 in the same month last year.

Reduced tonnage from heavy industry continued in June, bringing a corresponding reduction in revenues. Although this brought about the need for reduction in some operating ex-

penses, NYC's heavy improvement program continued to go forward, thereby contributing to lower overall income.

Carloadings in June this year totaled 320,898, down 36,862 cars, or 10.3 per cent from the corresponding month of 1956. Biggest drop was noted in shipments of clay, gravel, and grain.

Total carloadings for the first six months of 1957 reached 1,982,877, a decline of 200,813 cars, or 9.2 per cent from the total in the first half of 1956. Passengers Carried on Central trains in May this year numbered 3,598,476, an increase of 67,918, or 1.9 per cent over the corresponding month of 1956.

### A capsule history of New York Central—No. 8

## Heritage of Progress

Successful operation of the newly-formed New York Central Railroad was being carried out from Albany to Buffalo in 1854. However, in New York City, a thriving metropolis of over 200,000, the first tentative efforts—when compared with the railroad ventures of Boston, Philadelphia and Baltimore—seemed meek and mild. The city was an island, surrounded by what was regarded as unbridgeable water, and seemed to have small chance for rail connection with the other lines.

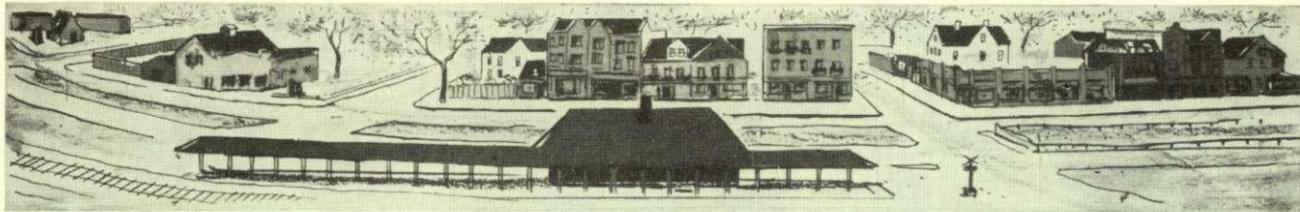
In August, 1831, the State Legislature granted a charter to a group of enterprising citizens for the formation of the New York and Harlaem Railroad Company, which would connect the city with Harlem, a suburb at the upper end of Manhattan Island, from "any point on the north side of 23rd Street." The

company was organized with Campbell P. White, a prominent merchant and member of Congress, as the first President.

Almost immediately, a controversy broke out over the rights granted in the charter by the State Legislature, and an ordinance of the city's Common Council, which differed in many important respects. In those days, Tammany Hall ruled New York with an iron fist and the new venture was entirely at its mercy. However, Campbell P. White had been an Alderman himself and evidently knew how to proceed, for the ordinance was corrected and the Council even agreed to the extension of tracks down Fourth Avenue and the Bowery to Prince Street.

In February, 1832, the ground breaking ceremony took place at Murray Hill on Fourth Avenue. This was the most spectacular

spot of the entire route since a deep cut through rock had to be made at the crest of Murray Hill. The dedication ceremony attracted a great deal of attention and publicity. Since Mr. White was attending a session of Congress, the railroad's Vice President, John Mason, addressed the assemblage. While admitting that the project was a local one, he spoke of the gratifying information from Albany to the effect that the building of the New York and Albany Railroad was being greatly encouraged by the State Legislature and work was expected to start where the new road terminated at the Harlem River. At that time, the possibility of a railroad's following the bank of the Hudson River to Albany was still a shadowy and nebulous project, about which only a few people were enthusiastic. The general opinion was that the Hudson River steamboats were too firmly and strongly entrenched to tolerate any rivalry.



NYC STATION'S CENTRAL LOCATION IN VALHALLA, N. Y., IS SHOWN IN SKETCH MADE FOR "OPERATION RAINBOW" BY NATHANIEL POUSETTE-DART

## Central helps to paint the town

### Harlem Division community finds NYC good neighbor as it redecorates business area

Joining the merchants of Valhalla, N. Y., (on the Harlem Division) New York Central last month once again fulfilled its role as good citizen and good neighbor by helping them carry out their "Operation Rainbow."

Sparked by a resident of the community who commutes daily on the Central to his New York City job, "Operation Rainbow" is a project in which all of the village's business property owners have agreed to redecorate their buildings in accordance with a planned color scheme. The object is to improve the business area's appearance and to attract more business to local shops.

George O. Carl, Supervising Underwriter of the Atlantic Mutual Insurance Company, is the man who started the idea circulating in Valhalla after he and his wife had seen the results of a similar project in another town. Mr. Carl suggested the idea to members of the Valhalla Business & Professional Association. They were interested, but all agreed the success of such a project in Valhalla would hinge upon painting the Central's station, because in that village the station is located right in the heart of the business area and is the largest single building. The entire business area consists of three blocks of shops on the east side of the Taconic State Parkway and the railroad station on the west side of the parkway.

New York Central agreed to go along with the plan as a gesture of its good citizenship in a community where it



FIRST PAINT is applied to Valhalla, N. Y., station by Harlem Division Superintendent Russell L. Sahm as "Operation Rainbow" gets under way. At left is Local Agent Roy Garnsey; at right, George O. Carl, chairman of project. Painter at top is David Tuttle.

BUSINESS SECTION of Valhalla is being redecorated in planned color scheme. Painting of NYC station led way for others.



New York Central Headlight

contributes approximately \$11,000 a year to the support of the schools as well as real estate taxes on every inch of its right of way through the community. NYC is one of the largest taxpayers in this area, as it is in many others.

The Valhalla station is used largely by commuters who travel to work in New York, 25 miles to the south. Express and some local freight are also handled at the station.

Ironically, the station is separated from the other business buildings by the Taconic State Parkway, which makes no financial contribution to the community, is tax-free, but parallels the railroad with a free alternate route for travelers.

As "Operation Rainbow" began to attract more interest in Valhalla, school children took part in a contest in which they submitted color schemes for their village, industrial arts students built sturdy flower boxes to be placed outside the buildings, and local residents, prominent in the art and advertising fields were asked to help work out color schemes. Color specialists from the Pittsburgh Paint Co. and the

Pierce Paint Co. were consulted before final plans began to take shape.

New York Central became the first to dip brush in paint for "Operation Rainbow" and the other property owners were making their own final plans to follow the Central's lead. On July 8, Division Superintendent Russell L. Sahm, Local Agent Roy Garnsey and Mr. Carl kicked off the project by applying the first touches of fresh paint to the station. Final color selection for the station was Willow Gray for the building, with Strawberry Pink trim and a white ceiling for the roof which shelters the platform.

Saluting the Central for taking the lead, the Business & Professional Association treated the railroad painters to lunch the first day on the job. Thomas F. Maloney, Assistant Division Engineer of the Harlem Division, was in charge of NYC's part in "Operation Rainbow," and Harry Vossburgh was Foreman of the painting crew.

When all of the buildings have been painted to conform to the village color plan dedication ceremonies will be held.

### New Plan to Help Employees Pay for Job-Related Study

Details of the Central's new Tuition Refund Plan were released late last month to all of the New York Central System's management and supervisory personnel. The plan applies to all regular employees of the System who can qualify under its provisions, regardless of age or job.

#### To encourage employees

The purpose of the plan is to encourage employees who have demonstrated potentialities for successful railroad careers to take the kinds of courses on their own time that will help them realize their natural career aspirations with the railroad. The Plan provides that the Central will refund to each such employee his entire out-of-pocket costs for tuition, books and related fees (less federal income tax deductions), for each such course he completes successfully.

The Plan does not, however, indiscriminately recognize all educational institutions. But the coverage is sufficiently broad to include correspondence schools and adult education programs that meet generally accepted educational standards.

#### Plan has unique features

The NYC's plan contains a unique

feature rarely found in similar plans presently used by other companies. As part of the procedure he must follow in qualifying under this plan, an employee will be appraised by a committee of three persons for the purpose of giving him whatever guidance he may need to get ahead on his job. This committee will work unofficially and informally, and will consist of the employee's own immediate superior and two other management employees. The task of this appraisal committee will be principally to find out what the employee and his "boss" can do to help him do a better job now and thereby enhance his potentialities for a more satisfying and rewarding career with the Central in the future. The committee will discuss his performance, personal qualifications, strengths, weaknesses, and potentialities.

#### Appraisal entirely confidential

From these considerations they will agree on one or more helpful recommendations which his "boss" will later tell him about in a confidential face-to-face discussion. Because the appraisal is confidential, no official record of it will be made. The immediate superior, because he will be the chairman of that particular committee, will undoubtedly make his own notes; but he will be prohibited by company policy from making any copies of it, and from transmitting or showing his original notes to any other official or employee. The reason for this restriction is to maintain an atmosphere of mutual confi-

dence and respect between the employee and his "boss" by eliminating any occasion for embarrassment or misunderstanding. If the appraisal committee agrees that the employee can help himself get ahead on the job by attending an appropriate course, he automatically qualifies to apply for participation in the plan; and when the procedural requirements have been met and he has passed the course, his costs for tuition, books and fees will be refunded, subject to federal income tax and to Railroad Retirement taxes as applicable.

#### It's an opportunity

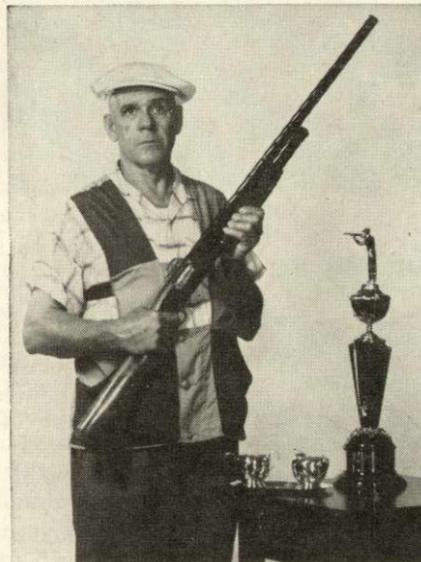
From the foregoing it can be seen that this plan is *not* an across-the-board "fringe benefit." To the employee who can qualify, it is an *opportunity* to help himself get ahead; and to the company it is a voluntary *investment* in the employee's future on our railroad. NYC will place no requirement on any of its employees to participate and will consequently be under no obligation to refund tuition and related costs to any employee who has not been properly qualified for participation in the plan.

This is only a general description of the main outlines of the new Tuition Refund Plan. Non-supervisory employees who are interested in finding out more about the plan should ask their immediate superiors to show them the copy of the official release sent to them in a special edition of its Management Newsletter. There they will find all of the formal procedures and requirements spelled out in detail.

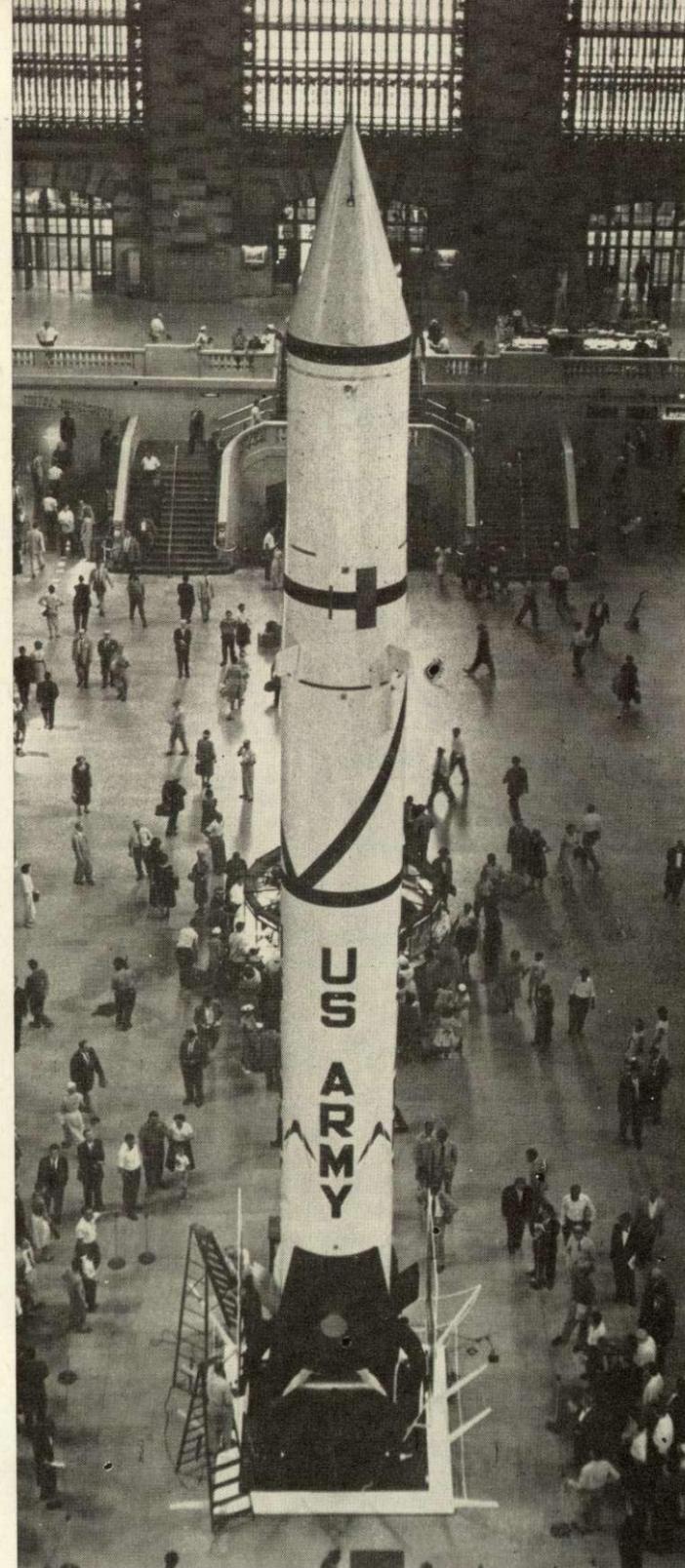
# Headlight Highlights



**Reporting for Duty . . .**  
to "General Manager For A Day," Cub Scout Joseph C. Pruszynski are John W. Barriger (right) President of Pittsburgh & Lake Erie Railroad, and P&LE General Manager, D. B. Fleming. Scout won share of NYC stock and "job" by winning essay contest sponsored by Pittsburgh railroads.



**Sharpshooter . . .**  
Emery G. Cole, NYC Conductor on Ohio Central Division, displays trophies garnered as winner of Ohio State Grand Handicap Trapshooting Championship. Mr. Cole, whose railroad career spans 33 years, shot down 98 out of 100 targets, winning the Governors Award (right) for top score.



**Western World's Largest Missile . . .**  
has been on display at Grand Central Terminal. Developed by the Army and named the Redstone, it is as rugged as it is deadly. Weighing five-tons and measuring 63 feet long and five feet ten inches in diameter, many of its capabilities are classified, but some information has been disclosed. Carrying either conventional or atomic warheads at speeds ranging between 2,000 and 2,500 miles per hour, it is intended for ground-to-ground use in tactical support of ground troops. Manufactured by Chrysler Corporation, the exhibit has been arranged as a salute to International Geophysical Year and marks the first appearance of the Redstone in New York.

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## Annual Dinner Dance . . .

Spring session, of NYC's Athletic Association of Manhattan, was held recently at the 42 Club in Scarsdale, N. Y. More than 100 members of the organization attended the function. The evening was one of fun and relaxation, culminating in 15 door prizes being awarded the holders of the lucky tickets.



**In Recognition . . .**  
of 25 years service in Sheet Metal Craft, Paul Spinolia (left) NYC Sheet Metal Worker, Harmon, N. Y., is presented with a pin and plaque by Edward Hasesaert (center) Gen. Chairman NYC Sheet Metal Craft, at recent dinner, while his Central co-worker, Erick Scaringi, stands by.



**Community Relations . . .**  
play an integral part in day's work of Fred A. Brunner (right) NYC Agent at Mt. Carmel, Ill., who also doubles as city's Commissioner of Safety, as he watches presentation of 5-year Safe Driving Award, issued by National Safety Council, to Railway Express driver Joe M. Parker (left) by the local Chief of Police, Jesse L. Batchelor.



**Annual Picnic . . .**  
of Harmon Apprentice Club was held recently at Croton Point, N. Y., and was a resounding success. A feature of the day's festivities was a soft ball game between the Mechanics and the Apprentices. Mechanics emerged the victors (the Ump was a mechanic!) but Apprentices look forward to the return game next year.

# New Posts Announced For Central Men

## System

**James J. McTernan, Jr.**, has joined the Central as Assistant Comptroller, with headquarters at New York. A graduate of Yale University, Mr. McTernan had been Comptroller of the Studebaker Packard Corporation, South Bend, Ind., since 1952.



Mr. McTernan, Jr.

**John R. Dunn**, Statistician, Treasury department, New York, has been named Assistant Treasurer at the same location.

**Francis L. Hoffman**, Master Mechanic, Harmon, N. Y., has been named General Superintendent of Shop at the Harmon Diesel-Electric Shop.



Mr. Dunn



Mr. Hoffman

**Alexander Matthews, Jr.**, Transportation Analyst in the office of Vice President-Operation, has been named Staff Engineer in the office of Assistant Vice President-Engineering, and will continue to make his headquarters at New York.

**Terrence B. O'Brien**, Supervisor, Freight Service Bureau, New York, has been named Manager of the Bureau in the same location.

**Roy H. Hoffman**, Yard Conductor, Detroit, Mich., has been named Assistant General Supervisor Claim Prevention and will continue to make Detroit his headquarters.

**Joseph P. Flynn**, who entered NYC service in 1943 and recently has been a member of Freight Sales & Service, has been appointed Community Relations Representative in the Public Relations department, New York.



Mr. Flynn

**Raymond F. Swanson**, Shop & Equipment Inspector at Collinwood, O., has been appointed Supervisor, Material Tests, in the Technical Research department at Collinwood.

**Charles E. Hanert**, Office Engineer, Detroit, whose Central career began in 1925 as a Signal Helper, has been named Office Engineer, Signal department, and will be located at Cleveland.

**Donald R. Engel**, Clerk in the office of District Auditor of Expenditures, Detroit, has been named Inventory Auditor, Accounting department, New York.

## New York District

**M. Clifford Gannett** has been appointed Senior Industrial Engineer and will retain his headquarters at New York, where he has been an Industrial Engineer on the staff of Director of Industrial Engineering. Mr. Gannett has been with NYC since 1947, when he entered service as a Special Apprentice in the Mechanical department.

Along with Mr. Gannett's appointment, **Ira M. Rosenthal** has been named Industrial Engineer, and **Charles E. Frakes** and **Harold Wanaselja** have been named Assistant Industrial Engineers.

Other appointments in the Central's newest district include **John W. Wood**, Safety Supervisor, New York,



Mr. Gannett



Mr. Wood

who has been named District Safety Supervisor, New York. **Thomas A. Jennings**, Assistant District Safety Supervisor at Syracuse, N. Y., has been named Safety Supervisor, New York. **John D. Curry**, Assistant Engineer, New York, has been named Chief Clerk, Electric Power department.

## Western District

**Lyle A. Jackson**, Field Signal Engineer, will be in charge of installation of signaling for the Elkhart Classifica-

tion Yard and C.T.C. between Elkhart and Jackson, Mich., with headquarters at Elkhart, Ind.

**Joseph DeFazio**, Engineering Draftsman, Cleveland, has been named Assistant Engineer in the District Engineer's office at that location.

**John A. Vallotti**, Special Apprentice at Cleveland, has been named Process Engineer, Scrap & Reclamation at Ashtabula, O.

## Eastern District

**Thomas F. Maude, Jr.**, Brakeman, Watertown, N. Y., has been named Operations Assistant in the office of the General Manager.

## Northern District

Two appointments have been made in Detroit. **John R. Clark**, Assistant Engineer, St. Thomas, Ont., has been named Assistant Industrial Engineer; and **Bryson A. Shope**, Assistant Engineer, Syracuse, N. Y., assumes duties of Office Engineer, District Signal Engineer's office.

## Southern District

**Charles F. Schumann**, Industrial Engineer on the Director of Industrial Engineering's staff has been named Senior Industrial Engineer, with headquarters at Indianapolis.



Mr. Schumann

**John E. Sandefur, Jr.**, Assistant Tax Agent, Cincinnati, has been appointed Assistant Real Estate Agent at the same location. Replacing Mr. Sandefur is **Elmer D. Waller**, who has been an Agent in Cincinnati.

## Law

**John F. Dolan** has joined the Central as Assistant General Attorney in charge of all matters involving litigation for the states of Ohio, West Virginia and northwestern Pennsylvania, and will make his headquarters at Cleveland. Mr. Dolan has been Director of Law of Shaker Heights, O., since October, 1956.



Mr. Dolan

**Alex L. Fricke**, who came to the Central as an attorney in Cleveland in 1954, has been appointed Assistant General Attorney for all matters not involving litigation within the states of Ohio, West Virginia and northwestern Pennsylvania, and will continue to make Cleveland his headquarters.

## Freight Sales & Service

**Harry A. Klester** has joined the Central as Fuel Engineer-System, and will make his headquarters at New York Formerly with the Cleveland Electric Illuminating Co., Mr. Klester will be responsible for mine development, consumer research and customer relations.

**Marvin T. Minyard**, who has been Chief Clerk in Freight Traffic at Peoria, Ill., has been named District Freight Salesman with headquarters at Peoria.

**Joseph R. Tomlinson**, who began his Central career in 1924, has been named Assistant Manager, Tariff Bureau, New York.



Mr. Minyard



Mr. Klester

## Passenger Sales & Service

**Paul J. Desilets**, a Central employe for 37 years, who has been District Passenger Sales Manager at Cleveland, has been appointed Division Passenger Sales Manager at the same location.



Mr. Tomlinson



Mr. Desilets

## Toronto, Hamilton & Buffalo Railway

**J. W. Rowley**, Master Mechanic, has been appointed Chief Mechanical Officer with jurisdiction over the locomotive and car departments and will make Hamilton his headquarters. Mr. Rowley began his rail career in 1926, as a machinist apprentice.

## Employee Benefits

By Leonard H. Rose  
Director of Employee Benefits

Here are three questions raised frequently in letters from retired employes. Their answers are given here also in the belief that they are of general interest:

"I am 65 years old. Five years ago I retired on a reduced age annuity of \$80.00. If it had not been reduced it would have been \$120.00. My wife will soon be 65 and eligible for a wife annuity. Will she get \$40.00?"

No. Your wife's annuity will be calculated from the amount of your age annuity before it was reduced because of retirement before age 65. It will be equal to the maximum payable to a wife — \$54.30 — since one-half of your unreduced annuity would be greater than that amount.

"I am drawing an aged widow's annuity under the Railroad Retirement Act. However, I will soon be 65 years old, and I will then be eligible for a railroad retirement annuity in my own

right. Will I be able to draw the full amount of both benefits?"

Yes. A woman may draw a railroad retirement annuity based on her own railroad service and, at the same time, receive the full amount under the railroad survivor benefit formula of any survivor annuity to which she may be entitled on the basis of her deceased husband's railroad employment. This applies only to survivor benefits, not to benefits for a living spouse.

"I have been receiving a wife's annuity for the past year. The owner of the dress shop for whom I last worked asked me if I would like to come back on a part-time basis. If I should take the job, would the payment of my wife's annuity be affected?"

Yes. Your annuity would be withheld for each month you were so employed. A wife's annuity is subject to the same work restrictions as an employe's annuity—that is, it is not payable for any month in which the wife works for an employer covered by the Railroad Retirement Act or for her last non-railroad employer; and, in addition, it is not payable for any month in which her employe-husband's annuity is withheld.

## Two New Central Departments Have Their Duties Outlined

With the appointment of two new Vice Presidents of the Central in June, the organization and functions of the departments they head have now undergone complete revision. The departments are Management Planning, headed by John B. Joynt, and Employee Relations, headed by Leo B. Fee. These two departments replace the former Personnel department and also include some additional functions.

The Management Planning department is responsible for improvement of managerial effectiveness throughout the NYC System. To carry out this function the department will, among other things, assist management personnel in the understanding and application of modern management principles, tools and techniques. This department also will conduct research into new and improved management practices; organization planning, management development programs; effective management-employe communications; recruitment and development of personnel in order to maintain a supply

of competent, trained man power for both present and future; salary administration; and planning and administration of company-wide systems and procedures improvement programs for the railroad.

Reporting to the Vice President-Management Planning are the Director of Management Development, Director of Personnel Services, Director of Organization Planning, Director of Salary Administration, and Director of Systems & Procedures.

The Employee Relations department is responsible for the development and administration of procedures for maintaining good labor relations, including such things as agreements with labor organizations and the administration of employe benefit plans. The department also advises and assists other NYC departments in connection with labor relations matters.

Reporting to the Vice President-Employee Relations are the Director of Labor Relations and Director of Employee Benefits.

## Central Folks Help Welfare Drives



Railroad people—including those of the Central—are big hearted and quick to act when they see someone in need. Here are some examples of recent activities among NYC folks working with welfare groups in their communities.

At right, William Newland, 11, fifth grader at Western Pennsylvania School for the Blind, realizes the dream of most boys his age by sitting in the lap of a Locomotive Engineer and blowing the whistle. The Engineer, J. Stephany, helped the P&LE play host to 35 children and teachers from the school for a railroad outing.

Bottom left: the Divine Providence Foundling Home is visited by (from left) E. L. Fletcher, Helen Kramers, Alison Watson, Gladys O'Mara, Thomas E. Lomison and Elizabeth Philips, all of NYC's General Offices in New York, as they take part in trip to see work of Greater New York Fund.

Bottom right: Lawrence Hennessy (left), Asst. Passenger Sales Manager, and F. K. Mitchell, Jr., Superintendent of the Indiana Division, hold Mike Andis and Ward Beckham, both 7, aboard the James Whitcomb Riley as NYC participated in "Fun Day" for muscular distrophy patients of the Marion County (Ind.) chapter of the Muscular Distrophy Associations of America.



## Mail Box

To the Editor

You are, I don't doubt, quite used to criticisms from your passengers; this letter is quite the reverse. I was a passenger on commuter train 449 yesterday, when it was derailed at 108th Street. It was a very unpleasant, not to say terrifying experience, but the entire crew of the train maintained an exemplary calm and handled the situation magnificently. The engineer lost no time in stopping us in our mad career over the ties and the conductors reassured the passengers in a most efficient manner.

The promptness with which the current was turned off in the third rail was astonishing, only a minute or two elapsed before the nasty arcing of the electricity ceased. The track crew were on the job in no time flat. We were all very much relieved to find that we were not rolling down into Park Avenue—it was a close squeak at the rate we had been travelling, which was not excessive, but which would have been sufficient to send us over the edge had we not had a bit of luck.

This is my first experience with derailment and, I hope, my last! Derailment per se isn't so serious, but when the motive-power runs into thousands of volts of electricity the situation be-

comes distinctly hellish.

Please accept my congratulations on the excellent organization of your train-crew and my appreciation of the very slick job the wreckers did last night. When I came out at 8:30, having fortified myself at the Century Club with drinks and dinner, the train was still on the ties—when I came down this morning on Train 426 from Bronxville, on time, there was nothing much to notice but the splotches of fire extinguisher salts left by the N.Y.F.D. and the lack of a couple of rails in the switch at which we took off for the High Blue.

Dr. N. Chandler Foot  
New York Hospital; New York

New York Central Headlight



## NEWS BRIEFS

### SETTLEMENT REACHED

... July 18 with Brotherhood of Locomotive Engineers, leaves only the dispatchers' wage case unsettled. Engineers' contract calls for 13 per cent wage rise over three year period—six per cent retroactive to Nov. 1, 1956; and 3½ per cent each on Nov. 1, 1957 and Nov. 1, 1958. Other provisions, such as cost-of-living and moratorium clauses, follow pattern of contracts previously signed with other organizations.

### TARIFF ARRANGEMENTS

... have been completed for NYC's new Flexi-Van service, expected to start in the Fall. In the meantime, an exhibit of Flexi-Van equipment is touring the System. Already seen at Cleveland, Toledo, Detroit, Chicago, East St. Louis, Indianapolis and Cincinnati, the August schedule calls for the following: Columbus, Aug. 2; Buffalo, Aug. 5-6; Rochester, Aug. 7; Syracuse, Aug. 8; Albany, Aug. 12; and Boston, Aug. 14.

### LIGHT TRAVEL

... in August, resulting from fact that more and more business concerns close down for the month have made it possible for NYC's Commodore Vanderbilt between Chicago and New York to take a "vacation." The Commodore will not run from Aug. 4 to Sept. 3. During the same period, the extra fare on the 20th Century Limited will be suspended. The Century will continue to offer its regular "Girl of the Century" hostess service and will also provide the reserved seat coach services of the Commodore for the month.

### FORM FILLED OUT BY NYC EMPLOYEES

... traveling on their annual passes (pass signature exchange slip, form APR-115 Rev.) has been revised to include additional information not previously asked for. Form now also applies to passengers on overnight coach trains as well as to Pullman travelers. Purpose of new data is to help Passenger Train Service department in its regular analyses of travel patterns and correct cost allocation. That department is seeking full cooperation of all NYC men and women in filling out the new form correctly.

### STATION ADVERTISING BILLBOARDS

... were erected in the Spring of 1955 by NYC on a center fence between the two main tracks of the Harlem Division at the Bronxville, N. Y., passenger station. Purpose of the signs, of course

was to produce additional revenue as an offset against the heavy passenger service losses incurred in the commuter area, of which Bronxville is a center. Although the billboards were almost completely obscured by the station buildings from the view of anyone except persons standing on the station platforms, the Central was charged by the village with violating local zoning restrictions, ordered to remove the billboards, and fined \$800. In January of this year, the Westchester County Court reversed the conviction and ordered the fine remitted. The Court of Appeals—New York State's highest tribunal—earlier this month affirmed the decision of the county court. This court action, favorable to the Central, carries with it the hope that it may act as a restraining influence on municipalities which seek to prevent the railroad from exploiting its own property for the purpose of reducing the passenger service deficit.

### DIVIDEND

... was declared by NYC's Directors on July 16, payable on Sept. 18 to shareowners of record of Aug. 9. Instead of the regular 50 cent quarterly cash dividend, the Directors voted to pay this one in common stock of the Reading Railroad Company—paying one share of Reading Company stock for each 25 shares of New York Central. For simplicity and economy, cash will be paid in lieu of fractional shares, with the amount of cash to be determined on the basis of the closing market price of Reading stock on the date of record. NYC's investment in Reading dates back to 1903 and this stock distribution is a further step toward the simplification of NYC's financial structure. In addition, it serves to conserve the railroad's cash for its extensive rehabilitation program and eliminates the triple taxation to shareowners on dividends received by one corporation from another.

### OTHER BOARD ACTION

... included acceptance of resignation of William H. Landers as a Director for reasons of health. Mr. Landers was elected Director Emeritus. He is succeeded as a Director by Andrew Van Pelt, of Philadelphia, Pa. Mr. Landers, of Utica, N. Y., was named a Central Director in 1954. He is a retired New York Central Locomotive Engineer. Mr. Van Pelt is a member of the Board of Directors of Alleghany Corp., and the Pittsburgh & Lake Erie Railroad.

## Central Asks Rehearing of Case For Commuter Fare Increase

The Central Railroad has asked the New York State Public Service Commission to rehear its case for increased fares on Hudson, Harlem and Putnam division suburban service.

The Public Service Commission on May 14 granted the Central a 15 per cent increase in commuter fares on the three divisions, and permitted a reduction in service on the Putnam division. This was a result of hearings which followed a petition for increased fares filed by the railroad last September 10. In its September 10, 1956, petition, NYC had asked for increases averaging 32.9 per cent in fares on the Harlem and Hudson divisions and complete discontinuance of service on the Putnam division. The 15 per cent increase went into effect May 17 this year.

### Original increase sought

In its petition for rehearing, filed July 1, the Central asks that the PSC reconsider its original (September 10) request for a fare raise plus an additional increase due to increased costs, the latter totaling \$1,548,000 a year. The Central also asks reconsideration of its request for discontinuance of service on the Putnam division.

The total increase in commuter revenues requested by the Central in its rehearing petition would come to 34.5 per cent, including the Putnam division. If authority was obtained to discontinue the very high cost Putnam division, the increase on the Harlem and Hudson divisions would be 28.1 per cent.

As was the case with the original petition, the percentage increase would vary widely with different types of tickets and at different stations.

In line with NYC's policy of letting those most directly concerned with its fares and services know immediately of any move which might affect them, the Central's commuters received word of the request for a rehearing in pamphlets on the seats of outbound trains the day the petition was filed. The pamphlet pointed out that the PSC, in granting only a 15 per cent increase had failed to provide fares high enough for a fair return on the property used in the service. (In its September 10 petition, NYC had asked for a fare

schedule based on the cost of performing service plus a 6 per cent return.)

"We've got to go back to the PSC because they didn't give us what we needed the last time and we are faced with further tax, wage and material cost increases," said Ernest C. Nickerson, Vice President-Passenger Sales and Service, who signed the pamphlet.

### "Reasonable return" asked

"Last Fall, we asked the commission for the least chance that any American business is entitled to—the chance to earn a reasonable return on our property and equipment used in this service," Mr. Nickerson said. He added:

"As you know, the commission said no. It allowed us a 15 per cent increase in fares, but denied us the right to put the commutation service on an economically sound basis. Here is what the commission said: *'It has been generally recognized for many years that railroad passenger business, as presently conducted, has not and cannot be operated at a profit.'*

"In other words, the commission has told us that if we're to improve our commuter service, we'll have to get the funds from freight revenues. They've asked us, in effect, to rob Peter to pay Paul," Mr. Nickerson said.

### Freight now takes up slack

"If the Central's passenger train operations were only a minor part of our business, this approach to the problem might be feasible. But on the Central, half of the train miles are in passenger service. Yet the commission would require our freight trains not only to pay their own way, but also to make up an enormous passenger deficit, now running about \$5,000,000 a month, and on top of that, expect them to provide a reasonable return.

"Hauling freight is an intensely competitive business. The Central has to compete with other railroads that have little or no passenger service. We also have to compete with trucks and waterway shippers. They, of course, have no passenger losses to worry about—and they move freight over waterways and highways built and maintained at taxpayer expense.

"It comes down to this: our suburban

passengers have the choice of paying fares adequate to provide for more modern, more comfortable service . . . or paying the present fares and watching the service slowly but surely deteriorate."

Mr. Nickerson pointed to heavy taxes and steeply increased costs as among the chief reasons why the Central's New York City suburban business is not paying its way. As an example he cited the increase in taxes on the last five-mile stretch into Grand Central by \$2,000,000 a year since 1952, and the increase of \$372,000 a year in New York City taxes since the Central's 1955 commuter cost study was made.

"Many other costs have gone up, too," he added. "For example, we've had three increases in wages for commuter train and service crews since 1952 and a fourth increase will go into effect November 1. And, of course, the cost of materials, supplies and other things we must buy has climbed steadily."

### Costs have risen again

Since the Central filed its request for increased fares in September, 1956, costs of commutation service have increased as follows:

**Increased labor and material expenses** since original cost study was made for the September 1956 petition—annual cost .....**\$660,000**  
(For instance a 3-cent-an-hour cost of living increase in May, 1957 alone raised commutation service expenses by \$120,000 a year.)

**Increased New York City taxes** since the original cost study—annual cost .....**\$372,000**

**New Interstate Commerce Commission regulations** requiring more frequent and extensive inspection of equipment—annual cost .....**\$240,000**  
In addition, the commutation service wage bill will be raised by \$276,000 annually on November 1 due to a 7-cent-an-hour wage increase for train crews, according to union contract. ....**\$276,000**

**Total.....\$1,548,000**

In its petition of September, 1956, the Central stated that the revenues from operations of the Harlem, Hudson and Putnam divisions failed by \$3,800,000 a year to meet expenses and provide for a return on property and equipment devoted to commuter service. The 15 per cent flat fare increase granted in May accounted for an es-



## NYC Safety Award...

for the safest district on the New York Central System during a test period encompassing the last four months of 1956, has been won by the Southern District. In the picture above, Gregory W. Maxwell (center) General Manager of the district, accepts the award at Indianapolis from Karl F. Emmanuel (left) Safety Consultant for the Central, and Donald E. Mumford, NYC Director of Safety.

At the same time, more than 12,000 employes on the Southern District received a special key ring in recognition of their combined efforts in making theirs the safest of the Central's four districts during 1956. One side of the ring bears the New York Central System oval emblem; the other states: "Southern District Winner 1956 Safety Award." Employees of the district are determined to win the award again in 1957—and, so far, are well out in front of the five present districts.



"Stop reminiscing and get to work!"

timated \$1,400,000 yearly increase in revenue. In addition, the road's costs will be reduced about \$240,000 annually by reduction of service authorized on the Putnam division. Thus the May decision of the PSC has resulted in a total dollar benefit to the Central of about \$1,640,000, leaving Central still \$2,160,000 short of what it asked for in its original petition.

As mentioned above, additional expense since the original fare increase case was filed in September, will total \$1,548,000 a year, leaving a grand total of \$3,708,000 by which the commuter service still falls short of making costs plus return.

The Central petition for a rehearing also asked that the PSC reconsider the Central's request of last September that a flat charge reflecting heavy costs of operations within the New York City limits be applied to all commuter tickets.

"The costs of commuter operations within New York City proper are enormous. We felt it only fair that all commuters share these costs on an equitable basis," Mr. Nickerson said. "Thus, the increases we requested included a flat charge to reflect these higher costs. But with the flat 15 per cent increase, granted May 14, present fares do not take this into account.

## RAIL QUIZ

Answers on page 19

1. What is the section of a car wheel between the hub and rim called—the web, the plate or the flange?
2. Is the term trap car applied to a car used for carload or less-than-carload freight shipments?
3. In train dispatching, which do the initials "SD" mean—slow down, stop displayed or signal department?
4. Is one of the functions of the draft gear in a freight car to brake the car when it is in motion, or to absorb shock between cars?
5. Is a short railroad line connecting an industrial plant with a common-carrier railroad known as a bridge line, a tap line or a junction line?
6. Are reporting marks used to identify commodities, freight cars or Pullman sleeping cars?
7. How many driving wheels are there on a Diesel-electric passenger locomotive unit—six, eight, ten or twelve?



# Recently Retired

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

## NEW YORK DISTRICT

Archard, R. A., Clerk, Grand Central Terminal 31  
 Baskville, J. J., Laborer, Electric Division 32  
 Beckerleg, T. J., Commissary Agent, Albany, N. Y. 36  
 Bengel, H. F., Passenger Engineman, Weehawken, N. J. 52  
 Bower, L. R., Chief LTGE Clerk, New York 48  
 Cross, J. M., Laborer, Harmon, N. Y. 15  
 Czarnakowski, Mrs. J., Cleaner, New York 28  
 Dodenhoff, W. H., Sheet Metal Worker, North Bergen, N. J. 40  
 Donnelly, T. E., Electric Elevator Machinist, Grand Central Terminal 39  
 Foster, C., Conductor, Hudsbn Division 37  
 Fritz, W., Crossingman, Weehawken, N. J. 24  
 Howard, J. J., General Car Foreman, New York 32  
 Lasher, G. F., Brakeman, Hudson Division 38  
 Mandeville, G. W., Engineer, Hudson Division 48  
 Maroney, W. M., Patrolman, New York 34  
 Menshausen, A. C., Assistant Signal Supervisor, Grand Central Terminal 45  
 Monaco, F. E., Machinist, Harmon, N. Y. 38  
 O'Donoghue, F. J., Dynamoman, Harmon, N. Y. 28  
 Peppard, G. J., Sergeant, New York 32  
 Robison, E. M., Steward, New York 42  
 Rosekrans, Miss L. M., Clerk, New York 37  
 Schehr, G. W., Clerk, Grand Central Terminal 37  
 Sherley, H. M., Boilermaker, Harmon, N. Y. 38  
 Smith, B. B., Carpenter, New York 34  
 Snyder, K. J., Sheet Metal Worker Helper, Beacon, N. Y. 28  
 Sparsfield, P., Laborer, Peekskill, N. Y. 28  
 Storms, G. B., Ticket Clerk, Newark, N. Y. 49  
 Sullivan, M. J., Local Storekeeper, Brewster, N. Y. 45

## EASTERN DISTRICT

Brown, E. L., Hostler, Selkirk, N. Y. 42  
 Capone, F., Sheet Metal Worker and Helper, Syracuse Division 23  
 Carr, C. H., Passenger Conductor, Mohawk Division 46  
 Conway, L. J., Rules Examiner, Buffalo 29  
 Crandall, M. P., Telegrapher, Wellsboro Junction, Pa. 41  
 Czechowski, L., Inspector and Repairer, Buffalo 29  
 Diotallevi, M., Section Laborer, Amsterdam, N. Y. 32

Doyle, C. O., Engineman, Mohawk Division 41  
 Foster, J. H., Crossing Watchman, Auburn, N. Y. 37  
 Fuller, S., Laborer, Rochester 31  
 Hipwell, Miss C. M., Clerk, Utica, N. Y. 39  
 Jarmula, J., Freight Car Repairer, Utica, N. Y. 15  
 Krebs, H. L., Yardmaster, Clearfield, Pa. 46  
 Loconto, P., Laborer, Worcester, Mass. 25  
 Losi, G., Laborer, Engine House, Rensselaer, N. Y. 30  
 Lynch, D. F., Brakeman, Boston 36  
 Malonson, J. F., Locomotive Engineer, Rensselaer, N. Y. 46  
 Meldrim, M., Agent, Edwards, N. Y. 64  
 Moll, F. H., District Freight Claim Agent, Buffalo 42  
 Moran, T. J., Yard Brakeman, Albany, N. Y. 31  
 Murphy, J. O., Yard Clerk, Troy Freight Station 49  
 Nawn, D. F., Stower, Boston 14  
 Phillips, L. E., Brakeman, Ottawa, Ontario, Canada 44  
 Reppard, F. W., Fireman, Rochester 46  
 Schmek, J. T., Locomotive Engineer, Schenectady, N. Y. 41  
 Schuster, Mrs. E. C., Stenographer, Watertown, N. Y. 28  
 Scott, W. P., Switchtender, Utica, N. Y. 13  
 Szablewski, J., Laborer, East Buffalo Car Shop 15  
 Tanghe, H. A., Engineman, Rochester 40  
 Tierney, P. H., Brakeman, Lyons, N. Y. 41  
 Tuck, F. R., Telegraph Leverman, Syracuse 54  
 Vanderbilt, H. W., Engineman, Mohawk Division 46  
 Wachowiak, J. J., Inspector and Repairer, Gardenville, N. Y. 40  
 Westphal, A. F., Assistant Supervisor Track, Lyons, N. Y. 37  
 Whitney, A. L., Diesel Fireman, Buffalo 38  
 Zieno, A., Crossing Watchman, Oswego, N. Y. 33

## WESTERN DISTRICT

Bartolett, H. H., Yardmaster, Toledo, O. 34  
 Bennett, R. H., Engine and Fireman, Erie Division 41  
 Bing, L. A., Yard Clerk, Hobson, O. 40  
 Browne, F. M., Ticket Clerk, Youngstown, O. 47  
 Burns, W. J., Patrolman, Cleveland 15  
 Butler, W. R., Conductor, Toledo, O. 47  
 Conlin, R. J., Yard Brakeman, Cleveland 44  
 Cossin, L. T., Carpenter Foreman, Columbus, O. 35

Dowling, C. C., Passenger Conductor, Toledo Division 38  
 Gaylor, H. J., Laborer, Dickinson, W. Va. 39  
 Gerred, C. C., Electrician, Ashtabula, O. 31  
 Gill, G. F., Boilermaker, Collinwood Diesel Shop 34  
 Goodwin, H. B., Executive Assistant, Detroit 47  
 Greenlee, R. E., Car Clerk, Charleston, W. Va. 39  
 Hicks, H. P., Cashier, Charleston, W. Va. 41  
 Howe, L. C., Freight Sales Manager, St. Louis, Mo. 46  
 Johnson, C., Laborer, Gibson, Ind. 15  
 Juleen, C. O., Custodian, La Salle Street Station 44  
 Kent, W. E., Assistant Chief Train Dispatcher, Charleston, W. Va. 39  
 Koski, R. J., Gang Foreman, Ashtabula, O. 29  
 Lacey, J. L., Chief Clerk, Columbus, O. 29  
 McCoy, F., Train Dispatcher, Mattoon, Ill. 13  
 Neubert, A. H., Passenger Brakeman, Collinwood, O. 47  
 Parasinski, A., Laborer, Kankakee, Ill. 14  
 Peterson, V. H., Assistant General Manager Labor Relations, Cleveland 50  
 Pipes, I. H., Road Conductor and Brakeman, Elkhart, Ind. 40  
 Potter, A. D., Lub. Oil Tester, Collinwood, O. 47  
 Reynolds, P. F., Assistant General Yardmaster, Chicago 40  
 Shiolen, C. J., Clerk, North East, Pa. 41  
 Siglow, C. M., Engineer, Toledo, O. 45  
 Siska, J., Carman Helper, Collinwood Diesel Shop 20  
 Steel, W., Freight Checker, Goshen, Ind. 12  
 Tysen, R., Laborer, Schneider, Ind. 14  
 Werner, C. F., Machinist, Hobson, O. 54  
 Whitehead, C. R., Operator, Chicago, Ill. 46  
 Wiltse, R. C., Equipment Foreman, Bay City, Mich. 43  
 Wise, B. H., Yard Conductor, Collinwood, O. 37  
 Zombar, J., Car Cleaner, Cleveland, O. 33

## SOUTHERN DISTRICT

Benson, J. M., Telegrapher, Mattoon, Ill. 45  
 Blake, R. A., Brakeman, Van Wert, O. 45  
 Carel, W. H., Engine House Foreman, Kankakee, Ill. 38  
 Casagrande, N., Trucker, Cincinnati 27  
 Dunham, E., Laborer, Beech Grove Car Shops 15



FRIENDS PRESENT Certificate to Herman W. Zink (center), Gen. Foreman, Kalamazoo, Mich., who began NYC career in 1909. Making presentation is Master Mechanic, J. J. Nicol, while J. C. Drown, Equipment Foreman, watches.

Hanners, G., Car Oiler, Duane, Ind. 39  
 Heaton, E. E., Operator and Agent, Indiana Division 57  
 Larkins, T., Laborer, Cincinnati 11  
 Mitchell, E. E., Switchtender, Indianapolis 39  
 Rathfelder, A. V., Locomotive Engineer, Bellefontaine, O. 40  
 Richardson, O. S., Passenger Sales Representative, Indianapolis 16  
 Ritzman, D. M., Clerk, Moraine, O. 15  
 Roach, E., Laborer, Indianapolis 14  
 Schneider, J., Crossing Flagman, Springfield, O. 12  
 Stoll, G. R., Telegraph Operator, Ohio Division 32  
 Wallace, S., Stevedore, East St. Louis, Ill. 30  
 Williamson, H., Conductor, Ohio Division 47  
 Wubbolding, A. C., Miss, Stenographer, Indianapolis 39

## NORTHERN DISTRICT

Bassett, H. H., Train Baggage-man, Detroit Division 47  
 Cotter, G. M., Miss, Secretary, Chicago 46  
 Early, F., Carpenter Foreman, Niles, Mich. 45  
 Layher, A. G., Section Foreman, Rives Junction, Mich. 47  
 McLaughlin, M. J., Machine Inspector, St. Thomas, Ontario, Canada 39  
 Rase, F. W., Section Foreman, Bay City, Mich. 47  
 Watkins, W., Machinist Helper, Jackson, Mich. 13  
 Williams, H. M., Waterworks Mechanic, Niles, Mich. 31

## PITTSBURGH & LAKE ERIE RAILROAD CO.

Batulewicus, B. M., Coach Carman, Cleveland 28  
 Denning, J. C., Engine and Fireman, McKees Rocks, Pa. 48  
 Hewlett, H. D., Master Mechanic Car, McKees Rocks, Pa. 45  
 Sulzer, F. J., Carpenter, McKees Rocks, Pa. 44  
 Thurlby, H. A., Trainman, McKees Rocks, Pa. 37  
 Vaccaro, J., Laborer, McKeesport, Pa. 34  
 Wittnauer, C. V., Yard Brakeman, Youngstown, O. 32

## CHICAGO RIVER & INDIANA

Koehler, C. H., General Foreman, Chicago 35  
 O'Connor, C. G., Clerk, Chicago 29



HARMON SHOP employes say goodbye to Engineer Jack Cross. Well-wishers are from left: E. Annesi, Assistant Superintendent; J. Cummings, Gen. Foreman; E. S. Mustain, Assistant Master Mechanic; E. Foster, Gen. Foreman; Mr. Cross J. Kelly, Assistant Foreman; and C. Cignarala, Hostler.



19 YEARS OLD when he first came to work for NYC, Passenger Conductor J. S. Falvey (center), Galion, O., celebrates retirement at dinner in his honor after 46 years continuous service.



FELLOW WORKERS give retirement dinner to George W. Fisher (center), Agent, Columbia Station, O., at Grange Hall, LaGrange, O., in honor of his 55 years with the Central.



B&A PENSION PARTY was attended by from left: Front—C. Williamson, E. C. Verge, W. R. Stillman, T. J. Caloon, J. Reniewicz, J. J. Mahoney and T. J. Kennedy; Back—L. Osadchuk, J. M. Clifford, J. McCombe, L. W. Kolita, J. A. Delitto, P. J. McDermott, B. F. Evans and B. F. Suchta.

## The Safety Zone

By Donald E. Mumford  
 Director of Safety

Theatrical people? I've met several at civic meetings and other places . . . real show folks, and while they probably wouldn't know me if we should meet again, the memory of these grease-paint devotees will always fascinate me.

Like railroading, their profession has its rules, though I doubt if they are all in a printed book. To me, the outstanding thing is their code which says "The show must go on."

A comedian goes through his riotously funny routine without falter in delivery or timing, yet just before answering his cue his child may have been seriously stricken, or his wife badly hurt. But . . . the show must go on.

The actress, the singer, the dancer . . .

all lock personal problems and feelings from their minds until the act is finished. The show must go on.

We railroaders have acts . . . safe acts . . . we must perform. Starting time is our cue to set worry, grief and personal feelings aside. Our acts must be finished properly and safely. The show must go on.

There's just this difference . . . in our show we're not pretending.

## Answers

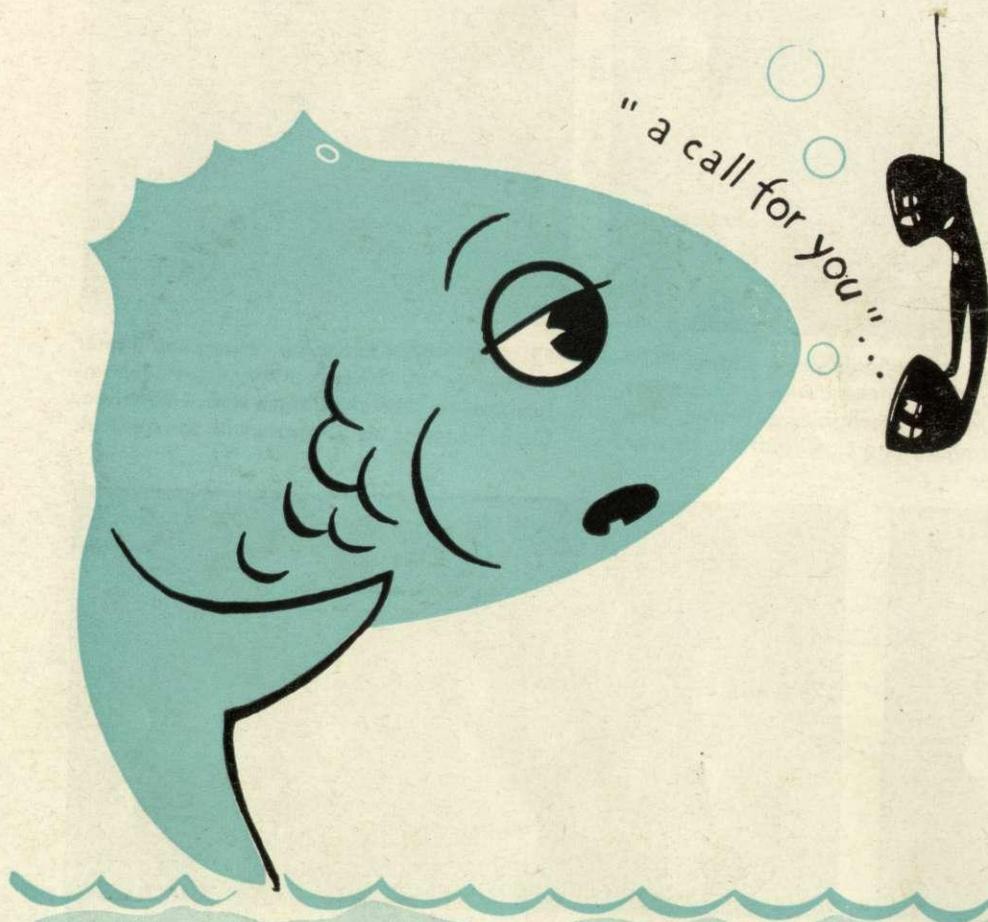
to Rail Quiz on page 17

1. The plate.
2. Less-than-carload shipments.
3. Stop displayed.
4. To absorb shock between cars.
5. A tap line.
6. Freight cars.
7. Eight.

## Photo Contest Hits Stride; Still Time to Enter

You don't have to be a professional photographer to win one of the 21 prizes being offered in the HEADLIGHT Photo Contest. Any employe of the New York Central (and its subsidiary and leased lines) is eligible to enter the contest.

With vacation season hitting its peak this month, your chances at taking a snap of something new on the Central, or a shot of one of your fellow railroaders at work, increase. The imagination used in taking the picture is far more important than the type of camera used. The contest closes on Sept. 15 . . . so get busy now and don't delay. Put both your camera and your imagination to work for you and perhaps you'll be one of the lucky Central winners.



## USE THE RIGHT BAIT!

WHEN YOU MUST DETERMINE THE IDENTITY  
OF THE TELEPHONE CALLER

**NOT..** *"Who's calling?" or "Who is this?"*

**BUT..** *"May I tell him who called?"*

or

*"Would you mind giving me your name?"*