



Headlight

SEP-OCT
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Bravery honored . . .

New York Central's bronze Valor Medal—the railroad's highest award for bravery—was presented on Sept. 11 to William J. Murphy, Brakeman on Central's Harlem Division. The award was made in recognition of Mr. Murphy's heroic action on June 13, when he leaped between two standing commuter coaches at Grand Central Terminal, New York, to save an elderly man who had fallen to the tracks near the electric third rail.

Brakeman Murphy's name will be added to the Honor Roll of Central employes who have risked their own lives to save others. His name will be the 113th on a special plaque on a wall in Grand Central. The plaque bears the names of all of the Central people thus honored, with each new name added after the medal is awarded. The first Valor Medal was awarded 35 years ago. The award is made only after a complete investigation by a committee of Central officials after an employe's act is recommended as worthy of the medal.

Mr. Murphy's commendation and medal were presented to him by his Division Superintendent, Russell L. Sahn.

The 35-year old Brakeman has worked for the Central since 1943 and lives in White Plains, N. Y.



Heavyweight . . .

for sure is this giant electrical transformer manufactured by Westinghouse and shipped via New York Central from Sharon, Pa. to Consolidated Edison Co. plant in Yonkers, N. Y.

The shipment's gross weight hit 642,000 pounds and it is 16 feet, six inches high in the center.

Clearance problems are reduced by using a car which consists actually of two end units on which the transformer rests, allowing the higher center section to be suspended between the units.

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THE COVER: Eastman Kodak has expanded its big photographic information center and exhibition hall in Grand Central Terminal, where approximately 300,000 people a day have an opportunity to see it. For more, see page 7.

Headlight

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NORMAN M. STONE
Editor

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New York Central Headlight

NEWS BRIEFS

CENTRAL'S HIGH-SPEED SUPER VAN . . .

service was extended Sept. 11 to Cincinnati, Dayton and Columbus, O. with two new Super Van trains carrying solid loads of Flexi Van rail-highway containers offering shippers one day faster rail service between major eastern terminals and these central and Southern Ohio points. The service provides second morning delivery for Flexi Van freight between these areas.

Central now provides Super Van service to all major points on its 10,500-mile System. Super Van schedules and performance make them the fastest freight trains in railroad history (see page 7).

AWARD FOR NYC . . .

came from National Safety Council recently for Central's outstanding safety programs for employes and the general public. The Council gave Central its Public Safety Activities Award. In 1960, the year on which the award is based, Central conducted over 325 employe public safety meetings and engaged in several hundred other programs aimed at developing safety activities both at home and on the job. The railroad's safety officers and protection personnel, specializing in System-wide safety education, also distributed more than 45,000 booklets to Central employes and members of various organizations.

NYC CREDIT UNIONS MEET . . .

in Syracuse Oct. 14. Representatives of the 34 credit unions on the NYC System have been invited to attend the semi-annual meeting of the New York Central Association of Credit Unions.

The Association meets each spring and fall in an all-day session to discuss procedures and methods of improving the Credit Union movement on the Central.

Prior to the Oct. 14 meeting, representatives of the Association met with railroad officers to talk over problems and practices which have developed in the past year.

RAILROAD RETIREMENT ACT AMENDMENTS . . .

passed by recently adjourned Congress were signed into law by President Kennedy. Eligibility requirements for certain benefits under the retirement system were liberalized as a result on Sept. 22.

The most important change is that men with 10-29 years of railroad service may now retire as early as age 62 on a smaller annuity instead of age 65 on a full annuity.

The amendments also made these changes in eligibility requirements for annuities to wives, husbands and widows: 1. A wife or dependent husband can now qualify for a spouse's annuity

after one year of marriage instead of three years . . . 2. The new one-year requirement is waived if the wife or dependent husband was eligible for a survivor annuity in the month before marriage. The age and other requirements for a wife's benefit are unchanged . . . 3. The one-year marriage requirement for widows' annuities is waived in the case of a woman who marries another railroad employe and is widowed again in less than a year.

Persons who believe they are eligible for benefits under the new provisions and wish to receive them now are urged to write to or visit their nearest office of the Railroad Retirement Board. Their addresses can be found in the telephone book under listings for U. S. Government.

CARLOADINGS ON THE CENTRAL . . .

in August totaled 258,046, down 3.5 per cent (9,234 cars) from the same month of last year. For the eight months ended Aug. 31 NYC carloadings totaled 1,851,811, a drop of 15.5 per cent (340,002 cars) from the year ago period.

In August, Central's net income was \$2,035,976, compared with a deficit of \$2,636,463 in the 1960 month. This left NYC with a net deficit for the first eight months of the year of \$26,139,092, compared with net income of \$187,672 in the like period of last year.

ILLEGAL TRUCK OPERATION . . .

is seen by the Committee Against Unauthorized Transportation (CAUT). Group is composed of shippers, transport carriers and federal and state regulatory officials who oppose shady truck operators as contributing to the woes of the nation's regulated for-hire transportation system. A new booklet issued by CAUT entitled "The Illegal For-Hire Trucking Problems" says one out of every four trucks moving on U. S. highways is operating illegally.

TRANSPORTATION BOOM . . .

in the decade ahead is forecast by Harold F. Hammond, Executive Vice President of the Transportation Association of America. In a talk before the Western Transportation Conference recently he predicted an overall 25 to 40 per cent increase in demand for transportation services in the next ten years.

The increase will stem largely from anticipated gains in population, higher incomes and continued demands for homes and schools.

The transportation industry in the years ahead, he said, must not only respond to changes but it will also "help to make the changes themselves—if government rules, regulations and policies permit and encourage proper response."



NYC Leaders Meet to Map Plans for 1962

Two-day session hears tribute to Central people for railroad's progress in past year

►►► New York Central has continued to move ahead in 1961, despite many difficult problems, and NYC President Alfred E. Perlman attributes this progress directly to the people of the railroad.

Mr. Perlman paid tribute to Central people at the annual Capital Improvements Budget Meeting, held in New York Sept. 22-23, saying, "In spite of the many disappointments we have had, we are going forward, thanks to the people of the New York Central. I am proud of their spirit!"

Among the Central's achievements in 1961 so far, Mr. Perlman listed the continued rapid growth of Flexi-Van and the rising popularity of multi-level freight cars for carrying automobiles. Central is now carrying more autos in these cars than any other railroad.

Many more miles of Centralized Traffic Control have been added to Central lines, modernization of the big

freight yard at West 60th Street in New York has been completed, better use is being made of NYC real estate holdings and 277 new industries have located plants on sites where they will have Central service. There also have been numerous improvements in Central's schedules, equipment and operating practices.

Scientific research at Central's laboratory in Cleveland also has continued to help the railroad. A separate corporate entity has been established, known as the Cleveland Technical Center, through which discoveries and developments of the lab may be marketed to others.

Mr. Perlman also reviewed the serious problems that have beset the railroad in 1961, placing at the top of the list the low level of business that has resulted in greatly reduced NYC revenues.

However, the Central's President expressed cautious optimism that 1962 will in many ways prove to be a better year

than 1961 has been. As the railroad continues to move forward next year, he said, "we must devote ourselves to finding new and better ways to meet changing conditions. The ingenuity of our people, I am sure, will meet this challenge."

The budget meeting devoted many hours to a detailed review of some 685 individual items listed on a preliminary budget. Proposals ranged from locomotives and cars to new shop equipment, and from new rail to a new microwave network to improve System-wide communications. The factors on which discussion centered were *safety*, *increased business* and *economy*. Projects were examined carefully in the light of these important features.

Depends on available dollars

Of course, improvements which actually can be carried out or started in 1962 will depend upon Central's income

and how much of it will be left over for such things after regular bills, including the payroll, are met. The most pressing projects, naturally, will have first call on available funds.

In addition to hearing from Mr. Perlman, the meeting was addressed by a number of other NYC officers, who described in straight-from-the-shoulder terms the railroad's prospects for the year ahead. Their views, generally, were cautiously optimistic and they expect improvements in many areas next year.

Many of these speakers also emphasized the sharp drop in traffic volume this year as the leading cause of lower revenues. While their reports took careful note of the darker side of Central's 1961 results, their story was not all bad. All of them agreed that the most pressing need of the railroad right now is to get more freight moving in New York Central trains. Coupled with that is the need for continuing development of new and improved services that will help NYC's competitive position.

Other factors

A big factor in Central's future, the meeting was reminded, is the outcome of hearings by the Interstate Commerce Commission on a proposal by New York Central and another by Chesapeake & Ohio to control the Baltimore & Ohio Railroad. Central seeks a three-way merger with these roads, while C&O wants only control for itself of B&O. Many transportation authorities have told the Commission in these hearings that if the C&O plan were adopted, Central would suffer irreparable traffic losses that would seriously curtail its ability to provide many of its present services.

Progress depends on people

Summing up at the meeting's conclusion, Mr. Perlman told the assembled Central men: "We've come a long way and learned a lot. Hard times often help us to learn worthwhile lessons."

"I wish we could carry out all the excellent projects on the budget, and as money becomes available we'll get started on them. With all New York Central people working hard to get more business for our railroad, the dollars should come in."

Mr. Perlman said that Central people have fine tools in their hands. These, plus their know-how add up to tops in transportation.

To the men and women of the railroad he declared: "There are many factors that affect the results of our operations. But the basic success or failure of the New York Central is not really up to Congress or anyone else on the outside—it's up to all of us, individually and collectively!"

Centralines

How to spend a vacation: **Harold Phalen**, NYC Electrician at Salle Street Station, Chicago for ten years, has had a yen to ride the 20th Century ever since his boyhood days in Boys' Town, Neb., where he grew up. This year, he bought himself a bedroom on the Century and headed for his first visit to New York. His hobby is making tape recordings, so he took recording equipment along and made tapes of the sounds of the train racing through the night. Another hobby is baseball—he writes a column for the *St. Louis Sporting News*. On a number of occasions he talked with Casey Stengel when the latter was managing the New York Yankees and traveling NYC out of Chicago. So, while in New York, he visited Yankee Stadium and was permitted to sit in Casey's old seat in the dugout and made a recording of his chat with the ground-keeper there.

At the Sacred Heart Church in Dobbs Ferry, N. Y., a musical show was produced by members to raise funds for a new school. In one way, it could have been called a New York Central production, since four NYC men and the wife of one of them were involved—**Harold Schneider** (Public Relations & Advertising department); his wife, Louise (who used to work in the Pass Bureau); his brother, **Walt** (Real Estate department); **Art Kane** (Purchasing department); and **John Honan** (Credit department) all were active participants . . . **N. R. Cosentino**, NYC's Assistant Foreign Freight Sales Manager in New York, has been elected President of the Railroad Foreign Freight Traffic Association—a non-profit group of railroaders dedicated to promoting better understanding of foreign commerce and developing closer relationships with those engaged in foreign trade . . . **Harry A. Skiff**, 35-year man in NYC's Law department at New York, was honored in June with an award for 35 years' service to the Thornwood, N. Y., Parent-Teachers Association. Mr. Skiff several years ago also was awarded a Silver Beaver, highest award of the Boy Scout organization. He also is a Major in the NYC-sponsored 721st Railway Operating Battalion in the Transportation Corps Reserve . . . Capital District Railroad Pensioners Club in Albany, N. Y., held its eighth annual dinner recently, with Charles Young, former sports editor of the Albany *Knickerbocker News* as speaker. Toastmaster for the event

New Electronic Units Speed NYC Car Tracing

High skill and long experience are required for a railroader to know several hundred equipment movements by heart. However, a new electronic "brain," now in operation on the Central, memorizes and recites the locations of 75,000 freight cars as they move each day over the System. A powerful tool in Central's effort to provide still better freight service, the facility pinpoints the location of a shipper's freight car within seconds after his inquiry.

The installation—called "Trac"—consists of two IBM 305 RAMAC electronic disc storage units, which are coordinated with automatic teletype and transceiver equipment. One "Trac" unit, located in the Freight Service Bureau at New York, serves the railroad's New York and Eastern Districts. The other unit, located at the Freight Service Bureau in Cleveland, serves the Western, Northern and Southern Districts.

Most modern system

Commenting on the installation, John F. Nash, Vice President-Operation, said:

"Trac" is the most modern electronic tracing system yet devised. Its inauguration marks another step in Central's multi-million dollar modernization program to give the railroad's customers the best service possible."

Each of the two units—which operate around-the-clock seven days a week—has in its "memory" unit an electronic record of all car movements in its territory as well as a record of cars en route from other districts on the railroad. When a customer telephones to ask for the location of his car, freight service bureau personnel quickly transmit the inquiry to the RAMAC unit through an electronic typewriter connected directly to the storage discs. Within seconds, the record of the car's current location is printed on a reply sheet, which is then read to the customer.

"Trac" tells instantly the initials and numbers of a loaded car, the train in which it is moving, the yard from which it last departed and the time of departure. If a car is "cut out" from a train en route, "Trac" will pinpoint the location where the car was removed and indicate the reason.

was **Henry H. Wilkins**, retired NYC Machine Shop Foreman. Co-chairmen for the dinner were **Edward Eitzenberger**, retired Sheet Metal Worker, and **Herbert Westervelt**, retired Machinist.



CARS ROLL SWIFTLY THROUGH BIG FOUR YARD, MARKING FIRST BIRTHDAY... RADIO HELPS SPEED YARD COMMUNICATIONS



BIG FOUR YARD HAS FIRST BIRTHDAY

By Pete MacDonald

On Sept. 15, 1960, Central's President Alfred E. Perlman dedicated the Big Four Yard and said: "This new fingertip-controlled yard will spearhead faster rail service to all parts of the nation."

That's exactly what is happening today, a year later, at the 490-acre, electronic freight classification yard just outside Indianapolis. Southern District officials point with pride at the \$11,000,000 rail facility, noting that during the past year:

- Freight schedules from St. Louis to

New York, Boston and other eastern seaboard points have been pared 24 hours.

- Conversely, eastern shippers save a full day on shipments to the midwest and to the booming southwest, which the Central serves through its St. Louis gateway.

- Since its formal opening a year ago, five additional miles of track have been installed at the yard, adding two new receiving tracks. Track total now is 71 miles.

- And, the Big Four Yard now can handle 4,846 cars, an increase of 366.

Here are some other statistics which

swell the chests of Big Fourers:

Originally, it was forecast that 3,000 cars a day could be classified. There have been many days when this eyebrow-raising prediction has been topped.

When the yard was opened, optimistic officials looked for a record 160 cars to be humped in a single hour. This, too, has been exceeded many times—and on one occasion, 170 cars were humped in 43 minutes!

Yard officials figure that, on an average, 63,000 have been humped a month and some 55,000 cars have been sent on their outbound journey each month.

NYC Engineering Dept. Is Reorganized

Completion of a reorganization of Central's Engineering department was accomplished in September with adoption of a new Plan of Organization at the department's headquarters in New York, and physical relocation of those headquarters engineering people who were located elsewhere to the ninth floor of NYC's General Office Building at 466 Lexington Avenue, New York.

An organization study of the Engineering department at all of its management levels has been in progress for two years, and, as a result of that study, a number of changes have been made in recent months at district and division levels.

The entire plan is explained in a booklet being distributed to interested personnel of all departments of the railroad. The booklet contains brief outlines of the principal responsibilities of the people in the various sections of the Engineering department at headquarters, who are responsible to B. S. Converse, Assistant Vice President-Engineering.

This includes the Design & Construction department, under Charles E. Defendorf, Chief Engineer; the Maintenance of Way department, under Kenneth E. Dunn, Engineer-Maintenance of Way; the Communications department, under Robert C. Karvatt, Director of Communications; and the Signal department, under Louis S. Bottinelli, Chief Signal Engineer. The Signal department formerly was located in Cleveland. The booklet also defines relationships with

engineering personnel in the Central's various operating districts.

Commenting on the new plan, Mr. Converse stated that he was confident the new organization and the combining of the headquarters offices of the Engineering department would provide a basis for closer cooperation between the various headquarters units, as well as with the respective operating districts, and will enable them to provide still better engineering services for New York Central.

Congress approved a \$22,075,000 appropriation for the Interstate Commerce Commission for the fiscal year ending June 30, 1962. These funds will permit the addition of 45 positions to help meet the ICC's expanding work load.

NYC Super Van Is World's Fastest Freight Train

Magazine survey shows nothing moves freight as fast. Cincinnati section latest addition to run

▶▶▶ "Look at Central go!"

That's the title of an article that appeared in a recent issue of *Trains* magazine, presenting a complete and authoritative analysis of train speeds all over the world.

The article's author, Donald M. Steffee, conducted a broad research project into train speeds the world over and found that New York Central's *Super Van* is the fastest freight train anywhere!

Recalling Central's long-standing efforts to improve freight train performance, author Steffee says:

"New York Central, which pioneered with the *Early Birds* in 1954 and stirred up the New England-Midwestern front a year ago, is again in the van—if you'll pardon a pun. *Super Van* is the fleet name for NYC's six new hotshots—two on the New York-Chicago run, two on the Boston-Albany, and a pair between Cleveland and East St. Louis."

On Sept. 11, *Super Van* service was expanded with a new schedule between Cleveland and Cincinnati, providing connections at Cleveland with trains to and

from Boston and New York.

The *Trains* article goes on to point out that "These trains, composed entirely of Flexi-Van equipment, are writing new chapters in American and world rail history. For the first time a freight train is timed at better than a mile a minute start to stop; the SV-6 runs from East St. Louis to Mattoon at a 60.2 mph clip. SV-1 makes the New York-Chicago run in 20 hours, 30 minutes, and by means of a close connection at Collinwood (Cleveland) with SV-5, a New York to East St. Louis schedule of 27 hours, 30 minutes has been set up."

The magazine article includes lengthy, detailed tables showing speeds, mileages and other interesting data about trains in over a dozen countries in addition to the USA.

Trains on both sides of the iron curtain are included, ranging from Australia and Japan to Czechoslovakia and Holland; and from Sweden to Saudi Arabia.

But when it comes to moving freight fast—there's nothing in the world that beats New York Central's *Super Van*!

Kodak Opens Bigger Exhibit Hall In Grand Central Terminal

"Meet me under the *Colorama*—at the new Kodak information counter!"

That will be the gathering point for thousands and thousands of passengers and others moving through Grand Central Terminal in New York.

Eastman Kodak Company has leased an additional 1,400 square feet of space in Grand Central—one of the world's busiest areas, where every year between 50 and 60 million passengers board and arrive on 500 daily trains. Approximately 300,000 people a day move through the big station.

Enlarging its photo information service in the Terminal, Kodak recently opened a new area directly below the 18-by-60-foot *Colorama* transparency on the station's east balcony, which has gained worldwide fame. The new first-floor display—increasing Kodak's total space to 5,000 square feet—includes a

photographic information center, demonstration area and a stairway leading to the popular exhibit space on the big second-floor balcony.

The *Colorama*, plus displays on the balcony and the first floor, comprise "The Kodak Exhibit Center."

The information counter, previously located on the balcony behind the *Colorama*, has been moved to the first floor to expedite service to visitors.

Upstairs, the entire second floor exhibit area has been remodeled. The popular photographic print exhibitions featured there will continue to be changed 15 times each year. Also provided on the second floor is a center for technical questions.

Grand Central visitors by the millions have stopped to see the Kodak exhibits. Since the huge *Colorama* and photo information center were opened in May, 1950, more than nine million visitors have been counted by an electric eye device in the exhibit entrance. Last year, a record 1,009,290 spectators, largest number in the ten-year history of the *Colorama* Exhibit, viewed the displays.

Unclaimed Funds on Hand At GCT Credit Union

A group of New York Central employees and former employees have a lot of money but apparently they don't know it.

The Grand Central Terminal Employees Federal Credit Union in New York reports that 26 accounts on its books have been inactive for several years. If the funds on deposit in these accounts are not claimed by the rightful owners or their estates the law requires that the money be turned over to the State of New York, whose property it then becomes.

Unsuccessful search

Efforts by the GCT Credit Union to locate the depositors concerned so far have been fruitless. Their names and last known addresses are published below. If your name appears on the list, or if you have any information as to the whereabouts of anyone listed, please contact the Grand Central Credit Union in Room D-41, Grand Central Terminal Building, 15 Vanderbilt Ave., New York 17, N. Y. (phone: MUrray Hill 9-8000, extension 2144), or advise the person himself to contact the Credit Union. Remember, it means dollars to those on the list!

NAME	LAST KNOWN ADDRESS
Terrence Andrews	124 W. 122 St., New York
Henry A. Burney	2371 8th Ave., New York
John Carich	207 42nd St., Union City, N. J.
Joseph A. Cammarata	603 Beach Terrace, New York
Oscar A. Clark	2011 Amsterdam Ave., New York
Eugene Chisholm	10 St. Nicholas Terrace, New York
Louis Gramling	609 E. 169th St., Bronx, N. Y.
Clyde F. Henderson	1218 Boston Road, Bronx, N. Y.
Conwell Jackson	63 E. 124th St., New York
Thomas Johnson	1103 Boston Road, Bronx, N. Y.
Joseph W. Josephson	1271 Grant Ave., Bronx, N. Y.
Peter Jack	2010 Lexington Ave., New York
Anderson E. Fields	175 Waverly St., Yonkers, N. Y.
Suzanne Howe Drew	Break Park Lodge, White Plains, N. Y.
Thomas Pinckney	2670 Valentine Ave., Bronx, N. Y.
William Officer	530 W. 157th St., New York
Michael J. Marino	115-17 147th St., So. Ozone Park, N. Y.
James B. Thompson	1325 Dean St., Brooklyn, N. Y.
John A. Risco	1109 Park St., Peekskill, N. Y.
Arthur Suggs	2140 Madison Ave., New York
Leonard Frank Turner	544 W. 149th St., New York
Thomas Thornton	41 Clarkson Ave., Brooklyn, N. Y.
Espey R. Williams	180 Berean Maplewood, St. Louis, Mo.
John F. Williams	455 E. 140th St., New York
John J. Vaughn	43-28 41st St., Sunnyside, N. Y.
George Lister	227 W. 126th St., New York



"Go west, young man" . . .

was the famous advice given by Horace Greeley in the mid-nineteenth century, and he may have had a young lady like this in mind at the time. But Mary Orr, this year's Miss Wyoming, is strictly twentieth century in looks and traveling habits. She is shown en route to the Miss America pageant held every year in Atlantic City, N. J. Yes, that's Central's own Twentieth Century Limited in the background, which she rode from Chicago to New York on her way to the pageant. Even though Miss W didn't win the big prize, she's a mighty pretty passenger.



Children take to rails . . .

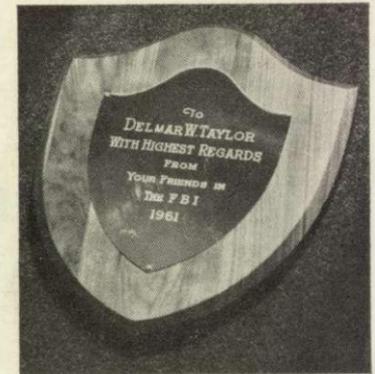
It's all aboard for these youngsters who are pupils at the Central School in Beaver Falls, Pa. All members of the first grade, they rode on a Pittsburgh & Lake Erie train from Beaver Falls to Aliquippa, where their school bus picked them up for the return

trip to the classroom. In all, 58 took the trip and for many it was their first train ride. The youngsters were accompanied by three teachers and, of course, "a good time was had by all"—both students and the railroad, according to reports.



FBI pays tribute . . .

to Delmar W. Taylor (center), recently retired Superintendent of NYC's Police with a special plaque. It was given to Mr. Taylor in recognition of his outstanding career in police work and as an expression of friendship from the federal officers. Presentation was made by Harvey G. Foster, Special Agent in charge of the FBI New York office. At left is George Coates, who is NYC's General Superintendent of Property Protection & Freight Claims.

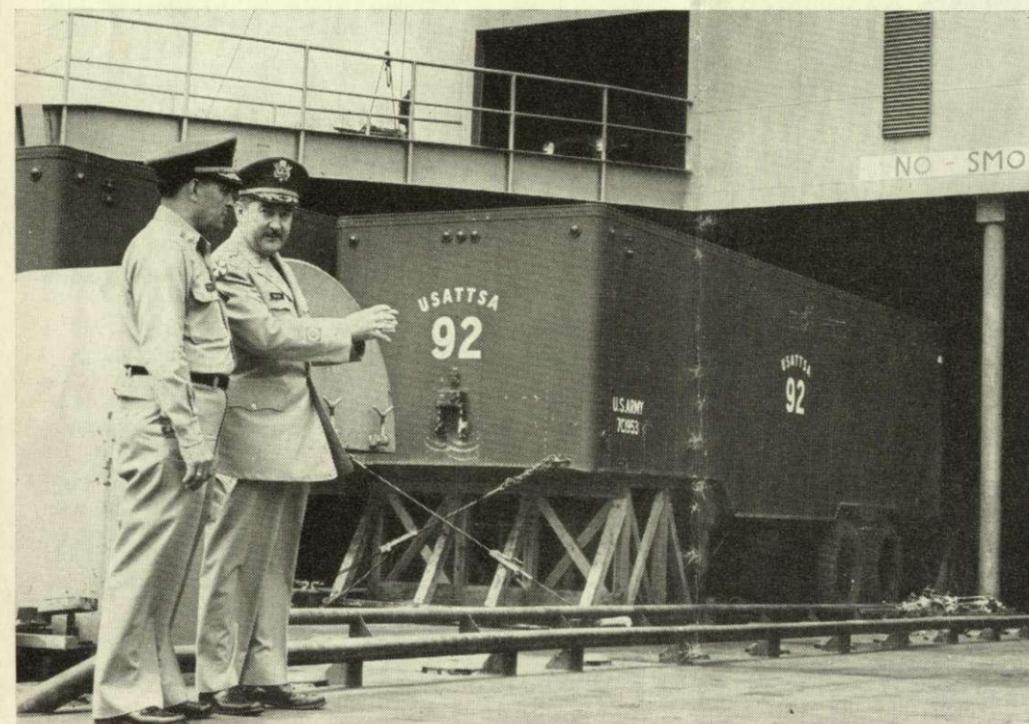


HEADLIGHT *H*ilites



Plenty of finesse . . .

is shown in New York as Ruth Ward and Larry Brown have done it again. For the third straight year, they won the Vanderbilt Cup in the annual pairs tournament of the NYC Athletic Association Bridge Club. They are shown receiving the handsome trophy from Milton Aldrich (center), Bridge Club director. Ruth is a member of the Comptroller's office staff; Larry toils in the General Claims Attorney's department. Donor of the cup, Harold S. Vanderbilt, is one of the country's foremost bridge experts.



New York Central Headlight

Roll-on . . . roll-off . . .

Joseph C. Palmieri (left), who heads NYC Flexi-Van operations in Boston, listens as Lt. Col. C. R. Mason, Commanding Officer, U. S. Army Transportation Trailer Service Agency, explains how the Army sends a great deal of its cargo overseas by various forms of containerization. On active duty for two weeks with his Army Reserve unit, Mr. Palmieri, also a Lieutenant Colonel, found Army's "Rollo" closely related to Central's Flexi-Van.

NYC Scientists Cure 'Bugs' in Fuel Oil

Research at Cleveland Technical Center leads to discovery of reason for clogged fuel lines on diesels. Lab also develops revolutionary water cooler for locomotives.

By JOE FLYNN

Over 100 years ago, the famed Frenchman, Louis Pasteur, discovered a way of combatting bacteria in milk. His research took mankind a giant stride forward on the road to a longer life span and led ultimately to the establishment of our modern dairy products industry.

Today, another history-making "pasteurization process is in the early stages of development—this time at Central's research laboratory in Collinwood, O.

Recently the laboratory was incorporated independently under the name of Technical Research Center, Inc., so that many of its discoveries and developments can be manufactured and marketed on a nation-wide basis.

At the Collinwood lab, Central scientists have applied their research skills to a constant examination of all railroad operating problems. Recently, studies led by Martha Zietlow—believed to be the only lady chemist in the railroad industry—revealed certain bacteria to be living in fuel oil.

Discovery of these tiny residents of oil storage drums opened the door to finding answers to a number of vexing questions that have for years plagued people working with diesel engines.

Approaching these problems from many angles, Central scientists found the first ray of the light of success from the work of another laboratory—Midwest Research Institute—which was working on a jet engine nozzle problem for the U. S. Air Force. Midwest had found in jet nozzles left-over decay and debris of living organisms.

Picking up this clue, the Central researchers set about to determine if this debris had any connection with the fuel which the nozzles inject into jet engines.

When the search led to a thorough examination of many oil storage tanks, it was found that all of them held evidence of vegetable life in the form of mold, and animal life in the form of bacteria.

The bacteria found in the oil storage tanks were found to be capable of surviving without air at the bottoms of gasoline and fuel oil tanks. While not harmful to humans, they were found to have a very harmful effect on metals. Their chemical action has a steady corroding effect on the tanks, and they adversely affect the sulphur in oil and water. Their corrosive effect tears down tank linings and will even eat through stainless steel.

Too tiny for the naked eye to see them, these microbes populate oil in storage in communities ranging as high as 9½ billion to a gallon. And considering that a locomotive fuel tank holds some 1,200 gallons, you can readily see why Central's scientists were so anxious to solve this riddle.

What they have discovered constitutes a major break-through in the quest for keeping diesel oil filters from becoming plugged—a problem that for over 20 years has hampered the performance of diesel locomotives.

A pasteurization process was evolved at Central's Research Center, and is now being used, through which the bacteria in oil tanks can be eliminated without harmful effects on the oil itself. As a separately organized firm, the Research Center will soon be in a position to offer the process on the general market, providing a method through which others as well as New York Central will not need such frequent replacement of oil filters or patching of storage tanks.

In another project, the Research Center has come up with a new type of drinking water cooler for use in locomotives.

Called the "Vortacool," it has no moving parts and works on compressed air.

The revolutionary cooler eliminates the standard electric motor, compressor and refrigerant of conventional locomotive water coolers, on which mechanical breakdowns occur.

The "Vortacool" can be installed wherever a supply of compressed air can



LADY CHEMIST Martha Zeilow, of NYC's Cleveland Technical Center, led research that uncovered bacteria living in fuel oil storage tanks, then found means of eliminating them from the oil.

be found. It requires practically no maintenance. Its simple operation sets compressed air swirling in a tube, creating a whirlpool. The air along the wall of the tube absorbs heat from the center stream of air. With the warm outerlayer of air vented away, the chilled inner core remains to cool the water. Temperatures can easily be regulated to reach as low as 27 degrees below zero, or spiraled upward to 400 degrees above zero.

Studies are under way to adapt the same technique to mechanical refrigerator cars.

NYC Oil Research

Aids Airplane Engines

The 100,000 owners of commercial and private airplanes throughout the nation were targeted recently with a low-cost service feature, by NYC's Cleveland Technical Center, that will safeguard the in-flight operations of their aircraft.

Labeled "Spectra-Check," and developed by the Center, a wholly-owned subsidiary of the Central, this lubricating oil examination technique pinpoints excessive engine wear and forewarns of possible breakdowns.

Spectra-Check is an outgrowth of NYC's spectrographic oil analysis program, explained James J. Wright, Vice President of the Center, who added:

"Through this internal examination of the engine's mechanism, we can scientifically determine the airplane's capa-

bility and catch 'in-flight' failures before they happen."

Under the Spectra-Check program, samples of a plane's engine oil is sent to the Center, where a team of trained experts conduct an exhaustive examination. In reciprocating engines, they check on crankshaft, main and rod bearings, cylinders, rings, rocker arms, hydraulic systems and other vital parts.

In jet powered engines, Spectra-Check inspects the gear trains, bearings, hydraulic systems and constant speed drives.

This spectrographic technique has been in use for 12 years, Mr. Wright pointed out, "and for more than two years of intensive experience in the aviation field with a record of dependable service and savings of thousands of dollars."

Spectra-Check is one of the latest developments of applied research from this newly-incorporated Center to be placed on the nation-wide market.

Railroad YMCA Seeks Members in Yearly Drive

The Railroad YMCA, organized 89 years ago on the New York Central to meet the recreation, health, educational, religious and personal needs of railroaders, is again conducting a Continental Membership Enrollment campaign during October this year.

The 1850's were years of railroad fever. A young United States was flexing its muscles and moving west. Wherever a new railroad threw out its shining tracks, new towns sprang up, new farms checked the maps, land prices boomed and factories worked overtime to supply the new communities with lumber, furniture, farm equipment and everything else people needed.

The railroads were another name for prosperity. The Iron Horse was moving ahead at full steam. Then someone suggested a transcontinental railroad to span the prairies and mountains between the east and west coasts of the nation.

With this vast network under way, the traveling railroad evangelist was a familiar sight—one of the forerunners of the Railroad YMCA, which came into being on the Central in 1872 in Cleveland. The Y has been on the railroad ever since—a span of more than eight decades. Keyed at all times to the physical and spiritual requirements of the men who operate and maintain the steel-ribbed lifeline of the nation, the Railroad Y has but one goal: a practical, co-operative fellowship. The Railroad YMCA's of today, as always, with over 121,000 members are working partners with rail management and labor.

Tomorrow's leaders are being made today. The Railroad YMCA program is developing the kind of leadership needed in the transportation industry. Join your Railroad YMCA. And after joining, increase the value of membership to yourself and others by becoming active in the program and service of the Y.

Book for Model Builders

Model builders and rail fans with a special interest in Pacific type locomotives will be interested to learn that a well known reference work on these engines has been re-issued.

The book is entitled *Pacific Type Locomotives—Record No. 79*, originally published by The Baldwin Locomotive Works in 1914. Its 42 pages, measuring 6" x 9", contain 18 locomotive pictures, text and complete specifications for each of 18 engines.

The new edition is available for \$2 from Harry P. Albrecht, 40 Walton Ave., Clifton Heights, Pa.

About those missing retirement pictures...

As HEADLIGHT readers know, it has been necessary this year to curtail the number of issues and the number of pages in the magazine because of the severe financial problems confronting the Central.

As a result, a number of regular features in the publication have been suspended for lack of space. One feature that has continued, however, is the listing of employes who have recently retired, along with as many retirement pictures as possible.

With the magazine appearing only once every two months, these lists and the number of pictures naturally in-

creased greatly from one issue to another, posing a serious space problem.

Everyone who retires has his name and service published, but only a relatively small number of photos can be used at best. So, in the interest of conserving space, at least until a fuller publication schedule can be restored, we have found it necessary to reduce the quantity of retirement material published. In order to serve the many rather than the few, the decision is to publish only the retirement lists for the present, so that all of the Central people named may have their railroad service thus recognized in their publication.

NYC Monogrammed Keys Available to Employes

Attractive gold plated key is useful gift item, too

Would you like a gold plated key for your car, with your own initials on one side and New York Central's emblem on the other? You can have one for only 50 cents!

With the holiday season not too far away, this may be the solution to some of your gift-giving problems, too.

All you have to do is fill out the coupon at the bottom of this page carefully, enclose 50 cents for each key you want, and mail it to: Keys, c/o HEADLIGHT, 466 Lexington Avenue, New York 17, N. Y. There is no limit on the number you may order at 50 cents apiece.

The key was designed originally for use in connection with a Central advertisement entitled "Operation Turnkey." The key depicted in the ad opens many doors for people interested in locating a new plant site. Through the railroad's Industrial Development department the key will unlock many services to help in site location and plant planning.

Incidentally, if you should know of anyone interested in finding a site for a new plant—large or small—or in moving to an area served by Central, be sure to advise the Central's Industrial Development department so they can offer NYC's many services specially designed to coordinate the long list of details that go into such a move.

Interest in the keys has been enthusiastic ever since the first ones appeared, and arrangements have now been made so Central employes can purchase them for their own use. Any shop that cuts keys can use your auto key as a pattern to cut the gold plated Central key to fit your car.

Space permits only two initials to be

used, so be sure to include on the order form the correct two initials you want on each of the keys you order.



Checks should be made payable to NYC's Advertising Agency, ROBERT CONAHAY, INC.

KEYS
c/o HEADLIGHT
466 Lexington Avenue
New York 17, N. Y.

Please send initialed, gold plated "Operation Turnkey" auto key(s) @ 50¢ each for the following cars:

Year	Make of Car	Initials (2 required)

(Add separate sheet with same information, if additional keys are ordered)

Your Name _____ Please Print
Job Title _____
Location _____ City _____ State _____

Gov. Rockefeller of N.Y. Supports NYC In Testimony at ICC Hearing on Merger

Other officials from Empire State join Governor in endorsing NYC petition for merger with B&O-C&O



NEW YORK'S Governor Nelson A. Rockefeller chats with NYC President Alfred E. Perlman in Washington after the Governor testified at ICC merger hearings.

Governor Nelson A. Rockefeller of New York on Sept. 11 testified at Interstate Commerce Commission hearings in support of New York Central's application to control the Baltimore & Ohio Railroad, either solely or jointly with the Chesapeake & Ohio Railway.

The Empire State Governor appeared on the first day the hearings were resumed after a two-month recess. In his testimony he said the public interest in efficient transportation by the railroads involved requires an early consolidation of the C&O, Central and B&O into a single integrated system.

Governor Rockefeller said the best disposition of the proceedings would be to grant both the Central and C&O applications, but on certain specified conditions which would insure the protection of the legitimate separate interests of the railroads prior to ultimate consolidation.

"Failing agreement on a three-way consolidation," he said, "then the C&O application should be denied and the application of the Central should be granted, subject to certain conditions."

The Governor testified: "It is my consideration judgment that granting the pending application of the C&O to acquire stock control of the B&O would be contrary to the public interest. Such control would threaten the economic health, the efficiency and indeed the survival of the Central. This would be harmful to families, communities, industries and transportation not only in my state, but in the entire northeastern part of the United States."

Supporting the earlier testimony of New York Central President Alfred E. Perlman, Governor Rockefeller urged the ICC to grant the application of Central to control the B&O on condition that B&O stock acquired by the Central be placed in the hands of independent trustees. This, he said, would prevent the exploitation of the B&O, prior to ultimate consolidation, during a period of sole control by the Central or joint control by the Central and Central.

Governor Rockefeller emphasized the C&O application in its present form should be denied and commented that

Central's application welcomes C&O inclusion in the acquisition of B&O stock while C&O opposes inclusion of Central in any control proceedings.

State Officials support NYC

More than ten officials from New York State, including Westchester County Executive Edwin G. Michaelian and the mayors of Syracuse, Utica, Schenectady, Yonkers, Oswego, Amsterdam and Watertown, also testified in support of Central's application to control B&O. Without exception, they requested that Central be included in any transaction for control of the B&O.

Central vital to New York State

William E. Zimmerman, Assistant Deputy Commissioner, New York State Department of Commerce, testified the Central plays an important role in New York's foreign trade. He said the ports of New York and Albany and most of the New York ports along the St. Lawrence Seaway are served by Central could not operate without adequate rail service.

Mr. Zimmerman said, "A loss of traffic by the Central and a worsening of its financial conditions with the inevitable further curtailment of service would have an adverse effect on the economy of the state of New York and its municipalities."

Regional hearings

The hearings started June 19, and attorneys appearing for the Central and the State of New York urged that the sessions be adjourned to locations outside Washington for the convenience of witnesses from many areas who could not easily travel to Washington, where all of the hearings had so far been held. A C&O attorney objected stating such a move would unnecessarily lengthen the hearings and that these witnesses would not contribute any substantive testimony of value. Hearing Examiner John L. Bradford ruled in favor of holding regional hearings in a number of locations as well as New York State. As this was written, plans called for such hearings in Boston, Syracuse, Detroit, Indianapolis, Chicago and Cleveland.

NEW YORK DISTRICT

- Abbott, W. E., Electrical Inspector, North Bergen, N. J. 38
- Anderson, C. O., Carpenter, Brewster, N. Y. 42
- Arnold, E. W., Jr., Accountant, New York 44
- Ashton, J. C., Agent, New York 40
- Bardini, P. M., Mail Handler, New York 16
- Bennett, F. W., Trackman, Brewster, N. Y. 18
- Bifano, M., Car Cleaner, New York 19
- Buckley R. D., Engineman, New York 50
- Buckley, M. R., Electrical Worker, New York 48
- Byrne, T. F., Mail Handler, New York 17
- Chase, V. L., Carman, Harmon, N. Y. 32
- Churcher G. C., Supervisor Mechanical Training, New York 36
- Carney, J., Watchman, West New York, N. J. 14
- Clark, M., Ticket Seller, New York 35
- Connell, P. J., Mail Handler, New York 22
- Cristini, R., Trackman, New York 29
- Daly, R. J., Assistant Elevator Starter, New York 33
- De Vane, E. R., Conductor, Chatham, N. Y. 39
- Di Donato, A. F., Stevedore, New York 17
- Donadio, A., Car Foreman, New York 38
- Donlin, J. J., Crossing Watchman, Newburgh, N. Y. 32
- Dwyer, P. T., Office Supervisor, New York 41
- Eaton, R. A., Assistant Engineer, New York 39
- Eichel, W. A., Conductor, New York 40
- Firringielli, G., Stevedore, New York 38
- Foster, D., Mail Handler, New York 14
- Francis, C., Porter, Weehawken, N. J. 20
- Gengenbach, W. H., Passenger Sales Representative, New York 40
- Gilmartin, T., Boilermaker, Harmon, N. Y. 24
- Golia, F., Trackman - MOFW, Bronx, N. Y. 37
- Gothe, F. G., Assistant Superintendent, New York 45
- Greaux, V. L., Red Cap, New York 31
- Gurnee, V. S., Telegrapher-Leverman, Newburgh, N. Y. 48
- Gustavson, J. A., Foreman, New York 48
- Guyre, C. F., Engineer, Weehawken, N. J. 48
- Hickey, W. J., Manager Commerce Bureau, New York 29
- Hill, J., Laborer - MOFW, New York 36
- Hinds, J. E., Utility Man, Bronx, N. Y. 17
- Hoferer, F., Car Cleaner, Mott Haven, N. Y. 25
- Imperiale, G., Stevedore, New York 37
- Jabaut, H. C., Sr., Fireman, Weehawken, N. J. 42
- Jackson, E. C., Distributor, Weehawken, N. J. 43
- Jenkins, J. H., Porter, New York 16
- Kovacs, T., Cabinet Maker, New York 42
- La Manna, D., Car Cleaner, White Plains, N. Y. 15
- Lamberti, J. V., Warehouse Foreman, Poughkeepsie, N. Y. 43
- Leonard, T. H., Laborer, No. White Plains, N. Y. 34
- Lickona, G. F., Mechanic Helper, Harmon, N. Y. 31
- Longway, A. W., Foreman-Equipment, New York 41
- Lynch, T. W., Fire Prevention Inspector, New York 44
- MacDonald, A., Carpenter - B&B, New York 36
- Malkmus, G. H., Clerk, New York 44
- Martin, W. J., Real Estate Agent, New York 35
- McCarthy, J. A., Clerk, New York 13
- Mcharg, F. H., Electrical Worker, Harmon, N. Y. 49
- McMahon, T. M., Checker, New York 26
- Menzel, F., Carpenter - Mechanic, Weehawken, N. J. 37
- Menzies, C. W., Crew Dispatcher, New York 20



Following is a list of New York Central employees who have retired recently from active service. The figure to the right of each name indicates the years of continuous service spent with the Central. Because of the Headlight's present bi-monthly publication schedule and a change in the method of reporting these names there is a time lag of a minimum of seven weeks between retirement and publication of the list.

- Metcalf, R. G., Engineer, New York 35
 - O'Connell, T. J., Clerk, Weehawken, N. J. 47
 - O'Connor, J. J., Engineman, White Plains, N. Y. 36
 - Pagliaro, P., Stevedore, New York 17
 - Pedoma, H., Stevedore, New York 35
 - Petrello, C. J., Car Inspector, New York 23
 - Rathjen, J. W., Sheetmetal Worker, Harmon, N. Y. 41
 - Robertson, M. A., Charwoman, New York 36
 - Rouse, G. W., Trainman, New York 45
 - Sanford, E., Cook, New York 24
 - Schaefer, J., Mason Helper, Weehawken, N. J. 37
 - Schoen, A. E., Sr., Clerk, Weehawken, N. J. 31
 - Senger, E. G., Safety Engineer, New York 38
 - Shalloe, T. M., Freight Sales Manager, New York 38
 - Shed, C., Laborer, Mott Haven, N. Y. 16
 - Smith, H. J., Statistician, New York 35
 - Smith, H. S., Telegrapher-Operator, New York 43
 - Snow, E. D., Jr., Asst. to Asst. Service, New York 43
 - Snyder, E. C., Engineer, No. Bergen, N. J. 51
 - Springsteel, W. C., Electrician, New York 33
 - Sullivan, H. J., Machinist-Helper, West New York, N. J. 34
 - Sullivan, D. J., Stevedore, New York 27
 - Wenck, E., Clerk, Weehawken, N. J. 44
 - Whalen, A. J., Machinist, Harmon, N. Y. 15
- Cilento, F., Carman, E. Rochester, N. Y. 34
 - Clark, E. W., Waiter, Buffalo 24
 - Clippinger, G. C., Engineer, Buffalo 45
 - Collins, W. P., Brakeman, Springfield, Mass. 47
 - Cook, F. C., Clerk, E. Rochester, N. Y. 39
 - Coullahan, J. P., Locomotive Fireman, Albany, N. Y. 45
 - Crandall, A. E., Wire Chief, Rochester, N. Y. 34
 - Crane, J. C., Locomotive Engineer, Syracuse 48
 - De Angelo, F., Freight Handler, Watertown, N. Y. 49
 - Debyah, W. L., Sheet Metal Worker, Malone, N. Y. 38
 - Decker, D. D., Caller, Buffalo 39
 - Demchuk, H. P., Car Cleaner, Dixon, E. M. Jr., Laborer, Corning, N. Y. 44
 - Alston, Mass. 17
 - Doyle, M. J., Inspector, Albany, N. Y. 45
 - Dutchburn, C. L., Engineer, Springfield, Mass. 43
 - Dutton, W. P., Machinist Helper, Selkirk, N. Y. 34
 - Dyer, T. L., Carman, Worcester, Mass. 43
 - Edgar, H. H., Engineer, Utica, N. Y. 47
 - Egan, F. H., Supervisor Track, Buffalo 46
 - Elliott, J. P., Carman-Welder, East Rochester, N. Y. 25
 - Elleworth, L. R., Yardmaster, Watertown, N. Y. 40
 - English, W., Conductor, Watertown, N. Y. 51
 - Ernest, W. J., Crane Operator, Buffalo 31
 - Ernst, J. H., Yard Master, Rochester, N. Y. 36
 - Fernaays, M., Sr., Clerk, Utica, N. Y. 17
 - Fleming, H. E., Signalman, Albany, N. Y. 54
 - Fontano, P., Laborer, Syracuse 19
 - Franklin, H. F., Conductor, Watertown, N. Y. 44
 - Francesco, S., Trackman, Buffalo 40
 - Frew, E. E., Engineman, Syracuse 39
 - Frieh, S. W., Foreman, Buffalo 42
 - Gejhard, G., Asst. Stationary Engineer, Buffalo 31
 - Giraldo, A. N., Laborer-MOFW, Carthage, N. Y. 33
 - Goodrich, L. L., Engineman, Syracuse 18
 - Goodsell, H. C., Foreman-Locomotive, Suspension Bridge, N. Y. 43
 - Gordon, J. L., Clerk, Buffalo 45
 - Gorman, E. J., Clerk, Buffalo 23
 - Gural, C. Oiler, East Syracuse 41
 - Haney, H. L., Brakeman, Newberry Jct., Pa. 41
 - Hannes, R. J., Clerk, Buffalo 39
 - Hensel, W. F., Assistant Foreman, E. Rochester, N. Y. 48
 - Herberger, P., Brakeman, Albany, N. Y. 40
 - Hess, L. L., T&T Maintainer, Syracuse 37
 - Hewitt, C. M., Stores Helper, East Syracuse 43
 - Hixon, E. G., Leverman, Buffalo 38
 - Hoban, J. M., Towerman, Worcester, Mass. 32
 - Holmes, N. J., Janitor, Allston, Mass. 42
 - Hospers, H. N., Machinist, Rochester, N. Y. 40

- Johnson, T. H., Car Cleaner, Boston 20
- Kaufmann, H. J., Clerk, Syracuse 41
- Keicher, E. F., Machinist, East Rochester, N. Y. 20
- Kelly, E. J., Contract Investigator, Syracuse 17
- Kilburn, O. L., Trainman, Boston 20
- Koepf, K. C., Representative, Buffalo 45
- Kratzer, B. M., Engineman, Rochester, N. Y. 49
- Lanasa, C. H., Conductor, E. Syracuse 41
- Lee, F. F., Laborer, Oswego, N. Y. 20
- Lees, P. G., Passenger Conductor, Albany, N. Y. 49
- Leonardo, D., Laborer-MOFW, E. Syracuse 44
- Leseman, M. E., Clerk-Transportation, Springfield, Mass. 17
- Lockerbie, E. M., Electrician, Syracuse 38
- Luggerio, N. S., Laborer-MOFW, Utica, N. Y. 32
- McConnon, M. T., Secretary, Boston 34
- McDonald, A. J., Clerk-Telegrapher, Massena, N. Y. 45
- McDonald, H. J., Engineer, Syracuse 50
- Miller, G. B., Telegrapher, Clearfield, Pa. 52
- Miles, W. J., Plumber, Allston, Mass. 40
- Mona, M. C., Clerk, Buffalo 43
- Morris, A. D., Wire Chief, Rochester, N. Y. 46
- Morgan, J., Clerk, Schenectady, N. Y. 35
- Murphy, L. W., Signal Maintainer, Buffalo 43
- Neville, J. T., Engineman, Syracuse Division 45
- Obourn, N. P., Conductor, Corning, N. Y. 43
- O'Donnell, R. J., Brakeman, Buffalo 39
- Oliver, L. M., Foreman, Albany, N. Y. 45
- O'Neil, M. E., Clerk, Syracuse 48
- Orzel, J., Blacksmith, Dewitt, N. Y. 35
- Ostrander, C. G., Timekeeper, Utica, N. Y. 39
- Pancheluga, D., Cleaner, Springfield, Mass. 14
- Paradiso, C. N., Laborer-MOFW, Wende, N. Y. 12
- Parrelli, A., Janitor, Springfield, Mass. 33
- Perry, S. C., Store Helper, Buffalo 44
- Pooley, H., Engineer, Utica, N. Y. 44
- Presley, E. H., Cook-B&B, Mohawk Division 43
- Pasch, J. R., District Personnel Assistant, Syracuse 35
- Rechenberg, C. W., Clerk, Utica, N. Y. 37
- Richards, C. L., Carpenter, Allston, Mass. 32
- Roosevelt, E. C., Engineer, Albany, N. Y. 48
- Rossi, E., Foreman, Oneida, N. Y. 41
- Scherrer, A. G., Conductor, Buffalo 38
- Schram, V., B&M Trucker, Albany, N. Y. 15
- Sherman, R. W., Laborer-MOFW, Wellsboro, Pa. 20
- Smith, H., Towerman, Boston 41
- Stewart, C. H., Conductor, Buffalo 43
- Stewart, J. R., Telegrapher-Agent, Syracuse 18
- Sullivan, F. L., Car Inspector, Selkirk, N. Y. 35
- Taylor, G. J., Patrolman, Buffalo 17
- Thornton, E., Waiter, Boston 31
- Thorpe, R. J., Signal Helper, Rochester, N. Y. 38
- Van Vorce, F. R., Crossing Watchman, Rochester, N. Y. 13
- Wacenske, J. E., Carman, E. Rochester, N. Y. 35
- Walker, T. P., Trucker, Syracuse 37
- Weaver, J. J., Baggage Checkman, Albany, N. Y. 49
- Wood, H. E., Laborer-MOFW, Gouverneur, N. Y. 19
- Young, R. S., Assistant General Yardmaster, Buffalo 33
- Zannitto, J., Laborer-MOFW, Fonda, N. Y. 43

WESTERN DISTRICT
 Adams, N. M., Carpenter, Pan, O. 20
 Ahumada, C., Laborer, Toledo, O. 33
 Anderson, O. D., Machinist, Englewood, Ill. 33
 Continued on page 15

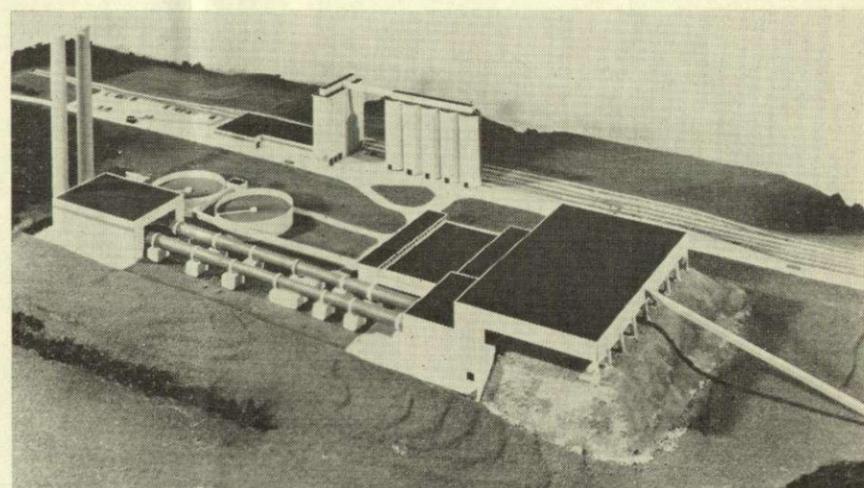
Biggest Cement Kiln in North America Under Construction on NYC Site

NYC's Industrial Development department is in many ways a giant magnet drawing new industries to Central plant location sites, offering a complete lineup of services to shippers interested in opening plants along Central's right-of-way. Industrial Development continues to be one of the prime boosters of railroad business through newly acquired traffic.

Another entry on the list of industrial development success is the recent establishment of Atlantic Cement Company's new plant at Ravena, N. Y., 12 miles south of Albany. Construction of the gigantic \$64-million cement mill began May 19, when officials turned over the first clump of earth at the site.

At the ground breaking ceremony, William J. Marshall, NYC Manager of Industrial Development at New York, said Central will haul over 10,000 cars of coal, iron and gypsum to the plant when the kilns—largest in North America—are finished and fired. Mr. Marshall added that NYC also expects to carry a good portion of the finished product from the plant to retail firms.

The ground breaking ceremony culminated negotiations between NYC industrial development specialists and representatives of Atlantic Cement. With the start of construction of the plant,



LARGEST CEMENT KILNS in North America are going up on NYC site at Ravena, N. Y. Simulated aerial view shows model of \$64-million plant representing joint venture of Cerro Corp. and Newmount Mining Corp. Mill will have 10-million barrel yearly capacity. NYC Industrial Development department was instrumental in bringing plant to railroad site where it will enjoy Central freight service.

NYC began work on installation of four miles of track adjacent to the plant over which the railroad will transport 42,000 tons of building materials for construction of the huge kilns and silos.

Central people present at the ground breaking ceremony included James O.

Boisi, Vice President-Real Estate, Frank P. Soen, Assistant Vice President-Coal Sales; Homes Bannard, Assistant Vice President-Freight Sales & Service; Otto Pongrace, Director of Industrial Development, and Mr. Marshall.

New Movie Released on NYC Steam Power

Making use of countless mechanical innovations, New York Central continues its forward march as a leader in the modern transportation industry. But while progress on the railroad continues, enabling NYC to meet successfully the needs of today's transportation market, there always will be a warm spot in the hearts of most railroaders for the great steam locomotives that wrote a brilliant chapter in Central's history.

If you enjoy an occasional glimpse of these giant steam power plants, you can now bring them right into your own living room with the aid of a home movie projection outfit.

A newly released black and white 8 mm. film entitled *Steam Power on the New York Central* contains nearly 200 feet of excellent views of NYC steam locomotives at work. The film has been printed from a collection of 16 mm. originals.

The film is available for \$4 from Richard H. Nadel, 472 Gramatan Ave., Mount Vernon, N. Y. Allow three weeks for delivery. Orders must be received by Nov. 15.

New York Vets Hold Fete

"To promote a more intimate personal acquaintance and a broader and better fellowship among officers and employees; to encourage the best ideals in railroad service; to foster a fraternal spirit among the members; and to stimulate a spirit of loyalty and cooperation among all persons in the common employe"—so reads the stated objective of the New York Central Veterans Association.

In furtherance of these ideals, the Metropolitan Chapter of the Veterans, founded in 1922, recently devoted an evening to dinner and entertainment in New York. From left to right above: dinner tables provided opportunity for good fellowship; new officers were sworn in (from left: A. R. Matthew, President; Vincent Rice, Vice President; Fred Battles, Secretary-Treasurer); and entertainment period provided for almost everybody to get into the act.

Below, old timers gathered according to age. From left, all over 65, 70 and 75, in order.



New York Central Headlight

Recently Retired

CONTINUED

- | | |
|--|---|
| Anderson, C. J., Machinist, Englewood, Ill. 20 | McGuinness, B. P., Inspector, Cleveland 38 |
| Barr, J. A., Foreman-B&B, Collinwood, O. 40 | McKelvey, E. L., Freight Conductor, Warren, Pa. 45 |
| Berkshire, C. B., Passenger Conductor, Elkhart, Ind. 36 | McNeil, J. J., Clerk, Toledo, O. 36 |
| Benham, H. M., Engineer, Ashtabula, O. 44 | Miller, C. W., Machinist, Collinwood, O. 41 |
| Bennett, R., Laborer, Chicago 16 | Moots, J. R., Agent, Fremont, O. 20 |
| Benos, F. T., Car Carder, Cleveland 41 | Murray, L. J., Towerman, Hammond, Ind. 23 |
| Berndt, W. E., Clerk, Cleveland 42 | Murray, R. H., Electrician, Collinwood, O. 31 |
| Biddlecombe, J. W., Baggage and Mail Trucker, Cleveland 25 | Napier, H., Choreboy, Cleveland 20 |
| Bishop, S., Trackman, E. Chicago, Ind. 13 | Nicholls, R. W., Carpenter, Sandusky, O. 17 |
| Billerbeck, F. W., Car Repairer, Chicago 39 | Overton, A. M., Operator, Chicago 15 |
| Bonfiglio, J. V., Fireman, Chicago 16 | Page, J. A., Brakeman, Toledo, O. 44 |
| Blackman, W. T., Engineer, Lake Division 45 | Pockanyk, M. M., Sheetmetal Worker, Collinwood, O. 33 |
| Boetticher, J. A., Clerk, Sandusky, O. 44 | Provancha, G. H., Office Engineer, Chicago 45 |
| Brinson, A. H., Waiter, Chicago 45 | Radak, P., Car Repairman, Cleveland 18 |
| Brown, O. C., Machinist, Englewood, Ill. 43 | Rankin, R. L., Air Brake Supervisor, Collinwood, O. 43 |
| Burke, P. J., Conductor, Collinwood, O. 43 | Replogle, W. E., Assistant Engineer, Chicago 42 |
| Bush, J. D., Night Assistant Manager, Chicago 41 | Reynolds, I. W., Foreman, Englewood, Ill. 24 |
| Capitena, C., Conductor, Ashtabula, O. 48 | Riordan, T. P., Engineer, Kankakee, Ill. 44 |
| Cochran, E. J., Clerk, Cleveland 47 | Rodgers, W. E., Brakeman, Youngstown, O. 26 |
| Coffman, C. C., Conductor, Toledo Division 50 | Ruzicka, R., Boilermaker, Collinwood, O. 24 |
| Collins, J. R., Machinist, Toledo, O. 46 | Sawyer, P. M., Machinist-Locomotive, Chicago 38 |
| De Sorbes, J., Foreman-MOFW, Ashtabula, O. 39 | Scharlag, T. E., Clerk-Stenographer, Cleveland 32 |
| Delia, L. A., Choreboy Operator, Cleveland 23 | Scully, E. J., Conductor, Collinwood, O. 45 |
| Di Piero, G. A., Boilermaker, Ashtabula, O. 44 | Shepard, L. E., Electrician, Toledo 33 |
| Dow, O. A., Engineer, Chicago 45 | Simmons, H. A., Laborer, Ashtabula, O. 14 |
| Egger, A., Conductor, Toledo, O. 48 | Steele, C. A., Freight Salesman, Chicago 35 |
| Engren, J. E., Car Repairer, Ashtabula, O. 48 | Szozorek, A. J., Inspector, Westleyville, Pa. 40 |
| Feeney, A. M., Extra Clerk, Cleveland 40 | Tague, W. T., Locomotive Engineer, Englewood, Ill. 54 |
| Felice, F. G., Laborer-MOFW, Cleveland 45 | Theel, E. H., Stationary Fireman, Chicago 44 |
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| Ferguson, W. R., Passenger Conductor, Erie, Pa. 45 | Voss, S. L., Engine Dispatcher, Cleveland 31 |
| Fitz, C. L., Conductor, Toledo, O. 43 | Walker, C., Train Baggage, Cleveland 43 |
| Flores, P., Track Laborer-MOFW, Toledo, O. 11 | Weisbarth, J. L., Conductor, Collinwood, O. 47 |
| Gibson, W. D., Clerk, Cleveland 37 | White, E. L., Laborer, Collinwood, O. 31 |
| Graham, C., Passenger Brakeman, Toledo, O. 41 | Wienczkowski, F., Clerk, Ft. Erie, Pa. 40 |
| Green, A. T., Supervisor Diesel Records, Cleveland 42 | Young, E. T., Hostler, Cleveland 14 |
| Griggs, C. W., Waiter, Chicago 31 | Zeto, P., Inspector-Repairer, Toledo, O. 18 |
| Grospsitch, A. P., Foreman, Cleveland 45 | |
| Hamp, B. A., Engineer, Toledo, O. 43 | |
| Hansen, C. W., Carpenter, Cleveland 33 | |
| Hart, G. W., Car Repairer, South Bend, Ind. 38 | |
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| Herman, G. H., Engineer, Erie, Pa. 48 | |
| Hill, D. B., Patrolman, Cleveland 32 | |
| Hine, R. W., Laborer, Stryker, O. 39 | |
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| Humphries, R. E., Waiter, Chicago 25 | |
| Izzi, J. S., Car Repairer, Ashtabula, O. 43 | |
| Johnson, T., Laborer, Swanton, O. 39 | |
| Kane, T. P., Clerk, Chicago 40 | |
| Kemp, C., Waiter, Chicago 25 | |
| Kerns, K. R., Operator, Cleveland 16 | |
| Kish, J., Foreman-Locomotive, Collinwood, O. 48 | |
| Kline, R. M., Baggage, Cleveland 52 | |
| Koebnick, H. N., Operator, Toledo, O. 38 | |
| Kramer, E. W., Electrician, Collinwood, O. 31 | |
| Krchoy, C., Telegrapher, Decatur, Mich. 32 | |
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| Martin, H., Instrumentman, Cleveland 44 | |
| Mawson, M. L., Secretary, Cleveland 45 | |
| McCord, L. J., Engineer, Cleveland 41 | |
| McCord, R. R., Clerk, Kankakee, Ill. 43 | |

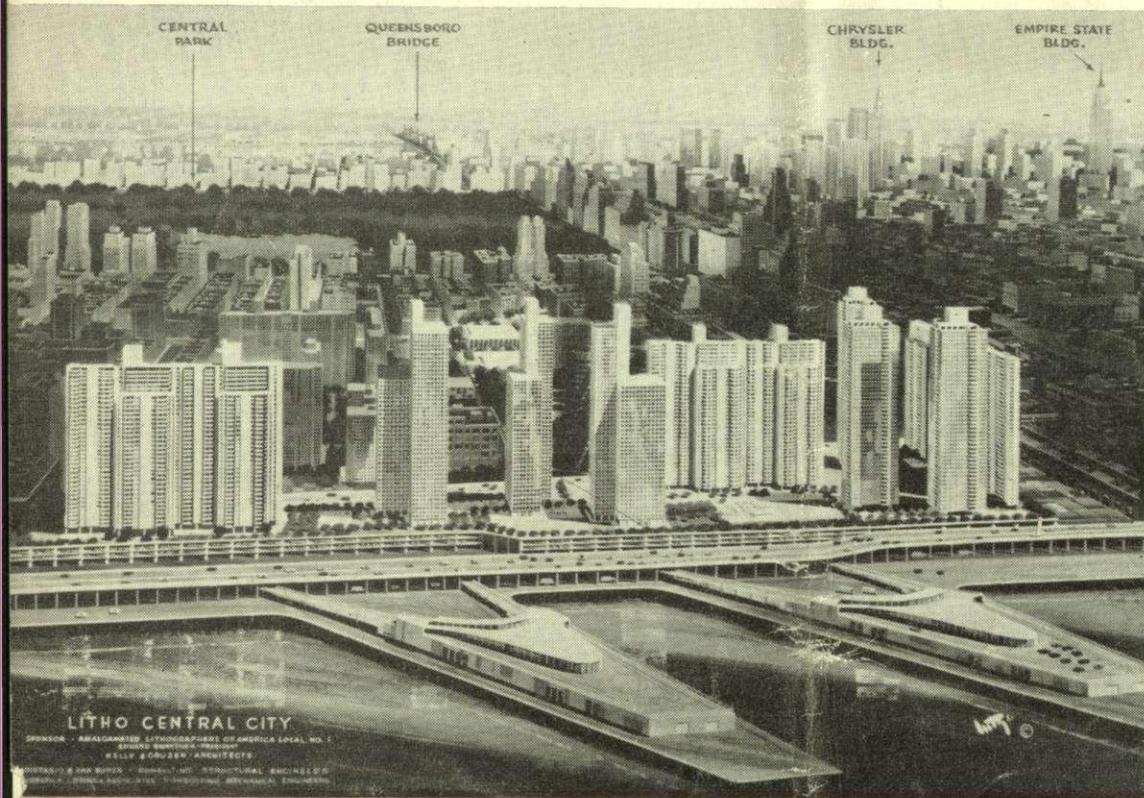
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| Engleman, E. H., Stores Clerk, Beech Grove, Ind. 45 | Evans, H. L., Crossing Watchman, Albion, Mich. 14 |
| Exon, E. E., Real Estate Manager, Cincinnati 45 | Fiedel, H., Operator, Grayling, Mich. 46 |
| Fey, F. F., Yard Master, Greensburg, Ind. 38 | Fysh, M. W., Agent, London, Ont. 49 |
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| Hood, C. E., Conductor, Harrisburg, Ill. 42 | Markey, N. J., Car Inspector, Detroit 48 |
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| Keiser, H. S., Conductor, Cincinnati 47 | Morgan, C. L., Watchman, Battle Creek, Mich. 43 |
| Lane, K., Conductor, Indianapolis 47 | Nicol, J. J., Master Mechanic, Jackson, Mich. 45 |
| Lawrence, G., Agent-Operator, Eldorado, Ill. 52 | O'Brien, E. C., Clerk-Transportation, Detroit 43 |
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| McQueen, R. B., Agent, Robinson, Ill. 55 | Plachetka, J. J., Clerk, Jackson, Mich. 39 |
| Motz, F. W., Conductor, Terre Haute, Ind. 17 | Planck, E. C., Agent, Decatur, Mich. 48 |
| Mulcahy, J. G., Yard Conductor, Cincinnati 37 | Porter, E. A., Clerk, Detroit 48 |
| Norman, C. C., Yard Clerk, Bellefontaine, O. 16 | Radatz, O. E., Coach Carman, Detroit 48 |
| Partian, B., Car Repairer, Harrisburg, Ill. 43 | Reid, J., Boilermaker, Canada Division 40 |
| Peters, L. W., Clerk, Columbus, O. 44 | Reske, W. E., Clerk, Detroit 38 |
| Planck, H. G., Engineer, Ohio Central Division 36 | Rettelle, R. J., Yard Brakeman, Jackson, Mich. 15 |
| Post, C. O., Car Inspector, Corning, O. 45 | Sargent, W. L., Section Laborer, Battle Creek, Mich. 19 |
| Ream, L. G., Agent-Telegrapher, Luckey, O. 45 | Scheer, A. G., Machinist, Detroit 34 |
| Rode, W. C., Carman, Beech Grove, Ind. 36 | Smith, C. L., Machinist, Detroit 44 |
| Sain, H., Trackman, Lenox, Ill. 10 | Swartout, J. L., Clerk, Detroit 14 |
| Schuyler, B., Machinist, Beech Grove, Ind. 11 | Szafraun, S., Clerk, Detroit 16 |
| Shane, R. L., Painter, Beech Grove, Ind. 16 | Vekovins, C. E., Ticket Agent, Detroit 48 |
| Sherman, C. E., Conductor, Terre Haute, Ind. 36 | |
| Sulser, W., Trackman, Bucyrus, O. 40 | |
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| Weiland, J., Yard Conductor, Corning, O. 45 | |
| Whittington, C. M., Yard Conductor, Cincinnati 41 | |
| Williams, J. R., Engineer, Harrisburg, Ill. 21 | |

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| Burianek, F., Machinist Helper, McKees Rocks, Pa. 22 |
| Diliso, R., Crossing Flagman, Coraopolis, Pa. 30 |
| Dubinsky, E., Freight Conductor, Newell, Pa. 41 |
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| Hnat, P., Repairer, McKees Rocks, Pa. 36 |
| Hutchinson, A. H., Supervisor, Colona, Pa. 39 |
| Janusz, P., Water Supply Man, Pittsburgh 36 |
| Kira, J. W., Welder, McKees Rocks, Pa. 32 |
| Kirk, W. E., Engineer, McKees Rocks, Pa. 39 |
| Kline, C. M., Flagman, McKees Rocks, Pa. 41 |
| Kovach, J., Car Repairer, McKees Rocks, Pa. 25 |
| Leck, R. H., Chief Clerk, McKees Rocks, Pa. 39 |
| Leslie, J. D., Stores Attendant, McKees Rocks, Pa. 41 |
| McBride, G. P., Clerk, Pittsburgh 38 |
| Notary, V., Car Inspector, Struthers, O. 45 |
| O'Hara, J. W., Mail-Baggage Handler, Pittsburgh 15 |
| Sanders, S. R., Gang Leader-Hostler, McKees Rocks, Pa. 34 |
| Spicciati, A., Track Laborer, Braddock, Pa. 12 |
| Walters, C. J., Mail Handler, Pittsburgh 42 |
| White, B. Y., Clerk, Pittsburgh 18 |
| White, C. F., Diesel Foreman, McKees Rocks, Pa. 45 |

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| Jose, A. B., Yard Conductor, Cleveland 43 |
| Knox, O., Trucker, Cleveland 15 |
| Revacko, A., Car Foreman, Cleveland 48 |



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