



# HEADLIGHT



OCTOBER, 1951

## Big Diesel Order Will Swell Fleet By 261 New Units

The Central has placed orders for 261 more units of Diesel-electric motive power to cost approximately \$35,000,000.

Of the total, 237 units are for New York Central service and 24 for the affiliated Pittsburgh & Lake Erie Railroad. The order consists of 64 road freight units, two road passenger units, 148 yard switchers, 47 road switchers.

Delivery of the new locomotives is expected to begin in the second quarter of next year and to be completed early in 1953. They will increase the Diesel-electric ownership of the New York Central and affiliates to 1,915 units with a total of 2,446,100 horsepower.

The locomotives will be constructed by the Electro-Motive Division of General Motors Corp.; the American Locomotive Co.; Fairbanks, Morse & Co.; and Baldwin-Lima-Hamilton Corp.

## Sighted Prospect, Sold Same on NYC

The Central is asking employes to help sell NYC service (see "Help Wanted" box at right). George W. Sims, Operator at Elnora, Ind., found recently that chances to give such help—which also helps make Central jobs more secure—come up when they're least expected.

Driving to work, George passed the station of another railroad in Linton, Ind. He saw a man come out, looking puzzled. He asked if he could help.

The man and his wife had to get to St. Louis, where a relative was ill. What about trains? George gave him the schedules of NYC Nos. 41 and 11 from near-by Terre Haute, Ind., pointed out they're fine trains, gave returning times on Nos. 12 and 40.

"That's for us," said the man. "We're sure glad you came along."

"So am I," said George. So is NYC.



STANLEY STEAMER, vintage 1913, is ready to be loaded into box car at Central's 60th Street station, New York, for ride to Chicago. The 38-year-old model, which runs on steam generated by burning "white" gas, traveled under its own power from Chicago to New York, but made the trip back by train. Its 1,000-mile highway sprint, made in a race with a 1911 Stoddard-Dayton, took a little over three days, including stops every 40 miles to take on water, plus meal and sleep stops and innumerable pauses for civic welcomes. The Stanley, driven by Jack Brause (at wheel), won. Both cars, valuable museum pieces, were shipped back to Chicago via NYC. Not suited to the special automobile box cars designed for more modern autos, they went in an ordinary box car.

### HELP WANTED

... from New York Central employes, men and women, selling new customers our less-than-carload service.

Product is leader in field; has many attractive features: fast, overnight Pacemaker service between eastern seaboard and Buffalo; second day to most big NYC points farther west; quick, safe handling at well-equipped stations; daily truck routes between smaller stations and key concentration points.

Main Street where you shop offers good sales prospects. Merchants will be glad to know how Pacemaker merchandise freight service speeds goods to their shelves.

Anyone who buys or sells probably also ships or receives, or both. That makes him a potential customer. If you know him, why not tell him about our service? More tonnage in those cars will help keep names on the payroll.

## More Diesels for Utica

NYC has begun construction of service platforms for Diesel locomotives at Utica, N. Y. Sanding equipment, flood lights, and fueling facilities with a 200,000-gallon oil storage tank are included in the installation, which will be used by road and switching engines assigned in the Utica area.

Greatly increased use of Diesels at Utica makes the facilities necessary. Diesels now assigned to that point number 14, and 31 more are scheduled to be based there, making Dieselization of Utica operations complete.

The new facilities are located near the present steam engine terminal, east of the Utica passenger station.

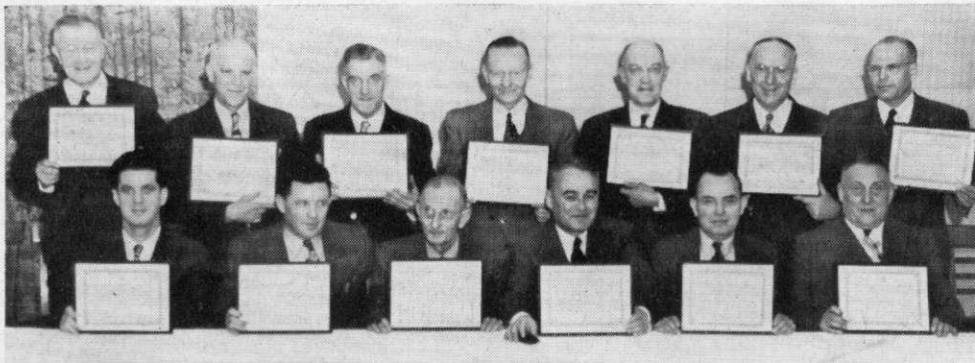
## Clevelanders Cited

The E. H. Harriman Award, given annually by the American Museum of Safety for outstanding accident prevention performance, went this year to Cleveland Union Terminals Company. Chief reason for choice was record of the Terminal's Power department.

Collectively, the men in the Power department have put in 690,355 hours at highly dangerous work and never lost a single hour because of accident. Their work involves handling cables charged with as much as 1,100 volts.

The crew (see picture) operates presently under Foreman A. L. Luther. It maintains and repairs all electrical and mechanical equipment in two rail sub-stations, six circuit breaker houses, and three high-tension power distribution stations between Collinwood, O., and Linndale, O.

In 1949 the same group won an outstanding achievement award from the Ohio State Safety Council on completion of 20 years without an accident.



HONORED for safety: (front row, left to right) V. A. Murray, H. G. Schreiner, H. LaBoyteaux, N. W. Opsic, J. A. Beal, J. R. Mann. (Rear row) C. C. Reed, W. E. Moore, T. Lane, A. L. Luther, H. G. Folger, E. C. Newman, and H. B. Maddux.

## More Beeliners

The Central's fleet of rail Diesel passenger cars continues to grow with recent installation of Beeliner service at two more System locations.

One of the Budd-built cars (price: \$140,000 each) shuttles back and forth over the 161 miles between Massena, N. Y., and Syracuse, N. Y. Its fast acceleration and smooth, new type braking action permit improvements over schedules of the passenger trains it replaces.

A Beeliner also has been placed in service between Buffalo and Niagara Falls and Suspension Bridge, N. Y. There, this latest development in passenger train travel cuts more than half an hour from former schedules.

These two cars bring the Central's Beeliner fleet to 11, with similar cars operating also on the Boston & Albany, Michigan Central, and Hudson Division.

As the St. Lawrence Division moves toward complete Dieselization, new servicing facilities for Diesel motive power are being built at Watertown, N. Y., hub of Division operations.

A million-gallon fuel oil storage tank and several additional yard tracks are included in the construction, along with a new yardmaster's office which will have a connecting building housing crew quarters.

The new buildings are located in the Massey Street Yard, three miles from the Watertown passenger station.

## Quash Loose Talk on Rates

Freight charges, always the smallest part of the final selling price of most products, play a smaller part now than ever before in the high level of commodity prices. This is because freight rates have gone up so much less than

have prices in general. Yet loose talk about the effects of freight rates continues.

Two alert New York Central men were quick to quash such talk recently. Armed with the facts, they offered ready rebuttal to reports that the recent small increase allowed in freight rates was to blame for higher meat prices.

Edward J. Leenhouts, the Central's Manager of Stock Yards and Agricultural Development, saw a newspaper article reporting that retail lamb and beef prices would go up about 1½¢ per pound. "Main reason for the hike," the article said, "is the increase in freight rates."

Mr. Leenhouts got out his rate book and did some figuring. Allowing for all factors, he found that increased freight charges added not more than 1/10 of a cent per pound to the retail price of meat in the city where the article appeared. He furnished this information to the editor of the newspaper, and an article was published setting the facts straight.

R. H. Kinder, General Agent for the Central at Danville, Ill., noticed a similar article and took similar action. Citing the specific case of a 20,520-pound carload of cattle which he had just turned over to the consignee, he pointed out that the total freight bill for the load, which had traveled from Cheyenne, Wyo., to Danville, was only \$11.42 more under the new rates than it would have been under the old. "On 20,520 pounds, this sure doesn't amount to much, does it?" he asked in a letter printed in the paper that carried the original article.

## Hundred for Hudson

October 1 marked the 100th anniversary of the first train on the Hudson River Railroad between New York and East Albany, N. Y. (now Rensselaer, N. Y.). The railroad was chartered in 1846 by the New York legislature. Actual construction was begun in 1849 and in 1851 the line was completed along the east bank of the Hudson River. Up to that time it was the most expensive railroad in the country. Because of difficulties encountered in tunneling and filling in on the river bank, the 143-mile road cost an average of \$83,000 per mile.

The first train, pulled by a wood-burning engine, covered the distance in four hours—an average of 36 miles an hour, until then an unheard-of speed in the Hudson River Valley.

Observing the centennial, the Rail-



Photo by Cleveland Press

**AMONG FIRST VISITORS** to servicemen's lounge in Cleveland Union Terminal were (left to right) Corporal Harold Wood, NYC Superintendent W. H. Leahy, Private Charles Hanchera, Fred Baldwin, USO head.



Photo by Rochester, N.Y., Democrat and Chronicle

**REFRESHMENTS** are served to two visitors at Rochester station lounge by USO vice president Mrs. Meyer Braiman as NYC Superintendent N. J. Evans looks on.

road Enthusiasts of New York City organized a special excursion, with NYC operating a train to accommodate them. Their trip included a stop at Rensselaer, where the first train stopped, and a run to Selkirk, N. Y., freight classification yard. Return route was over A. H. Smith Memorial Bridge across Hudson River, then to Chatham, N. Y., and down the Harlem Division, back to New York.

### USO Back in Stations

Memories of World War II days were stirred recently in Rochester, N. Y., and Cleveland when USO lounges for service men and women were re-opened (see pictures) in NYC stations in those two cities.

The build-up of the country's armed forces means an increasing number of young service people will be spending short periods in unfamiliar cities, often just waiting for the next train. In both Rochester and Cleveland the Central has donated and decorated large station areas and is providing electricity and janitor service. The USO furnishes equipment and volunteer workers to staff the lounges.

Lounge facilities include letter writing accommodations, snack bars, sewing service, radio and television, information, and tickets to entertainment events.

### Cleveland-Cincy Mercury

Coinciding with the change-over from summer to fall-winter schedules the end of last month, NYC introduced the Cleveland-Cincinnati Mercury.

The new train features the same streamlined equipment made popular on the original Mercury between Detroit and Chicago. Included are air-conditioned coaches with glass-enclosed lounge compartments, buffet lounge coach, parlor car, and parlor observation car. All of the cars are painted a distinctive gray called

"Mercury Gray" and feature wide, circular vestibules.

Leaving Cleveland at 7:40 a.m., and serving the Ohio cities of Shelby, Galion, Delaware, Columbus, Dayton, Springfield, and Middletown en route, the new Mercury arrives in Cincinnati at 1:50 p.m., cutting 35 minutes from the schedule of the train it replaces. On the northbound trip, the Mercury leaves Cincinnati at 5 p.m., arriving in Cleveland at 10:50 p.m.

### Diesels for 'Put,' Harlem

Steam locomotives—4-6-0's that once hauled main line trains like the Twentieth Century—have been the trademark of the Central's Putnam Division, chugging through Westchester and Putnam counties in New York on a single track line that once was planned as a main link between New York and Boston. Now the "Put's" steamers have been replaced by Diesels.

Once before, in the 1930's, Diesels worked on the "Put" in freight service, but only for a brief period. Now, nine new 1,200-horsepower Diesel road switchers, purchased at a cost of \$1,140,000, will provide smoother, smoke-free rail service for communities in suburban New York.

Also to be completely Dieselized, the upper Harlem Division will use more than 20 Diesels of larger horsepower than those used on the Putnam Division.

Some time in 1953, the Harlem will be Dieselized above North White Plains, N. Y., to Chatham, N. Y.

### Hits Subsidies in Centennial Speech

Watertown, N. Y., and the rest of New York State's "north country" staged a big celebration last month for the centennial of the Rome, Watertown & Ogdensburg Railroad, now part of the Central's St. Lawrence Division.

In an address at the centennial dinner, NYC President Gustav Metzman

spoke of transportation problems in the region served by the St. Lawrence Division. He said, "I did not come here to ask for sympathy, but to explain that we, a competitive business, must live within our means."

"Since the end of World War II the railroads have been on a semi-starvation diet," he stated, "... although this has been one of the boom periods of industrial history."

Describing the odds against which the railroads are forced to work, the Central's chief executive pointed out that subsidies to competing forms of transportation are depriving the public of increasingly better rail service by "draining off revenues which the railroads need for additional improvements."

Mr. Metzman and other NYC officials attended a number of ceremonies (see picture) marking the centennial. NYC participation in the event also included a number of exhibits, among them famous locomotive No. 999, which spent a number of years in service on the St. Lawrence after setting a world's speed record in 1893.



**GIANT CAKE** replica of hotel and old station is cut by Mr. Metzman. With him, J. C. Davis, Chamber of Commerce.



EVERYTHING IN THE FOUR STACKS OF RECORDS IS ON MICROFILM IN THE TINY REEL HELD BY MRS. MARGARET GREENE

## Our Vital Records Safe on Film

**A**MONG the many things a railroad needs in order to operate, a very important one is records—deeds, maps, contracts, tax data, and dozens of other kinds of documents. The Central has in its files tons of just such papers—all of them so important to the road's existence as a corporation and to the conduct of its business that there would be serious trouble if they were lost.

Most of the key files are in New York City. Like many another firm, the Central has been asking itself: "What happens to the records if an atom bomb falls on Manhattan?" Though earnestly hoping such a catastrophe never happens there, or anywhere, NYC has been busy taking steps to protect its vital documents against possible atomic attack.

Other key record points besides New York have been included in the protection program. First step was to rate files as to importance. The actually indispensable ones were microfilmed and the film sent to remote and closely guarded storage places. The originals stay in their home location, where they are needed—some almost daily—for reference or other use. If the worst comes and they are destroyed, the microfilm has legal status in their place. Already accepted by courts and other bodies, the use of microfilm reproductions received further approval in recent national legislation.

Within a period of three months this past summer, the Central microfilmed the staggering amount of more than

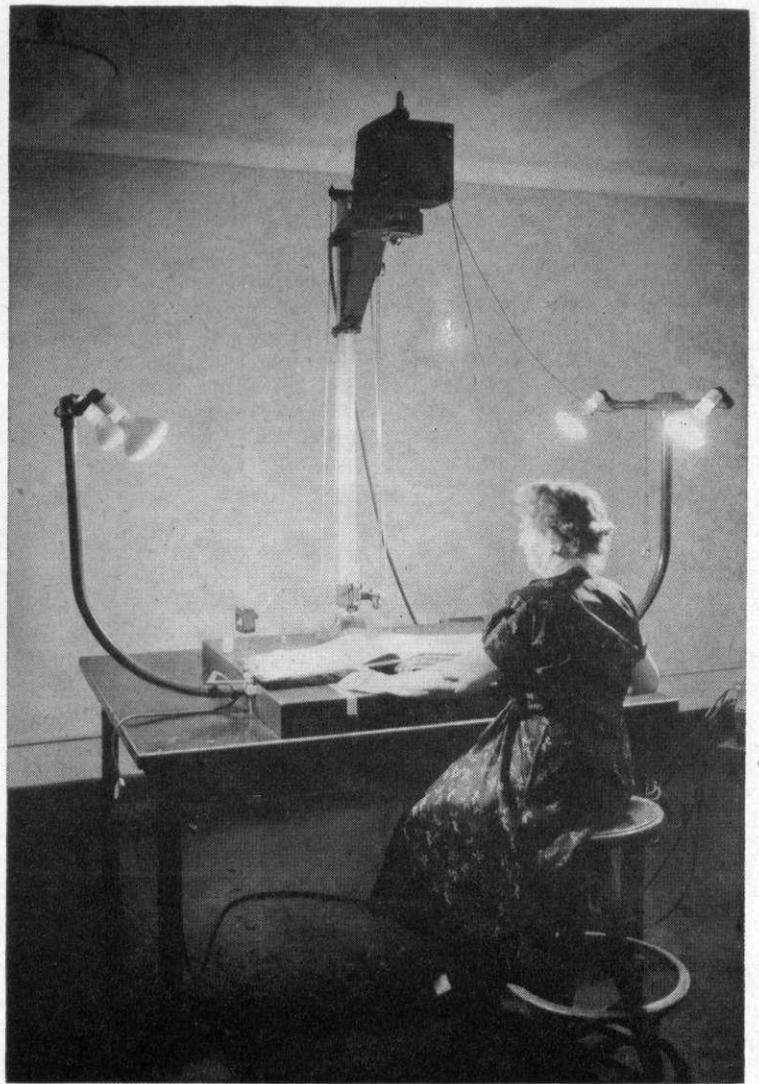
half a million documents, some 400,000 index cards, and 8,500 maps. Among the items filmed were general ledgers, journals, tax reports, statistical and costs records, valuation maps, and others. Vital papers less often used have been sent intact to storage locations without being microfilmed.

Bulk of the reproduction was done in the Central's offices at 466 Lexington Avenue, New York, under supervision of the Comptroller's office. Equipment was rented from Recordak Corp. and operated by NYC people. The cameras—which look like streamlined sewing machines—"shoot" from 60 to 100 pages per minute. They reduce a page to 1/30th of its original size, squeezing the contents of 3,000 eight-by-eleven-inch record sheets onto a reel of film only five inches in diameter. For reading back, the film is placed in a viewing machine, which produces a life-size image on a glass screen.

For security reasons, the five on-line locations at which vital NYC records are cached cannot be named here. They are spotted away from areas considered likely bombing targets. Approach to them is barred by a 24-hour guard of special detectives, working with local police. Fireproof and virtually shatterproof, these vaults are safeguarding both the Central's continued status as a corporation and its ability to go on performing efficiently its vital transport role, even if a destruction-bent enemy should loose his worst against our nation's business and industrial centers.



**LIFE-SIZE BLOW-UP** of film's contents is projected on viewing screen by E. A. Mattson, Head Clerk in Comptroller's office, in charge of record preservation program. Image on screen above is detail from valuation map. The million-plus sheets filmed so far are carefully indexed for quick, easy reference.



**BIG CAMERA**, mounted overhead, is used for filming large ledger sheets. Mrs. Ellen Roufousse, operating machine, turns pages of book, "shoots" each page by pressing foot pedal connected to camera. Extra-big sheets, such as valuation maps, are sent out for processing on special, oversize equipment.



**PREPARATION** of documents for filming is painstaking job. Staples must be removed, wrinkles smoothed, unwanted marks erased. Here Florance Swanson mends tear in old but vital tax record.



**COMPLETED ROLLS** of film are packed in steel chest by Helen Draney, then shipped to one of five remote strongholds established by NYC in program to safeguard indispensable records from attack.



**OUT OF THE VAULT** come books headed for storage. Highly important but not frequently used, they're stored in original. Tony Catalano (left) and Larry Coll load them in large wooden cases.

# Centralines

The Powell family, of Syracuse, N. Y., have a total of 65 years' NYC service. Homer, Sr., 71, has 43 years. Sons Ernest and Homer Jr. have 10 and 12 years respectively. All are Redcaps at Syracuse station . . . Residents of Kitchawan, N. Y., on the Putnam Division, joined railroaders to honor Harry A. Warner, 70, when he retired after 46 years as NYC Agent. All trains stopped at Kitchawan on Harry's day. While engines tooted, train crews and friends staged a surprise party at the station and at the Warner home near the tracks, two miles away. An easy chair with footstool and a portable radio were presented to Harry, along with cash and a baseball autographed by Harry's favorite New York Giants. Almost everyone in town signed a souvenir book for him and wished him well.



MR. WARNER

NYC bowlers won \$3,300 out of \$8,900 in prizes at the 1951 tournament of the American Transportation Bowling Association. Next year's tourney is now being planned. It will be held in Buffalo, N. Y., at the new South Side Bowling Center. George H. West, Association National Secretary, says, "The Center has 32 alleys straight across, and not a post in the place!" About 350 railroad bowling teams are expected to participate . . . D. E. Mumford, NYC Superintendent of Safety, was elected chairman of safety section, Association of American Railroads, at group's 31st annual meeting in Detroit . . . Officers and men of 753rd Railway Shop Battalion at Beech Grove, Ind., took their families on a picnic at farm home of Robert Hewitt, a sergeant in the outfit. The 100 who attended enjoyed the party so much they plan to make picnic an annual affair . . . Railroads operating into Indianapolis take turns handling guided tour each year through Union Station for city's teachers. This year 40 teachers accepted invitation to spend day as Central's guests. They also received special material to help them convey railroad story to students.

Women's public courts tennis championship at Trevor Park, Yonkers, N. Y., was won recently by Elizabeth Kleis, Stenographer in Land & Tax department, New York.



MISS KLEIS

Although she lost first set of championship play, 5-7, Elizabeth rallied to take second and final sets, 6-3 and 6-2. When weather stops tennis, Elizabeth turns to skiing and bowling. She holds third place on NYC Athletic Association women's bowling team in New York . . . Boy Scouts of Crestwood, N. Y., on Harlem Division, discovered rotted logs in their scout cabin. Many of the scouts are railroaders' sons. To help them out of predicament, NYC donated old rail ties. Howard L. Krueger, Claims department, New York, and several other scout fathers formed committee to furnish necessary muscle work and put cabin in shape for fall activities . . . American Red Cross presented NYC with handsome engrossed certificate in appreciation of Central help in promoting fund drive through dining car menus.

Retiring as Engineman on Syracuse Division after 44 years, William G. Stevens plans to expand his hobby of cultivating ginseng. Native to Korea and Manchuria, this herb has been valued for centuries in the Orient as a potent drug . . . Railroad police are faced with problems as challenging as those in your favorite 25-cent mystery novel. Chicago Junction Railway police, for example, solved "The Case of the Missing Ton of Butter" by tracing thieves through sale of a single pound of butter in a small store hundreds of miles from scene of the crime. The gimmick: store was selling it way below market price . . . Alton Youngs, who joined Central in 1904, followed his father as Agent at West Camp,

# Railroad Quiz

(Answers and score ratings on page 13)

- When did the first railroad locomotive equipped with cab appear?
  - 1861
  - 1899
  - 1824
  - 1835
- James Watt is popularly known as "inventor" of the steam engine, although many had a hand in its early development. What inventor, even before Watt, built a stationary steam engine?
  - William Murdoch
  - Oliver Evans
  - Thomas Newcomen
  - Richard Trevithick
- Where, on the Central's main line, is the highest elevation between Grand Central and Albany, N.Y.?
  - 125th street
  - Tivoli, N.Y.
  - 86th street
  - Rhinecliff, N.Y.
- On the average, about how much does air-conditioning equipment add to the cost of a railroad passenger car?
  - \$3,000 to \$5,000
  - \$5,000 to \$7,000
  - \$8,000 to \$10,000
  - \$13,000 to \$15,000
- What year saw the completion of the first successful Diesel engine?
  - 1888
  - 1897
  - 1901
  - 1925
- How small a group, traveling on NYC lines, may be granted a group-rate round-trip fare reduction?
  - 10
  - 35
  - 50
  - 25
- What is a "farm" track used for?
  - Making up solid trains of agricultural commodities
  - Storing livestock cars
  - Holding cars awaiting classification
  - Unloading perishable merchandise
- In what year did the name, New York Central Railroad Company, first appear?
  - 1826
  - 1853
  - 1845
  - 1849
- When NYC Maintenance of Way men speak affectionately of "Gravel Gertie," what are they talking about?
  - Comic strip character
  - Train with grating whistle
  - Legendary rail figure
  - Ballast cleaning equipment
- Which of the following is *not* railroad lingo for "caboose"?
  - Skooter
  - Buggy
  - Crummy
  - Hack

N. Y., on the West Shore. Mr. Youngs' son, in turn, took over as Agent there until the station was closed. After 46 years of NYC service, Mr. Youngs is still on the job as NYC Agent at Saugerties, N. Y., also on the West Shore.

Col. Harry E. Owens, of Mattoon, Ill., formerly with NYC, now serving with Army Transportation Corps in Japan, sends along some interesting data on novel Japanese railroad facilities. One tunnel, for instance, ends in a spiral, with tracks making complete 360-degree curve. Between Aomori and Hakodate the entire train, minus engine, must be placed on a special ferry for a 5-hour sail across Tsugaru Straits. Passengers enjoy upper-deck lounge and dining room. The Shinetsu Line is spotted with mountains. One stretch of it runs through 24 tunnels in five miles. On another Shinetsu branch it normally requires 3 electric locomotives to move a nine-car passenger train up the grades. Army has introduced U.S. rail techniques to Japan. NYC motion pictures on safety have proved valuable in the program.

# Reservists Mix Rifles, Rails



"EASE UP" signal is given by Sergeant Vernon E. Johnson as flat cars loaded with tanks are moved from Pine Camp siding. As civilian, he's a Michigan Central Brakeman at Detroit.



MAPPING PLANS, Major R. C. Gordon (left), battalion commander, confers with Captain H. A. Skiff. At right, Sergeant Henry B. Platte phones unit's morning report to headquarters.

**W**HEN the Army calls them in an emergency, few men are given an opportunity to choose their own job. Railroaders are among the lucky exceptions. They may enlist in railway reserve units and serve their country doubly well by applying their railroad know-how to military operations if the need for their services should arise.

Aware of the vital role of transportation in warfare, the Central sponsors four reserve Army Transportation Corps units so that the Army may have the benefit of skills developed in full-time civilian railroad training. Men from 18 to 35, regardless of former military service or draft status, are eligible to enlist in the Central-sponsored outfits: the 701st Railway Grand Division, 718th Railway Operating Battalion, 753rd Railway Shop Battalion, and 721st Railway Operating Battalion.

All possessors of enviable World War II records, these groups hold regular meetings throughout the year in a number of on-line cities. This summer the operating battalions spent two-week training periods in Army camps. The 718th went to Fort Eustis, Va. Pictures on this page show training activities of the 721st at Pine Camp, N. Y.

Recruits—those with no previous military experience—spend the two weeks in basic training. A soldier-railroader must be able to handle a rifle as well as a locomotive. At the end of this year's training session, the commanding officer of Pine Camp rated the 721st "excellent" in all respects.

As closely as possible, members of the sponsored units are assigned to duties where they can make use of their civilian railroad experience. An NYC engineman will be an Army engineman and a Central brakeman will work as a brakeman on Army trains. But there is plenty of room for non-technical personnel, too. The Army railroad outfits have their share of paper work and need clerical forces as well as operating men.

The men of the NYC-sponsored Army units, who are draft-exempt because of their membership, are ready any time to step over the gap from civilian life to Army railroading. They are prepared to serve the Army in wartime as they serve the public in peacetime—with efficient, safe rail transportation.



RIFLE DRILL is part of recruits' intensive basic training. Here Lieutenant J. G. Hunt instructs (left to right) Privates B. Mascatelli, M. Fortunoff, Corporal T. Parrish in fundamentals.



ARMY DIESEL switches cars of equipment as an armored unit prepares to move out of camp. Privates F. W. McGovern (inside cab) and F. G. Bernardo are both Central Enginemen.

# HEADLIGHT HIGHLIGHTS



## Rehearsing

... with radio-TV star Steve Allen, Dudley Washington (left), NYC Train Porter on Advance Empire State Express, goes over his own song, "Francesca Mia." He won publication of the song on the program, "Songs for Sale," along with cash and a start in the highly competitive composing field. He wrote some poems after joining NYC in 1933, followed suggestion that he set them to music.



## Ready, aim

... and be sure to duck. These members of NYC Police department are marksmen of proved ability. They all won membership on Line West Pistol Team by scoring highest marks in firing range competition. All six have the same first name: Bill. Members of team are (left to right) Sergeant Ferrar, Patrolman Erxleben, Sergeant Buday, Inspector Bunch, Patrolman Lemmons, Sergeant Stanley.



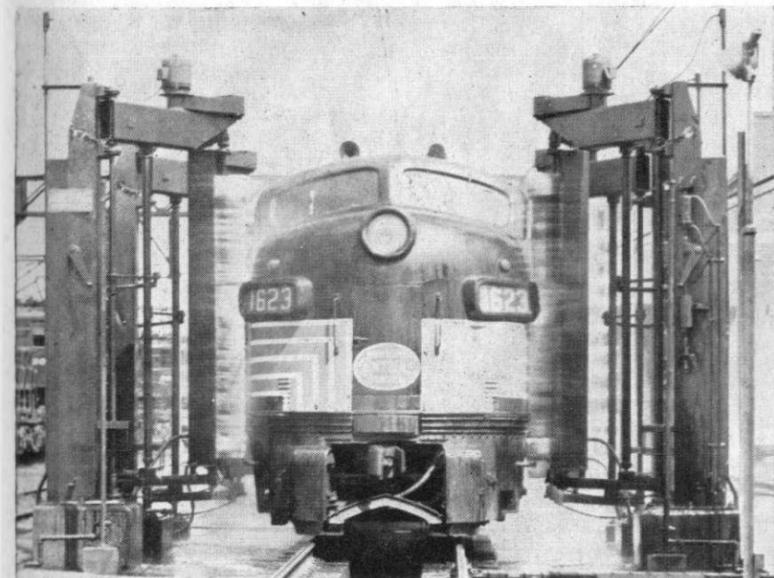
## Mounting to cab

... of NYC Diesel fulfilled life-long dream of blind Rev. D. J. Uhlman, Springfield, O. Here he gets boost from NYC Agent S. S. Collins (left), and General Car Foreman J. J. Swan, as V. J. Feth looks on from cab. Ride was to Cincinnati.



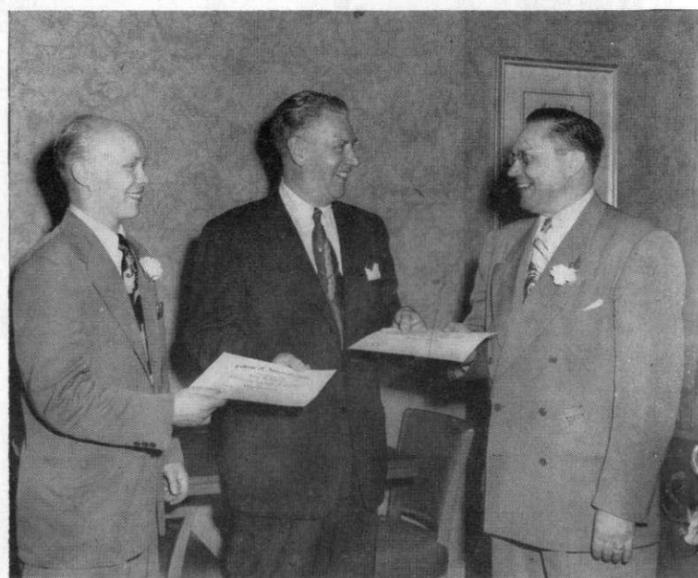
## Pretty package

... on Grand Central Terminal pick-up truck is Beverly Michaels. Movie star is shown as she arrived in New York for premiere of her new movie, "Pickup." The hero is a railroad agent.



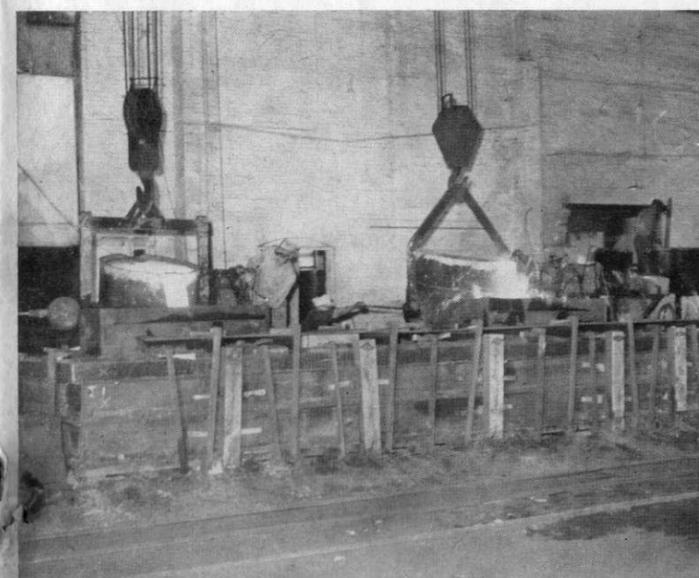
## Quick shower

... cleans Diesels at NYC's Collinwood, O. shops, where new washing machine is located. Diesels go through washer at rate of a mile an hour. After spray of special cleaner which loosens dirt, four huge cylindrical brushes scrub behind engine's ears, whirling around 240 times a minute. Clean water spray is final step in job.



## Diplomas

... go to two Central men on completion of studies at College of Advanced Traffic in Chicago. William J. Knorst (center), dean of the school, presents them to John J. Peltier (left), NYC Rate Clerk at Chicago, and J. Leroy Richcreek, Bill Clerk at Whiting, Ind. They took traffic management course.



## Hot metal

... is poured for biggest casting ever produced at Central's Elkhart, Ind., foundry. The job was a 20,000-pound face plate to be used in checking alignment of Diesel engine main crankshaft bearings at Collinwood, O., shop. Machining of the giant casting was done in NYC shops at Jackson, Mich.



## Husking bee

... was in progress as committee got ready for fourth annual picnic of Pittsburgh & Lake Erie Railroad veterans association. More than 1,500 members and guests attended affair, held at West View Park, Pittsburgh. Corn husked by committee teamed with barbecued ham for real picnic feast, with dancing and fireworks.

## The Bomb and YOU

(This is the third in a series on how to protect yourself and family in case of atomic attack. Suggestion: clip and save.)

If an atom bomb is dropped on your city, every piece of regular and emergency fire-fighting equipment for miles around will be working overtime. A single attack might cause hundreds of fires.

Your firemen will do all they can, but the primary responsibility for dealing with fire in your home rests on you. You should provide emergency fire fighting equipment, and all those in your family capable of doing so should learn to use it effectively. Such equipment should not depend on electricity or public water supply. Both may be out.

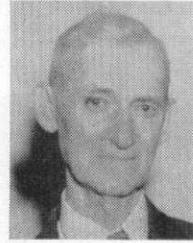
Firemen will come to your aid as quickly as possible. Until they do, follow these rules:

Close windows and doors to minimize draft. Stay out of thick smoke. Keep away from weak partitions. Use sand to quench oil fires. Start at top of house when searching for fires. Don't play water on electric wiring. Most important: Keep your head to keep alive.

# Anybody Beat This Record?

In Detroit, when talk among Central men turns to length of service, there's never a question about who holds the record.

Joseph W. McNamara has worked for the Michigan Central and NYC there for 64 years, and is believed to be the country's oldest railroad employe in point of continuous service.



MR. McNAMARA

Mr. McNamara missed work due to illness only once — three days in 1948. He can't remember what was wrong, but the doctor made him stop walking the mile between his home and the office, something he had done daily for years.

Except for vacations, the only other time off Mr. McNamara has taken was one day in 1897. He remembers the cause of that absence very well—he was getting married. Mrs. McNamara, 76, is as active as her 78-year-old husband. He says, "It's lucky for me she can still handle the lawn mower."

Mr. McNamara's first railroad job was as Messenger in the Detroit general office in 1887. His monthly salary was \$10. In 14 months he was Head Messenger at \$15. He taught himself telegraphy and at 16 started "pounding the key" in the yards.

When he was 24 and earning \$65 a month, Mr. McNamara decided it was time to marry. He recalls paying \$10 a month rent in those days.

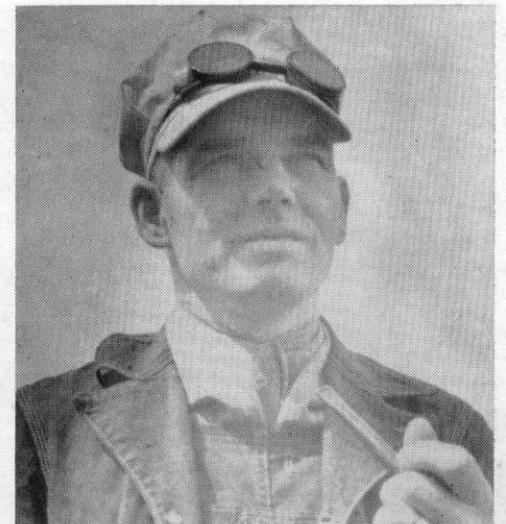
As a Messenger, the first time Mr. McNamara was summoned to the office of MC President H. B. Ledyard (a West Point man with a reputation for sternness), he fell on the polished floor. Rising, he saw Mr. Ledyard's stern countenance and, frightened, slipped again. With that, the awed young messenger bolted from the room. Thereafter he saw to it that he was busy at something else whenever the president rang for a Messenger.

Mr. McNamara now is Record Clerk of Installations on Lines East. P. S. Hughel, Superintendent of Communications at Detroit, says, "He can hold his own with people half his age, and he can stay as long as he is able!"



Photo by Youngstown, O., Vindicator

HER WORDS about Dad won Mary Jo Burns prize presented here by Youngstown Junior Chamber of Commerce president Richard Connor. Dad is at extreme left.



DAD LOOKS BEST to Mary Jo when he's wearing work clothes and smoking pipe.

## Wins Prize for Telling Why Pop's 'Tops'

A father's biggest thrill is knowing that his youngsters consider him the greatest guy in the world, no matter what. This thrill came in an extra big way recently to Central Locomotive Engineer Herbert L. Burns, of Struthers, O. His 11-year-old daughter, Mary Jo, thinks so much of her daddy she wrote an essay about him and carried off first prize of a \$50 defense bond in a contest sponsored by the Youngstown, O., Junior Chamber of Commerce.

Mary Jo summed up her feelings, and

those of most children, when she wrote, "There is nothing outstanding about my Dad, but he sure stands out with me!"

Her essay was entitled "My Engineer Dad." In it Mary Jo said she particularly likes "the way he looks in his railroad engineer clothes with his pipe in his mouth."

She also likes "the way he has of making my mother smile when she is blue and the way he is proud of her all the time and says what a lucky guy he is. He acts hard-boiled when we ask him for

money, then he reaches in his pocket and gives us more than we asked for."

Mary Jo is one of eight Burns children and in addition to her ability as an essayist she is something of a photographer's model too. The 1950 calendar of the NYC Mutual Relief Association carried a full color reproduction of a photograph of Mary Jo with her younger sister, Stephanie Sue. The picture was taken by the girls' mother. Mrs. Burns is a member of the Youngstown Photographic Society.



**SAFETY SHOW** in main concourse of Cleveland Union Terminal has been drawing spectators steadily since established. It's joint enterprise of Central and Nickel Plate.



**VIEWING** speed recorder is C. F. Wiegale, General Manager at Cleveland.

## Display Shows Public How Rail Safety Works

An eye-catching exhibit, designed to show passengers the whys and hows of rail safety, is being jointly operated in the Cleveland Union Terminal by the NYC and Nickel Plate railroads.

Utilizing mock-ups and real devices, interested visitors can operate a track relay, a full-size crossing gate with flashers, and a cutaway showing how a searchlight type wayside signal works. So far, over 20,000 persons have stopped

to work the push-buttons governing the moving displays.

Most intricate panel of the exhibit is a duplicate of the Terminal's interlocking diagram. It shows all train movements as the men in the interlocking tower see them. It points out an important, although little known, safety lesson to the public: all trains are controlled and protected by interlocking levers in their movements through the

Terminal yard's usually heavy traffic.

The theme of the exhibit is that a train trip is safer than staying at home or traveling by any other means. Credit for this goes to safety-conscious rail employes and to the numerous safeguards provided by the railroads.

The exhibit was officially opened in July by C. F. Wiegale, NYC General Manager and Manager of the Terminal, and Nickel Plate President L. L. White.

## Sick Children Use NYC on Indoor 'Trip'

Most children find summer a season of fun at camp or recreation at home, but 43 youngsters in the chest service ward at Bellevue Hospital, New York, are less fortunate. Tuberculosis patients, they have nothing to look forward to but the dullness of hospital routine for a year, maybe two, three or more.

Marion Tebble, Recreation Director of the ward, decided this year that since the young patients could not go away for a vacation, she would have a vacation come to them.

She chose NYC as the way they would "travel" and the Central gladly helped.

First the youngsters saw "New York Calling," a color-sound movie produced by NYC's Motion Picture Bureau. Through the use of pictures and pamphlets provided by the Central, they studied trains and routes.

When bedtime came, they all pretended to go to sleep in a Pullman car. Next morning at breakfast their hospital dining room was a "pretend" railroad dining car.

In a letter to the Central, Miss Tebble says, "I cannot begin to thank you enough for bringing this joy to these children, who face years of hospital life, shut off from such experiences in reality."



**CASTOR OIL**, but not for tummy aches, will be end product of work to be done by these new farm machines, shipped west from Batavia, N. Y., via New York Central.

## This Will Mean More Castor Oil

A recent shipment of 50 combines from the Massey Harris Co. plant at Batavia, N. Y., traveled New York Central on 17 flat cars on its way to California and the harvest of an experimental castor bean crop which is intended to help the national defense effort.

The Massey Harris Co., located on NYC lines, made the new-type machine at the request of the Department of Agriculture for use in a governmental experiment at growing the castor bean in this country. Heretofore the crop has not been grown

extensively on farms in this country.

Castor oil, derived from the bean, is considered an essential defense product because of superior lubricating qualities.

The new combines will be used in the fields to separate the bean from its stalk during harvesting.

Special features developed expressly for use on these machines include extra high table sides necessary to enable combines to dig deep down into rows of castor beans, which are tightly encased in heavy protective husks.

# Elkhart Yard Men Pitch In to Raise the Roof

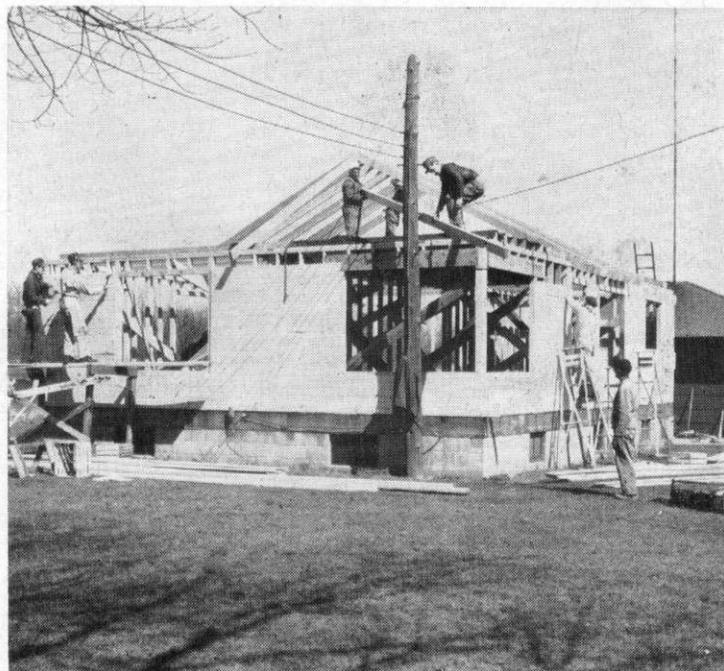
In the old days they called it a "house raising." When a family needed a house, all the men of the neighborhood would pitch in and put it up while their womenfolk provided food.

The men who work in the NYC yard at Elkhart, Ind., recently proved that olden times had nothing on 1951 for neighborly helpfulness.

Lloyd V. "Rocky" Rockenbaugh, Yard Switchman at Elkhart was building himself a house. After he finished the basement the family moved in—Mrs. Rockenbaugh, Ross, 8, Jo Anne, 5, and Rocky's grandfather, George Kennelly, 81. It was a temporary measure while Rocky went on with the house building. The weather got ahead of him and heavy rains started seeping through openings cut in the basement's covering when Rocky was starting to put up the frame. With the leaks getting bigger and the weather man forecasting more rain, things looked pretty damp to the Rockenbaughs.

But then General Yardmaster William D. Gleason heard of Rocky's plight and posted a notice about it. After making certain all yard jobs were covered, he said okay when 13 volunteers asked for a day off without pay so they could hold a house raising (also without pay) for the Rockenbaugh family.

In their single day's work the house was closed in and the roof completely shingled. Mrs. Rockenbaugh and several other ladies upheld the house raising tradition by seeing to the food. Among items consumed: 14 pounds of meat, 90 cupcakes.



RAFTERS and sheathing are put in place by Elkhart yardmen who donated day's work to help "Rocky" Rockenbaugh build a house.

## Army Reserve Unit Promotes NYC Men

The 721st Railway Operating Battalion, Army reserve organization affiliated with NYC, has announced several promotions.

(For more news of Central-sponsored reserve units, and pictures of summer training activities, see page 7.)

Heading the list with promotion to the rank of captain is W. E. Abriel, Foreman at Harmon, N. Y. Electric Shop. Promoted from 2nd lieutenant to 1st lieutenant is J. G. Hunt, Equipment Department, New York. H. B. Platte, Draftsman, New York, is promoted from Sergeant to Sergeant 1st Class.

Advancing from Corporal to Sergeant are E. F. Hughes, Clerk, Weehawken, N. J.; and E. J. Sullivan, Clerk, and J. K. Winslow, Draftsman, both of New York. Promoted from Private 1st Class to Corporal are A. G. DeRusso, Car Department, Albany, N. Y.; and R. Smalley, Electric Power Department, New York.

J. L. Fallon, Freight Tariff Bureau, New York, is promoted from Private to Private 1st Class. Moving up from Private E-1 to Private E-2 are F. D. Abate, Electric Worker, North Bergen, N. J. Engine House; J. J. Ackley, Clerk, Passenger Transportation office, New York; F. R. Cannella and R. P. Freund, Helpers, North Bergen, N. J. Engine House; and R. W. Leske, Car Repairman, Weehawken, N. J.

Information about joining NYC reserve units can be secured by writing Personnel Department, 466 Lexington Avenue, New York 17, N. Y.

## Pats on the Back

Letters have been received by the Central recently, commending the following employees:

**Del Blank**, Assistant Stationmaster at Harmon, N. Y., who traced baggage and a pet dog that had been shipped to wrong location for two children traveling alone from Toronto to Scarsdale, N. Y. Mr. Blank not only comforted and reassured the children, but arranged to have them safely escorted home, with their baggage and dog following that afternoon.

**L. G. Chamberjian**, Depot Passenger Agent at Cleveland Union Terminal, for diligence in checking the reason for the delayed arrival of a man's elderly mother from Chicago (her train from farther West was late for connection), and then assisted him to meet her on a later train. Also for combining with Assistant Agent **Stanley Senkovis** to straighten out situation in which Cleveland man had put his daughter on train to college but forgotten to give her tickets. They wired message to conductor and arranged issue of replacement tickets en route.

**Warren P. Knowlden**, Division Passenger Agent at Toledo, Ohio, for help in publicizing the 50th anniversary exhibition of the Imperial Vienna Art Treasures at the Toledo Art Museum.

Personnel on the Ohio State Limited, **John R. F. Creadon**, Clerk in the Stationmaster's office at Cleveland, and an unnamed assistant in the Stationmaster's office at Dayton, O., for locating, and

## Detroit Mayor Hails Rails' Role in City

Detroit celebrates the 250th anniversary of its founding this year. Proud of the role played by railroads—especially NYC's Michigan Central—in the development of the world's auto capital, the Central publicized the event on its dining car menus this summer.

Mayor Albert E. Cole of Detroit wrote the Central, expressing his appreciation of this move on NYC's part and added that "It brings to mind the tremendous contribution that the railroads have made to the growth and greatness of Detroit . . . it is like the air we breathe, so vital a part of our daily lives that we take it for granted."

Also appreciative of the use of Central menus to advertise the Detroit Birthday Festival was Alfred Stern, technical director of the celebration. He wrote Central officials, "I think it is one of the very best promotional pieces issued in connection with the celebration."

arranging shipment of, a bag that was mistakenly left in the station when the train left Dayton. The bag was put aboard the next train to Cleveland, and the grateful passenger wrote: "They were all on their toes."

**Edward Nallon**, Dining Car Steward, for personal interest in service to soldiers aboard Buffalo-St. Louis troop train. Troop commander wrote, praising him for "personal contact with each soldier to make certain he had sufficient food and coffee."

## Club News

### At Ashtabula

The first annual picnic of the Ashtabula, O., Athletic Association was held recently at the Austinburg farm of Robert W. Ticknor, Fireman on the Erie Division. Seven of the 500 who attended, including members with their families and friends, carried off valuable prizes for their skill in games and contests. This year, the Association has sponsored a baseball team for the Ashtabula County Lake Shore League.

Officers of the group are R. S. Dean, John Piero, and James Savera.

### At Rochester

Members and guests of the Employes Recreation Association of Rochester recently enjoyed the third annual golf tournament at Lake Shore Country Club. High spot of the tournament was the award of the Superintendent N. J. Evans Trophy to O. H. Isemann, Stationmaster, who scored a neat 69. A special match play trophy cup was presented to F. Stafford, Trainmaster at Rochester, and E. Hale, Land & Tax Agent, Watertown, by A. C. Fullerton, president of the Association and chairman of the golf committee.

### At Springfield

Summer bowling championship of the Athletic Club League at Springfield, O., was captured by the yard office, with winners honored at a banquet by General Yardmaster Tom Dougherty.

### At Indianapolis

The early history of the railroad in Indiana was the subject of a talk by W. H. McKittrick Jr., Superintendent of the Indianapolis Union Railway, at the recent meeting of the Marion Lodge No. 35 at Indianapolis. Officials from the various railroads in the city were special guests.

### At New York

In a campaign for an overall membership of 5,000, the Grand Central branch, Railroad Y.M.C.A., has launched its fall membership drive. Before its close at the end of November, "Y" officials are hoping to attract 1,450 new members. Campaign chairman is J. M. O'Mahoney, the Secretary of the NYC.

### On the West Shore

Appointment of Anthony Corbisiero, Stationmaster at Weehawken, to fill the recently vacated chairmanship in the credit committee of the West Shore Railroad Employes' Federal Credit Union has been announced by president John Kortez, Central Engineer. Mr. Corbisiero succeeds George Schaffer, Road Passenger Brakeman, who has resigned.

## Central Men Take New Posts

A number of appointments took place in the Personnel and Public Relations departments this month, headed by the naming of **Walter G. Abriel** as Assistant Vice President, Personnel and Public Relations.



MR. ABRIEL



MR. BLOSSER

**Raymond F. Blosser** has been appointed Manager, Public Relations. He succeeds Clarence R. Dugan, whose retirement is noted on page 14, this issue. **Robert C. Bannister** has been appointed Manager of Personnel, succeeding Mr. Abriel.

**James R. Brugger** has been named Director, Publications; and **Cecil G. Muldoon, Jr.** has been named Director, News Bureau. **Norman M. Stone** succeeds Mr. Brugger as Editor of the HEADLIGHT, and **Richard C. Marshall** succeeds Mr. Muldoon as Public Relations Representative at Cleveland. All named above, except Mr. Marshall, have headquarters in New York.

**John E. Newman** was appointed Director of Labor Relations. **John G. Castle** was appointed Director of Training and Employment. Both are at New York.

**James B. Gray** was appointed Commerce Assistant in the Law department at New York.

In the Operating department, **Karl L. Metzman** was appointed Assistant Manager of Freight Transportation. **Charles E. Black** was named Assistant Manager of Passenger Transportation. Both have headquarters at New York.

Also at New York, **Francis A. Grogan** was appointed Assistant Secretary of the New York Central Railroad Co., and



MR. BANNISTER



MR. NORWOOD

**Russell T. Walker** was named to the post of Assistant to the Secretary of the company.

Freight Traffic appointments include **John H. Norwood** as Freight Traffic Manager at Cincinnati, succeeding Joseph A. Keegan, recently retired; and **Carl W. Sunderbrink** to succeed Mr. Norwood as Freight Traffic Manager at Cleveland.

**G. Howard Ingalls** was named Assistant Freight Traffic Manager at Cleveland.

**W. C. Wardwell** was appointed Superintendent of Equipment for Lines East, including the Boston & Albany Railroad, with headquarters at New York.

Transferring from Chicago, **S. T. Kuhn** was named Assistant to General Superintendent, Equipment, with headquarters at New York. Succeeding him at Chicago as Superintendent of Equipment for the Indiana Harbor Belt Railroad and the Chicago River & Indiana Railroad, and Assistant Superintendent of Equipment for NYC Line West, is **T. J. Lyon**.

**R. F. Batchman** and **G. J. Flanagan** became Assistant Superintendents of Equipment at New York. **G. S. Glaiber** was appointed General Car Inspector, with headquarters at New York.

**W. H. Chidley** was appointed Master Mechanic and **G. W. Nelson** was appointed Special Assistant to Manager, Equipment, both with headquarters at New York.

**J. A. Wetzel** was named Superintendent of the Diesel shop at West Springfield, Mass. The following appointments of Master Mechanics were made: **R. J. Parsons** at Albany, N. Y.; **W. G. Ringland** at Avis, Pa.; **F. E. Edwards** at Harmon, N. Y. Assistant Master Mechanics appointed were **C. L. Hall** at Harmon, **J. J. Cooney** at Syracuse, N. Y.

**Al T. Borgman** was appointed Assistant Foreign Freight Agent at Chicago. **William A. Hillman** was made acting General Agent, Freight department, at Davenport, Iowa.

**John Fitting Jr.** was named Assistant Auditor, Station Accounts and Overcharge Claims, with headquarters at New York.

Trainmasters recently appointed include **F. E. Weaver**, Syracuse Division; **T. A. Seymour**, St. Lawrence Division; **H. F. Carey**, Boston & Albany Railroad.

At Chicago, **Tom Marshall** was appointed Lieutenant of Police.

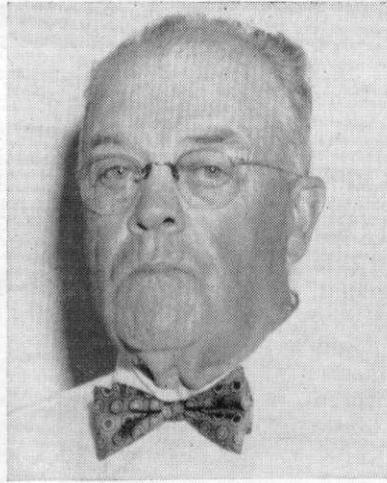
## Quiz Answers

Check your choices with the answers given below. If you answered all 10 correctly, you're exceptional; if you got 7 to 9 correct, you're in the upper brackets; 4 to 6, fair; 1 to 3, better than nothing.

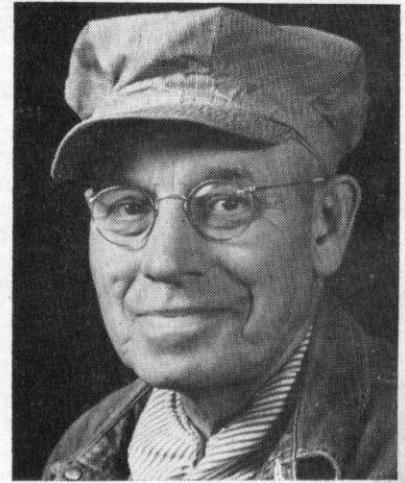
1. d (1835)
2. c (Thomas Newcomen)
3. c (86th street)
4. d (\$13,000 to \$15,000)
5. b (1897)
6. d (25)
7. c (Holding cars awaiting classification)
8. b (1853)
9. d (Ballast cleaning equipment)
10. a (Skooter)



ASSISTANT SUPERINTENDENT W. A. SHEA, MR. DAYTON, MR. DAY



MR. JOYCE



MR. SLOCOMBE

## Gold Passes Go to 50-Year Veterans

Recognition of completion of a half century of service was recently given more Central employes with the award of gold passes. Those honored include:

**B. H. Dayton**, Assistant Superintendent; **Thomas Day**, Train Announcer; and

**J. J. Hopkins**, Yard Brakeman, all at Albany, N. Y.

**Francis Joyce**, Switchtender on the Syracuse Division.

**E. Duke Disque**, General Agent, Passenger department, Jacksonville, Fla.

**W. J. Doherty**, Telegrapher at Buffalo, who started with the Central at the age of 15 as a Messenger.

**Charles W. Slocombe**, Erie Division Locomotive Engineer working out of Youngstown, O.

## Tragedy, Joy in News of Men at War

For families of three New York Central men, recent months brought war news of widely mixed tones, varying from tragedy to joyous relief. The news included death, decoration for bravery, and recovery from a wound suffered in combat.

While his mother, sisters, and fiancée prepared for his return from Korea to be discharged from the Army, word arrived that Sergeant George P. Belkom, 26, former Reservation-Information Clerk at Chicago, had been killed in action. Three weeks before, he had called his home from Tokyo, where he was on rest leave, and

said that he was returning to Korea for a few days but expected to leave shortly after for the States.

Sergeant Belkom's mother, Mrs. Isabella Belkom, is a Switchboard Operator for the Rock Island Lines at La Salle Street Station. His father, Charles Peter Belkom, died 16 years ago after working 22 years for the Central.

A sister, Mrs. Dorothy Belkom Brann, is a Mechanical Device Operator in the Central's Equipment Department. Another sister, Patricia N., is a clerk in the Rock Island's Freight department. Sgt. Belkom was engaged to Dorothy DeJong, Central Reservation-Information Clerk.

Decorated for bravery was Sergeant

Paul W. Bradley, Freight Brakeman on the Western division. He received the Bronze Star for contributing to the capture of a hill on May 22. His citation read, in part: "Company K was ordered to attack and seize Hill 1024 in the vicinity of Sosakri. Sergeant Bradley, then a private first class, continuously exposed himself to enemy fire in order that the company might be able to contact all units without delay and keep the assault coordinated."

Patrick J. Schuler, 22, of Cincinnati, extra Brakeman on the Big Four, has returned to work with the Central after being wounded in Korea. He was among the first U. S. soldiers to go into combat there. His outfit, the First Cavalry Division, went into action on July 21, 1950, three days after arriving in Korea. An enemy machine gunner hit him in the knee on July 24 and he was returned to Japan for treatment. Eventually he was sent back to the States for discharge. He recently returned to railroading for the Central.

## NYC Public Relations Chief Retires After 50 Years

After more than 50 years with the Central, during which he served in a number of key capacities, Clarence R. Dugan retired last month as Manager, Public Relations. His headquarters were at New York.

Mr. Dugan, a native of Springfield, O., joined the Central as a Stenographer in 1901. Before becoming Manager, Public Relations, in March, 1939, he had been Assistant to Vice President and General Counsel, and Assistant to Vice President-Finance and Corporate Relations. He also served as president of The Securities Corp. of the New York Central Railroad, and as president of the Clearfield (Pa.) Supply Co., a Central subsidiary.



MR. DUGAN

## Deaths

**W. C. Douglas**, 71, retired Assistant Vice President, Freight Traffic, Chicago; joined NYC 1895, retired 1948.

**Herbert L. Haggard**, 54, Master Mechanic, Indianapolis; joined NYC 1920.

**Carl H. (Herb) Peterson**, 53, General Agent, Passenger Department, Detroit; joined NYC 1917.

**William M. Richardson**, 67, Auditor of Expenditures, Utica, N. Y.; joined NYC 1910.



SGT. BELKOM

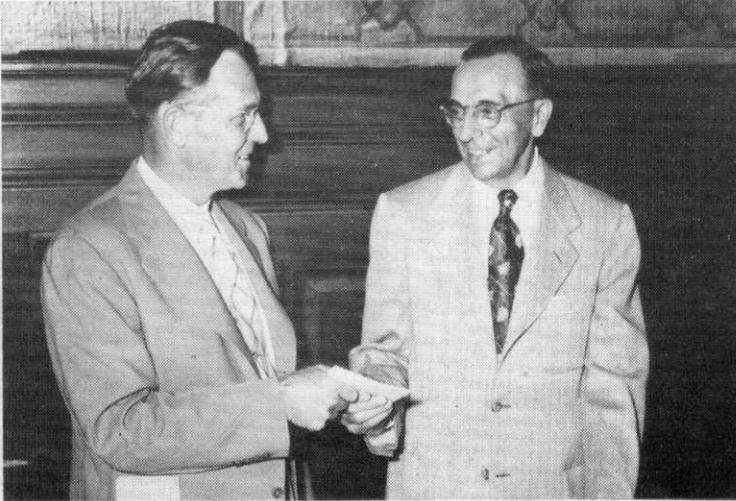


MR. SCHULER

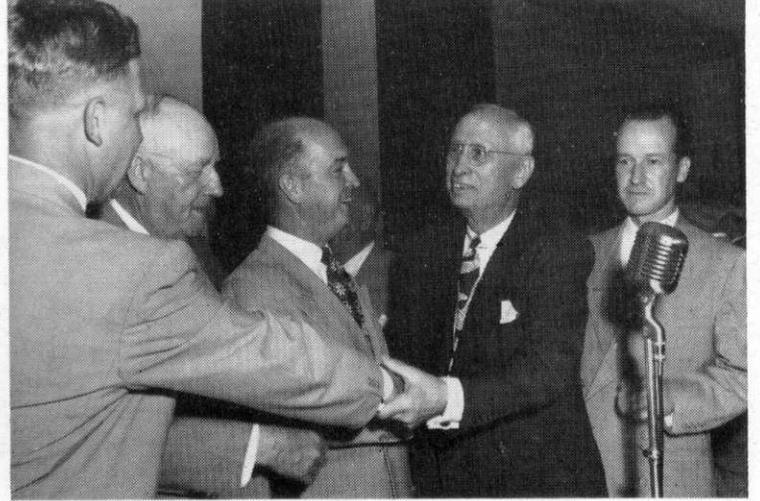


SGT. BRADLEY

# Monthly Roll Shows Recent NYC Retirements



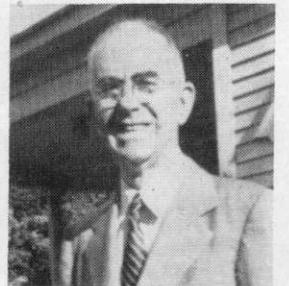
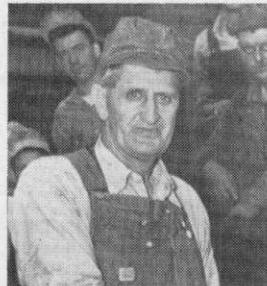
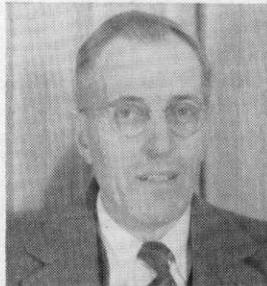
**FAREWELL GIFT** of \$100 from fellow employes is presented to A. W. Kuehner (right), who retired recently as Head Clerk in office of Auditor, Disbursements, at Pittsburgh. Making presentation is P. F. Kraber, Auditor, Disbursements. Mr. Kuehner had 48 years of service on Pittsburgh & Lake Erie Railroad.



**THE LAW** honored retiring NYC Chief of Police M. J. Max (second from right) at Detroit. At testimonial dinner were (left to right) W. Carlson, secret service; J. J. Danhof, General Counsel, Michigan Central; Dan Leonard, commissioner of Michigan state police; Harry O'Connor, FBI head in Michigan.

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

Acquavia, Rocco, Section Laborer, Dunkirk, N. Y.	32	4	Diedrick, Andrew J., Conductor, Toledo Division	52	0	er, Beech Grove, Ind.	22	11	Mackey, Louis G., Machinist Helper, Collinwood, O.	31	1
Aiello, Frank, Section Laborer, Chicago	15	4	Dooley, William E., Conductor, Indiana Division	41	1	Ilovar, John, Laborer, Collinwood, O.	28	10	Manyo, Peter, Carman, Ashtabula, O.	40	4
Alf, George B., Car Repairer, Sharonville, O.	33	3	Doolittle, Robert W., Assistant Foreman, Syracuse, N. Y.	30	2	Jackson, Louis H., Crane Operator, Elyria, O.	31	0	Marvel, Jacob, Locomotive Engineer, Harrisburg, Ill.	48	1
Alvi, Porfilio, Section Laborer, College, Pa.	21	3	DuBois, Florence B., Clerk, Buffalo	26	0	Jannasch, Harry A., Section Laborer, Willow Creek, Ind.	32	6	Mason, Denie F., Locomotive Engineer, Erie Division	44	1
Anderson, Charles S., Telegrapher, Connellsville, Pa.	25	5	Eastwood, Scott, Machinist Inspector, Brewster, N. Y.	25	2	Jannasch, Rudolph A., Agent Willow Creek, Ind.	42	0	Mathews, Arthur, Laborer, Elkhart, Ind.	22	9
Andrews, Howard G., Clerk, Watseon, O.	30	11	Ercole, Frank, Section Foreman, Brewster, N. Y.	39	1	Johnson, Harry E., Car Inspector, Indianapolis	27	11	Middleton, Fred G., Assistant Auditor, Chicago	31	2
Andrews, Joseph F., Boilermaker, Elkhart, Ind.	31	7	Fahlbusch, Charles F., Locomotive Engineer, Toledo Division	47	8	Jordan, Eugene W., Special Representative, New York	50	9	Miller, Edward C., Machinist, Bellefontaine, O.	42	5
Aunela, Hemmi, Car Repairer, Ashtabula, O.	36	9	Ferenc, Joseph A., Carman Painter, McKees Rocks, Pa.	36	5	Koers, George H., Carman, Beech Grove, Ind.	33	9	Miller, Harry K., Conductor, Ohio Division	42	0
Bailey, Andrew H., Locomotive Engineer, Pennsylvania Division	33	8	Flesher, Harry, Locomotive Engineer, Ohio Central Division	45	3	Koopman, Francis J., Locomotive Engineer, Western Division	39	5	Misovec, Kazimer S., Machinist, Collinwood, O.	29	5
Baldwin, Caesar T., Section Stockman, West Albany, N. Y.	34	11	Flint, Fred, Laborer, Niles, Mich.	24	6	Kral, William F., Conductor, Western Division	38	10	Mitchell, James H., Assistant General Land & Tax Agent, Chicago	35	5
Barrett, Ezekiel, Assistant Signal Maintenance, Fort Erie, Ont.	42	4	Fresch, Peter S., Conductor, McKees Rocks, Pa.	29	0	Kwitkowski, Joseph A., Car Inspector, Rochester, N. Y.	40	4	Myers, Forrest V., Section Laborer, Waterloo, Ind.	29	10
Beach, Cope T., Conductor, Syracuse Division	50	5	Friend, William, Disbursement Accountant, New York	48	4	Laidlaw, Andrew, Cook, Chicago	21	3	Noffett, Charles W., Yardman, Gibson, Ind.	31	0
Beading, John, Locomotive Engineer, McKees Rocks, Pa.	31	2	Gentile, Anthony, Mason, Electric Division	19	11	Latham, Edward G., Locomotive Engineer, Ohio Division	39	10	Offenbecker, Nicholas, Section Foreman, Battle Creek, Mich	28	11
Bearnes, Ancl L., Train Dispatcher, Fostoria, O.	45	3	Gettel, Julius, Buildings & Bridges Carpenter, McKees Rocks, Pa.	26	0	Lewis, Roland M., Index Clerk, Detroit	25	7	Orris, John, Cut Watchman, Pittsburgh	27	4
Bedford, John L., Conductor, Watertown, N. Y.	44	7	Gondeck, Joseph J., Locomotive Engineer, Western Division	45	8	Lia, Vito, Machinist Helper, Linndale, O.	23	1	Overstreet, Christopher C., Business Car Porter, Cincinnati	47	1
Berard, Victor, Switchtender, Weehawken, N. J.	36	1	Grover, John A., Boilermaker Inspector, Charleston, W. Va.	33	11	Little, Luther R., Conductor, Mohawk Division	48	11	Passino, John N., Switchman, West Springfield, Mass.	35	0
Bertelsman, Paul B., Agent, Paris, Ill.	50	7	Hamlin, Orlando B., Conductor, Syracuse Division	45	9	Lloyd, James W., Boilermaker Helper, Brewster, N. Y.	38	6	Pfeifer, John C., Train Baggage-man, Hudson Division	40	10
Blake, Thomas M., Conductor, Ohio Division	40	9	Hanlon, George H., Chief Dispatcher, Detroit	50	4	Loftus, Walter J., Gang Foreman, Selkirk, N. Y.	29	0	Prentice, Sidney A., Train Dispatcher, Detroit	42	10
Boykin, Edward, General Yardmaster, Bellefontaine, O.	43	11	Heck, Alexander H., Clerk, Pittsburgh	39	4	Lotteto, Michael, Switchman, Englewood, Ill.	23	3	Riddle, Harry C., Machinist, Beech Grove, Ind.	38	4
Bozzacco, Salvatore, Assistant Foreman, Elkhart, Ind.	28	0	Hill, George E., Locomotive Engineer, Chicago	31	0	Ludlow, Frank O., Section Foreman, Angola, N. Y.	39	8	Roberts, Arthur N., Agent, Mattoon, Ill.	36	7
Brandt, William E. W., Conductor, Erie Division	43	11	Hillman, William E., Foreman Erecting Shop, McKees Rocks, Pa.	43	10	McCammion, Edwin L., Leverman, Indianapolis	34	0	Roberts, Helen F., Ferry Ticket Seller, Weehawken, N. J.	33	2
Bridgforth, William, Section Laborer, Elkhart, Ind.	32	10	Hodges, Thurman R., Agent-Telegrapher, Ludlow Falls, O.	37	5	McLargin, Charles, Conductor, Toledo Division	42	2	Roberts, Thomas F., Machinist Helper, Beech Grove, Ind.	27	11
Brown, Edward L., Locomotive Engineer, Indiana Division	41	6	Hollis, Edward J., Detective Lieutenant, Cleveland	30	11	McMahon, James F., Traveling Car Agent, Pittsburgh	31	11	Rosinsky, John, Section Laborer, College, Pa.	21	3
Budinich, Alois, Station Porter, New York City	27	9	Howery, Omer, Blacksmith Helper, Beech Grove, Ind.	22	0	McMorrow, Francis J., Third Railman, New York City	41	1	Ryan, John V., Conductor, Erie Division	47	7
Burke, Jesse R., Car Distributor, Columbus, O.	43	5									
Carpenter, Clark C., Brakeman, Indianapolis	33	2									
Carter, William G., Locomotive Engineer, Canada Division	45	5									
Clapper, Amos, Carpenter, Albany, N. Y.	15	0									
Colatarci, Salvatore, Section Foreman, Syracuse Division	40	0									
Cole, James A., Patrolman, New York City	31	2									
DeStefano, Anthony, Freight Handler, New York City	32	2									
DiCroce, Palmo, Section Laborer, Chatham, N. Y.	29	1									



**RETIRING RECENTLY** were (left to right) C. T. Beach, Syracuse Division Conductor who was with NYC 50 years; William J. Veon, Pit Inspector at Youngstown, O., with 45 years of

service; Daniel J. McDonell, Air Brake and Pipe Foreman at West Detroit engine house, a 28-year man; Peter F. Mattimore, Clerk at Toledo, O., freight house, with NYC 53 years.

# Slim Rail Earnings Spell Trouble

—Another in a Series by Gustav Metzman, President—

**S**INCE the end of World War II, the railroads of this nation have been investing in expansion and improvements at an average rate of one billion dollars a year. They have put into service nearly 400,000 new freight cars and 13,000 new units of locomotive power. In response to the country's urgent defense needs, they are right now quickening the pace in renewing and enlarging their capacity to haul America's goods and people.

And yet, I doubt that there is a single railroad which is satisfied that it has done or is doing enough to better its

**This month's "Let's Know the Facts" article is taken from remarks made by Mr. Metzman at a meeting of the New England Railroad Club at Boston on Oct. 9.**

plant and its service. We all would like to do more, much more, in the service of the public. The big obstacle that prevents most of us from doing so is the inadequacy of railroad earnings under conditions as they exist today. With earnings at the meager levels presently allowed the railroad industry, it is impossible to set aside sufficient money for needed expansion, or to attract into the industry the investment funds to finance the larger-scale betterment programs that should be carried out.

Inherent in this financial malnutrition which is being forced upon our railroads is a threat to the very security of the nation. Rail transportation is vital to every phase of our defense production program; only with strong railroads can we sustain the gigantic defense effort circumstances have forced upon us.

## Heading for Collision

Unless railroad earnings are allowed to go above the unrealistically low level to which they now are held, our industry is heading for a collision with one of the basic facts of business life. An enterprise cannot continue to expand without adequate profits. And, at present rates of profit, the railroads will not be able to carry out the expansion and the improvements which are needed for them to perform their function in the defense program or, for that matter, to do their job under normal peacetime conditions.

Both Congress and the Interstate Commerce Commission went on record long ago as believing a rate of return in the neighborhood of 6 per cent on net property investment is fair and reasonable for railroads. Yet, during the postwar period, the railroads have had

an average rate of return of only 3½ per cent.

## Rates Have Lagged

The basic cause of inadequate railroad earnings is the fact that the rates which the industry is allowed to charge for its services have not kept pace with the costs which the railroads must meet in rendering those services. Wage levels on eastern railroads have increased 133 per cent since 1939. The prices paid by eastern roads for materials and supplies have gone up 138 per cent during the same period. Meanwhile, their freight rates have increased only 73 per cent, and passenger rates only 43 per cent. In the case of freight rates, particularly, the increase in actual revenues is much less, because of downward adjustments on specific commodities.

Ever since the war years, when freight rates stood still (and were in fact rolled back) while other prices went up, the railroads have been at the tag-end of the procession in securing needed price adjustments. They never have caught up with the inflationary spiral. Last winter, under the impact of the latest round of wage increases, plus materials price rises touched off by the Korean outbreak, they asked the Interstate Commerce Commission for an increase in freight rates averaging 15 per cent. An interim grant amounted to 4 per cent in the east, less elsewhere. Late this summer the final decision was announced. It scaled down the 15 per cent request to 9 per cent in the east and 6 per cent elsewhere, including the interim increase. Because of the factors mentioned before, the gain to individual roads in actual revenues will be about one-third less than the theoretical percentages.

## Must Go Back to ICC

The increase granted does not close the gap which inflation has widened between railroad costs and railroad income. Regrettably, it leaves the railroads battling against almost hopeless odds in their efforts to maintain and further improve the standards of service they provide the American public. That is why the railroads have decided they have no choice but to go back to the Interstate Commerce Commission and again ask that body to bring rates to the level originally requested. The increase they asked for in the first place is the one they needed and still need.

*Gustav Metzman*  
President

## OUR READERS TELL US

### Some Figures Do

Dear Editor:

I read in a magazine recently that three-quarters of all freight tonnage in the U.S. now goes by truck. Is this figure correct? I was under the impression that the railroads handled most of the total freight tonnage in the U.S.

SIMON E. HERRING  
Engine Dispatcher

Bellefontaine, O.

*The figure given may be correct if you include the 8,000,000 or so trucks used on farms and in local delivery service, and if you count a ton as a ton regardless of how far it's moved, across town or across the country. But, if you figure in ton-miles—taking into consideration not only the tonnage hauled but also the distance for which it is hauled—the picture is different. By this standard—the one that really counts in transportation—the railroads in 1949 performed 533,648,000,000 ton-miles as against 93,653,000,000 for motor trucks.*

### Mistaken Identity

Dear Editor:

It was nice to see the picture of New York State's Dairy Queen and a New York Central Engineman sipping milk in the September issue, but you have the Engineman's name wrong. He's Frank B. Huggins, not Ike DeLong as you say.

HUDSON DIVISION FIREMAN

*The Fireman is right, HEADLIGHT is wrong. Mr. Huggins (right) piloted Missourian, train Queen took, from Albany to Harmon; Mr. DeLong took it from there to New York. Confusion in checking names resulted in error.*



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