

NEW YORK
CENTRAL
SYSTEM

HEADLIGHT

OCTOBER, 1952



WAVING good-bye to last steam engine on the Harlem Division (from left on diesel): J. D. Carkhuff, Superintendent; F. A. Dawson, Vice President; Clarence Banks, Engineman. Lyle Elliot, Fireman (left) and Arthur Barrett, Engineman, were crew of last steamer.

Diesels Now Head New York Area Commuter Runs

Steam locomotives made their last appearance in NYC commuting service in the New York area on Sept. 11. Diesels have taken over on the Hudson Division between Harmon and Poughkeepsie, N. Y., and between North White Plains and Chatham, N. Y., on the Harlem Division. Electric Power is used from Harmon and North White Plains to Grand Central.

Engine No. 4549, a 4-6-2 Pacific type, built 40 years ago, was the last steam engine on the Harlem.

Fred A. Dawson, NYC Vice President, Lines East, and Joseph D. Carkhuff, Superintendent of the Electric, Harlem and Putnam Divisions, were on hand at North White Plains to wave farewell to steam power on the Harlem.

Steam power gave way to diesels on the Putnam Division a year ago, and on the River Division of the West Shore in August of this year. The change on the Harlem and Hudson runs completes the switch to diesels in all New York City area commutation service.

To make the change-over, 23 new 1,600-horsepower diesel road switchers, costing approximately \$3,864,000, were added — 17 on the Harlem and six on the Hudson.

NYC has invested heavily in commuter service improvements since World War II. One hundred new air-conditioned multiple-unit coaches were placed in operation during the last two years in the electrified territory near New York at a cost of \$11,000,000. In addition, 92 all-steel coaches have been renovated and air-conditioned recently in a \$2,000,000 improvement program. With these added to previously air-conditioned suburban equipment, the Central now offers 75,000 seats, counting all daily trips, in air-cooled cars, or 84 per cent of its total suburban service seat capacity in the New York metropolitan area.

B&A Gets New General Manager

Stephen T. Keiley has been appointed General Manager of the Boston & Albany Railroad at Boston, succeeding Lawrence E. Pangburn, who has been granted a leave of absence because of illness.

Mr. Keiley was formerly Superintendent of the St. Lawrence, Ottawa and Adirondack divisions, with headquarters at Watertown, N. Y. He has been succeeded in that post by Curtis D. Buford, who was formerly the Central's Assistant Superintendent at Erie, Pa.



Mr. Keiley

A native of Yonkers, N. Y., Mr. Keiley has been with the Central since 1924, when he started as a Chainman in the Engineering department.

After a series of promotions he was transferred to the Operating department in 1940 as Special Agent. In 1941 he moved to Norwood, N. Y., where he spent three years as Trainmaster before being transferred to New York in the same capacity.

In 1948 Mr. Keiley became Assistant to the General Manager at Syracuse, N. Y., and on Jan. 1, 1949, he was named Transportation Assistant to the Vice President at New York. He next was made Assistant to the Manager of Grand Central Terminal and from that post went to Watertown as Superintendent.

(Continued on page 12)

CONCERNING THE

NEW YORK
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Beeliners for West Shore

The popular Beeliner — self-propelled rail diesel car—has been added to runs on the West Shore, replacing a standard diesel-drawn train between Albany and Kingston, N. Y.

The Beeliner operates on a round-trip schedule between the two cities, making stops at Catskill and Saugerties, N. Y., as well as all local stations. At Kingston, the Beeliner service connects with standard West Shore trains to Weehawken, N. J., eastern terminus of the line.

The West Shore Beeliners have a seating capacity of 71 persons and a section for baggage. It is one of 18 such cars now operating in Central service. The cars are powered by two 275-horsepower diesel engines, and can run at speeds up to 83 miles an hour. They can accelerate from a standing start to 57 miles an hour in 99 seconds.

Profit Less than ½-Cent on Dollar

The Central had a net income of \$2,130,594 for August. This is what was left of the month's \$65,499,126 in operating revenues after all expenses were met.

August was the Central's best month so far in 1952. Because of losses and slim earnings in earlier months, total net income for the first eight months of the year is only \$2,375,071. Operat-

ing revenues in the same period totaled \$516,559,870. Profit for the eight months amounts to less than one-half cent for each dollar of revenues.

New Yard at Watertown

The Central recently completed a series of major improvements at its Massey Street Yard in Watertown, N. Y., headquarters of the St. Lawrence and Adirondack divisions. Eight new tracks, ranging from .95 to 1.3 miles in length, were added to the 15 existing tracks, increasing the yard's capacity to 135 cars.

With the new facilities at Massey Street, there is no further need for full operation of Pine Street Yard in Watertown, which would require major repairs if it were kept in service.

In addition to the elimination of Pine Street Yard, the Central's coal trestle and engine house at Willow Street, on the south side of Watertown, have been closed. The St. Lawrence and Adirondack divisions are now operating entirely on diesel motive power, making it unnecessary to maintain the coal servicing facilities. The engine house at Willow Street has been offered for sale, but if there are no bidders, it probably will be torn down.

The new facilities at Massey Street include new quarters for train and engine crews, a new yard office building and a fuel oil supply depot for diesel

locomotives. (See picture on opposite page.)

NYC Wages Rise

Wages of Central employees included in cost-of-living agreements are now 14 cents an hour above their basic rate. Latest pay boost under these "escalator" agreements took effect Oct. 1. It was a two-cents-per-hour increase, based on a two-point rise in the Bureau of Labor Statistics consumers' price index.

Since escalator agreements first went into effect widely on the Central in April, 1951, there have been five separate increases, totaling 15 cents. The escalator, which is keyed to both rises and falls in the price index, temporarily slid back one cent per hour when the index declined a single point during one adjustment period.

The net boost of 14 cents per hour increases the Central's monthly payroll by about \$2,800,000.

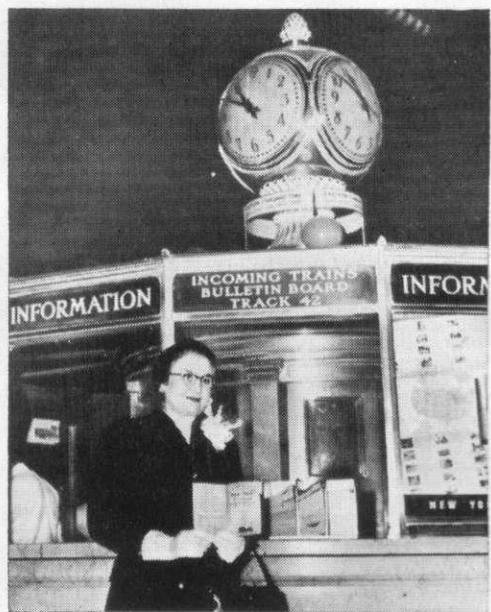
Shippers' Support Sought

Shippers were asked for their support in helping the railroads to get out from under the double burden of subsidies to competing forms of transportation and involuntary continuance of services which show steady losses every year.

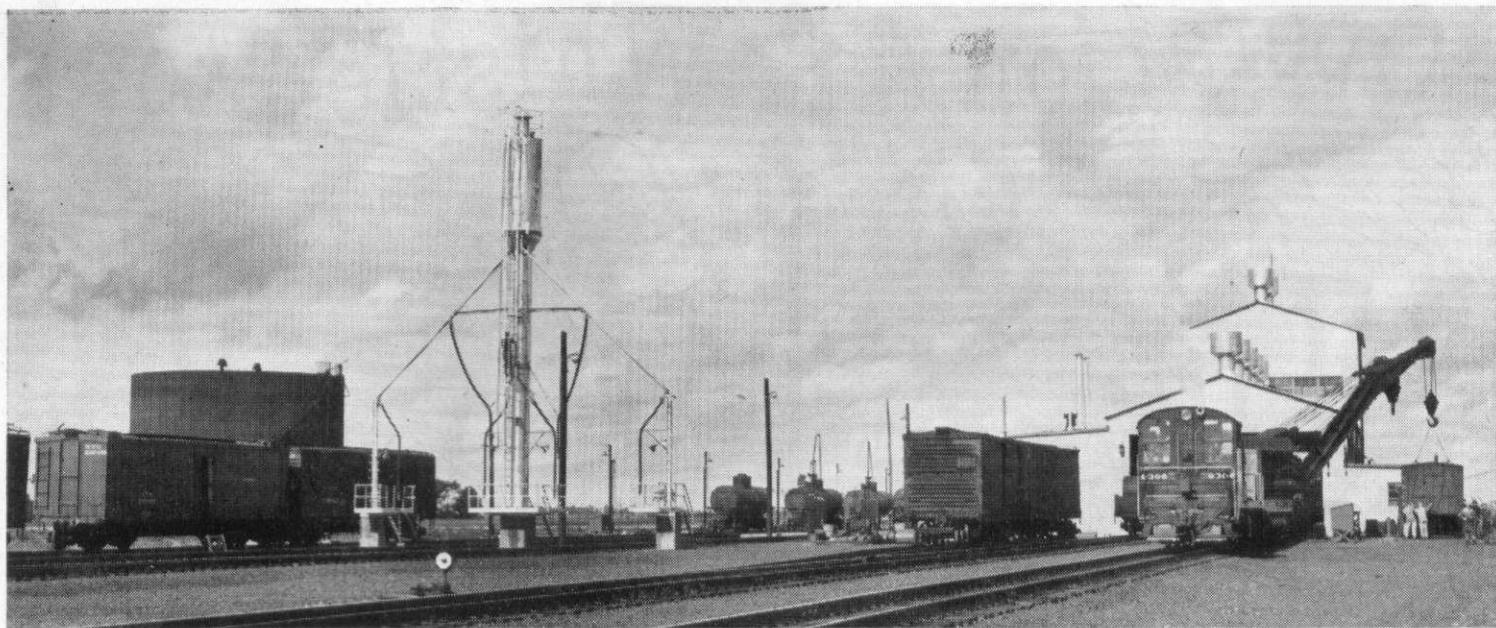
The appeal was made by F. H. Baird,



PLAQUE was given by NYC to third place winner of recent tugboat race on Hudson River in New York. F. B. Hank (left) NYC General Manager, made award to S. B. Parsell, of Socony Vacuum Oil Co. Looking on is W. E. Cleary, Gen. Mgr. of N. Y. Tow Boat Exchange.



TRAVELER through Grand Central to American Legion convention was Mrs. Ray Ashton, new head of the Legion Women's Auxiliary.



The new fueling station and diesel service shop at the Central's Massey Street Freight Yard in Watertown, N. Y. (See story on opposite page.)

NYC's Assistant Vice President for Passenger Traffic, in a speech before the New England Shippers Advisory Board at Bretton Woods, N. H.

These are the two major obstacles in the way of putting railroad passenger operations on a sound economic footing, Mr. Baird said.

In spite of the problems involved, however, he pointed out that "the railroads have not succumbed to any fatalistic acceptance of the status quo with reference to passenger service losses." In addition to seeking relief from their handicaps, they are pursuing a "positive, let's-do-something approach." As evidence, Mr. Baird cited the \$800,000,000 worth of new passenger train equipment acquired by the railroads since the end of World War II, including thousands of new cars and diesels.

"This has been done," he said, "for two principal purposes: to make railroad passenger travel highly attractive to the traveling public, and by increasing efficiency to hold down the losses from passenger train operation."

New Ticket Machines Tried

To simplify the sale of coach tickets between New York and such points as St. Louis, Chicago and Canadian cities, the Central has placed two ticket machines in experimental operation in the ticket office in Grand Central Terminal.

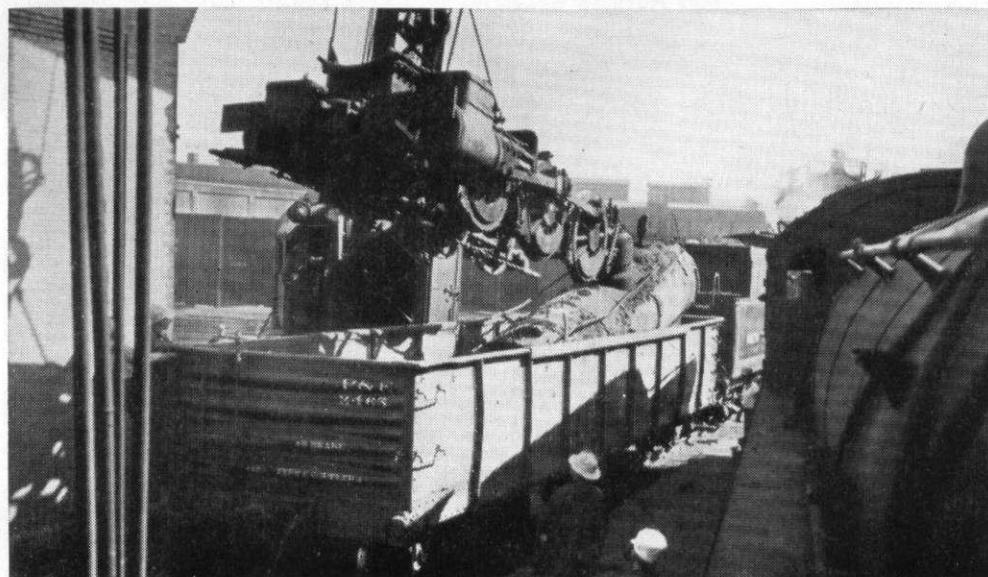
The machines will print 460 different types of tickets to 125 heavy-volume destinations. The ticket seller merely plunges a matrix into an opening in the side of the machine and the ticket pops in front of him. In addition to printing the actual ticket, the machine keeps all the necessary accounting data on a paper roll. (See picture this page.)



TICKET SELLER Joseph Harvey demonstrates new machine being tried in Grand Central Terminal to simplify sale of coach tickets.



SAFETY AWARD for low injury rate on Indiana Harbor Belt was received recently by R. H. McGraw, General Manager of line.



OLD STEAM ENGINE headed for scrap pile at Bellefontaine, O., served the NYC through three wars. It was only "saddle back" type locomotive in service on the Big Four Lines.

Operation Whistle Stop!



FROM the rear platforms of their individual campaign specials Republican candidates Eisenhower and Nixon and Democratic candidate Stevenson are all making campaign speaking tours that include trips over the New York Central. Campaigning for his party's ticket, President Truman is also expected on the Central as this issue of the HEADLIGHT goes to press. These men are making their trips by rail because there is no better way to get as close to so many voters. Even though viewers can see a picture of the man on their television screens, seeing him in the flesh in their own home towns creates the greatest feeling of "knowing" the candidate.

The well-turned phrases are flying

all over the land as candidate challenges candidate and America gets ready to choose its next President.

Television is playing a big role this year for the first time in a presidential election, enabling millions of voters to see the candidates they formerly could only hear on the radio. But in 1952, as it has been for nearly a century, the backbone of the campaign is "Operation Whistle Stop."

Abraham Lincoln was the first one to use this technique. He toured the whistle stop circuit in 1860, as he put it, "just to see and be seen." The practice has been followed by nearly every White House aspirant since.

Another name for whistle stop is flag

stop—a station where trains do not stop regularly, but where a stop can be arranged by having the conductor signal the engineer through the train signal cord. The engineer acknowledges such signals by three blasts on the engine whistle or horn. In political usage, however, it has come to mean the small stations where candidates stop to talk to voters who assemble at the railroad to see them.

General Eisenhower has already completed three swings around NYC territory—in Indiana, Illinois, Ohio and New York—and may be back on NYC again before election day. President Truman and Senator Nixon are due to travel on NYC during the first two weeks of Oc-



Photo by Wide World

Crowds overflow tracks at many stations when candidates pause. Governor Stevenson, shown here, will be on the Central late this month.

tobor, and Governor Stevenson will be on the Central during the last week of this month.

The trains in which the candidates travel average 15 to 18 cars. The Eisenhower Special was made up on NYC and the General's private car is a Central business car, rented for his personal use. His train offers a good example of what a campaign special is like. Starting from the head end, it consists of a power car which provides electricity for such things as the train's public address system and teletype machines, connected at longer stops; two sleepers; five press cars; two diners; another sleeper; two lounge cars; two sleepers; a lounge car used as a reception center for visitors to the train; another sleeper; and, on the end, the candidate's car, with the observation platform.

The press cars have had all regular furnishings removed and in their place carry two-foot-wide tables extending the entire length on both sides of the car. This is where the newsmen work, usually listening to the speeches over loud speakers wired directly from the rear platform.

Clarence H. LaFond, NYC's Assistant General Passenger Agent in Albany, N. Y., is accompanying the Eisenhower train on its nation-wide swing. Representatives of other railroads make the tours with the other candidates.

When the President of the United States' train is on the System, no other train may pass his in either direction when it is moving. When his train is stopped, passenger trains may pass it at no more than 30 miles an hour and



freight trains at no more than 10.

The President's personal car is a gift from the American railroads to the government for the use of the nation's chief executive. Other equipment for campaign trains is rented from the railroads and The Pullman Company. It is thoroughly renovated and painted before the train starts out. It stays together as a unit throughout the campaign except for the diners, which are changed as the train moves from one railroad to another.

Newsmen traveling with the campaign trains have their fares paid by their publications or pay it themselves. The political parties pay only for their own representatives and the candidates. Regular charges are made for use of all railroad equipment and food consumed in the diners and lounges, which usually stay open from breakfast time to midnight, serving snacks between regular meals. So that dining car crews may be well prepared, before the train leaves, railroad representatives make discreet inquiries to find out what foods the can-

didates and their families like or dislike. Stocks of their favorite foods are carried.

Standing by the brass rail of the rear platform, a candidate gives little evidence of the strain under which he lives during a campaign. He smiles, waves to the children who are held up by their parents to see a potential president, and talks to the people. As they listen to his words and laugh at his jokes, few realize that the man before them has risen early, conferred with dozens of local political leaders and made perhaps 20 similar talks that day and will go on with the same routine far into the night. A campaign train gives the candidate a complete headquarters and home on wheels. On it, he can cover thousands of miles in a few days, sleeping in a comfortable Pullman bed at night, resting in the lounge section of his car between stops.

Some people wonder if whistle stop campaigning pays off. Does it really win elections? A few candidates have been successful in conducting "front porch" campaigns, as McKinley did in 1896. That year, his opponent, William Jennings Bryan, a three-time loser in presidential races, traveled 18,000 miles by train and addressed an estimated 5,000,000 people.

Most people, however, go back only four years and recall that the largest part of the credit for President Truman's victory was given to his intensive whistle stop campaign. Political experts of both parties and the President himself agree that he turned the tide in several crucial states by taking to the rails—the sure way to get to the heart of America.



General Eisenhower is shown as he addressed throng assembled to see him when his campaign special stopped at LaPorte, Ind., on NYC.

Centralines



Mr. Schneider

Peoria & Eastern Railroad, has been elected Director General of the Military Railway Veterans Association.

Andrew Fleischman, Customs Agent for NYC at New York, was among stamp collectors displaying their prize specimens at the annual show of the Society of Philatelic Americans in August. His exhibit, featuring railroad stamps, was dolled up with several photos of scenes along the Central. . . Department of looking for unusual things: Don Risher, Freight Traffic department, New York, spends spare time looking for used grandstand seats and floodlights to use in new field for Little League baseball team in which he and several NYC men are active. . . Unfortunate accident claimed life of NYC Signal department Lineman Bernard Helbig, 32, of West Haverstraw, N. Y. He was washed overboard from his own boat and drowned during a sudden storm on the Hudson River while sailing near Croton, N. Y. NYC men who worked with him decided to take up collection for his wife and three youngsters. Response was so widespread and generous, Mr. Helbig asked the Headlight to help her say thanks to all those who participated.

Private Frank H. Barton graduated recently with top honors from Signal Corps school in Japan. He was top man in class. Before entering the Army in November, 1951, he was Electrician Helper on Signal department of the Pittsburgh & Lake Erie Railroad. He is now serving with the Fourth Signal Battalion in Korea. . . Membership drive of Grand Central Branch of the Y.M.C.A. in New York starts Oct. 1, under direction of Richard G. May, Assistant Vice President, Operations & Maintenance. Assisting him as co-Chairman is Frank G. Love, Assistant to Vice President. Important feature of this year's drive is Women's Division, which hopes to double present membership of 500 women. . . Mary E. Gardner, who recently became Secretary and Director of Women's Activities at Grand Central branch of the Y, is the first woman secretary on the staff in the branch's history.

More proof that railroaders are leading citizens of their communities comes from Utica, N. Y., where Gerald Donovan, Accounting department; Evan Evans, Freight department; Daniel Shields, Freight Agent; and Thomas J. Ruggerio, Ticket Seller; are all city Aldermen. Samuel Vatalaro, Ticket Seller, is a member of County Board of Supervisors, and Joseph J. Schaffer, Ticket Seller, is county committeeman in one of the major parties. . . Wallace E. Butler, Supervising Agent, Office of Supervisors of Stations, Detroit, has held many jobs with NYC in many Michigan towns, but celebrating his 35th anniversary with the railroad recently he found he is now working in the same office in which he began NYC career in 1917.

Railroad Quiz

Answers on page 13

1. What is a "bad order" car on the railroad?
a. Car out of service c. Car placed on wrong track for loading
b. Car containing spoiled perishable d. Car out of assigned place in train

2. Where would one be most likely to find a hostler?
a. In a storehouse c. In a roundhouse
b. In a ticket office d. In an accounting office

3. With what department of the railroad is a Dispatcher identified?
a. Traffic c. Accounting
b. Operating d. Communications

4. Which type of production does the Railroad Hour feature?
a. Melodramas c. Musical shows
b. Mystery plays d. News commentary

5. What are known as the "Cat's Whiskers?"
a. Loose ends of telephone wires c. Old-time Conductor's beard
b. "Feelers" of a railway clearance car d. Feather dusters for cleaning cars

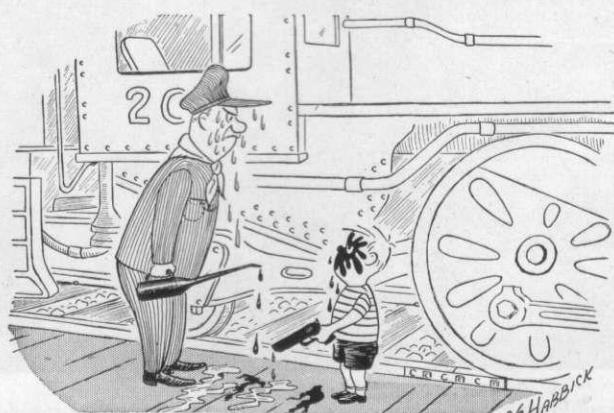
6. What is a car seal on a freight car?
a. Stencil used in painting road's emblem on car c. Substance used to insulate refrigerator cars
b. Material used to close crates d. Metal device used to lock car door

7. What was the approximate payroll of American railroads in 1951?
a. \$1½ billion c. \$5½ billion
b. \$3½ billion d. \$2½ billion

8. How many feet of wire are used in wiring a 2,000 horsepower diesel locomotive?
a. 10,640 c. 4,000
b. 1,250 d. 6,750

9. When was U. S. Mail first carried by rail?
a. 1900 c. 1870
b. 1831 d. 1825

10. How many railroad cars are required to move a single infantry division of the U. S. Army?
a. 150 c. 2,000
b. 700 d. 1,350



New York Central Headlight

Railroad Agent Is Key Citizen

THE local railroad agent has long been a traditional figure in most American towns. He is not the one-man show he used to be—no longer acts as postmaster, news vendor, town confidant, justice of the peace and several other things rolled into one—but he is still an important man in the community. In many ways he can do more for his community—and for his railroad—than his predecessor famed in lore and legend.

The Central's agent in 1952 is apt to be a man like Glenn Deal, Agent at Albion, Mich. (population 10,406). Glenn has just rounded out 45 years of railroading with NYC. For 15 years he has been NYC's Albion Agent. He is a modern business man with his finger on his community's pulse.

To the people of Albion he is friend, neighbor and Mr. New York Central. He is the man they can get straight information from when they plan to travel. He is the man who sees to the safe and rapid handling of the freight that makes their businesses hum. They think as highly of the railroad as they do of the local agent.

Glenn Deal is a combination operating traffic-freight-passenger man. He is an administrator in charge of 12 other NYC employes who help make the Central's wheels turn in Albion.

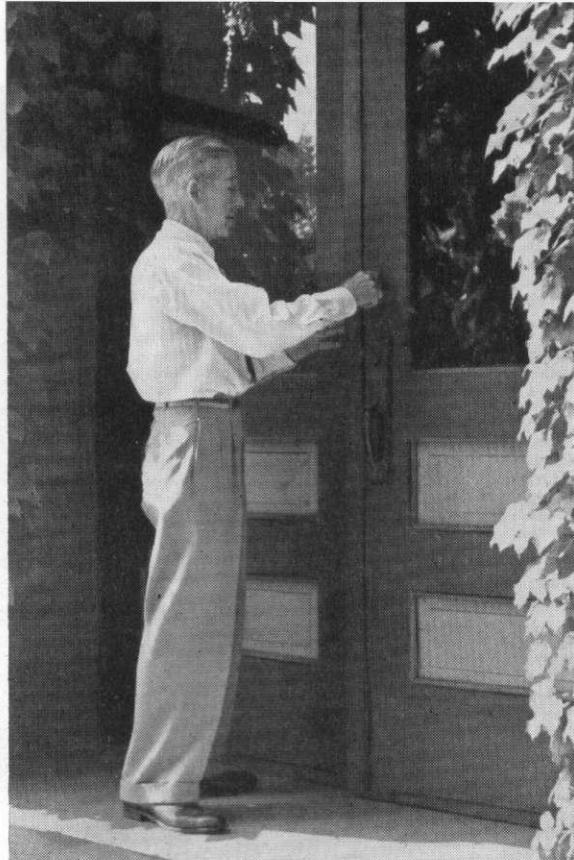
Glenn considers it part of his job to know what's going on in Albion industry, which is expanding steadily. He is thought of by many of his fellow-towns-men as the best informed man in Albion on the capacity and production of local plants, which cover a wide range of products from oil stoves and glassware to bolts and iron castings.

A small, wiry man, Glenn takes an active part in his town's civic and social life, too. He is a Mason and former president of the Boosters and Knockers Club, a local luncheon group. He has served as a Steward and is now a Trustee of the First Methodist Church of Albion.

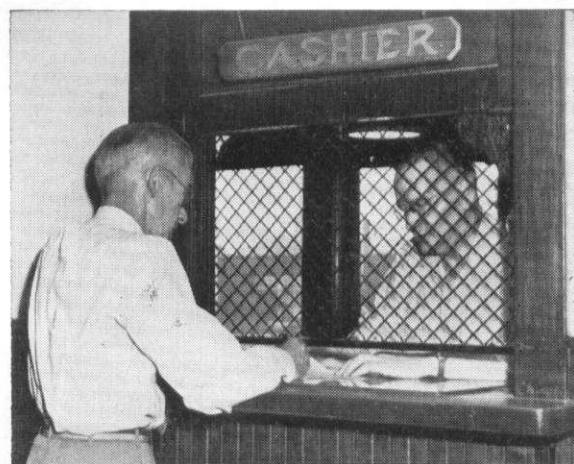
When he's not in town, everybody knows where he can be found. He'll be at nearby Duck Lake golf course, playing a round with his favorite partner, Mrs. Deal, who is, if possible, a more enthusiastic golfer than Glenn. They both shoot about 90.

Retiring and unpretentious, Glenn doesn't rely on flashy sales tricks to sell NYC service. Instead, he makes the railroad service good and lets the service speak for itself.

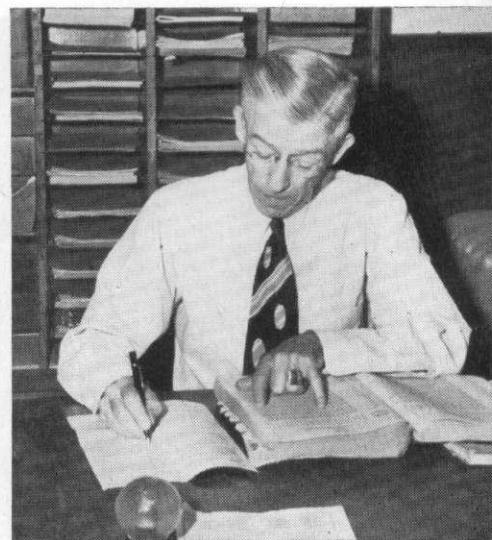
The old-time railroad agent may have had an air of romance about him that makes for good movies, but his day is past. He has been replaced by modern railroaders like Glenn Deal, who sell up-to-date railroad service. They're the bridge between the railroad and the customers it serves.



KEY MAN for NYC in Albion, Mich., is Glenn Deal. As Agent, he is Mr. New York Central. Railroad's reputation rises or falls with his standing in town.



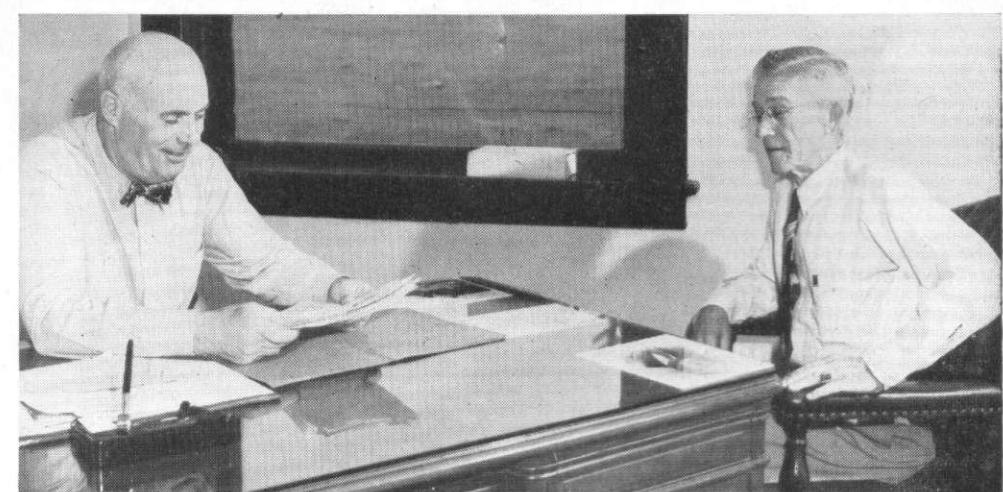
AGENT DEAL handles financial side of NYC business with Cashier C. T. Sykes. Albion is a thriving industrial town, gives NYC 6,000 cars of freight a year.



CHECKING RATES for shippers, as Glenn Deal is doing here, requires great care. Incorrect data alienates customers.



CHAT with Operator George Appleman keeps Agent Deal informed on passenger operations, also his concern.



CALLING ON SHIPPERS to sell them NYC service takes Agent Deal to see most of town's businessmen. Here he is shown calling on Norman Wiener. Mr. Wiener is also Mayor of Albion and, like most local shippers, he is a personal friend of Mr. Deal.



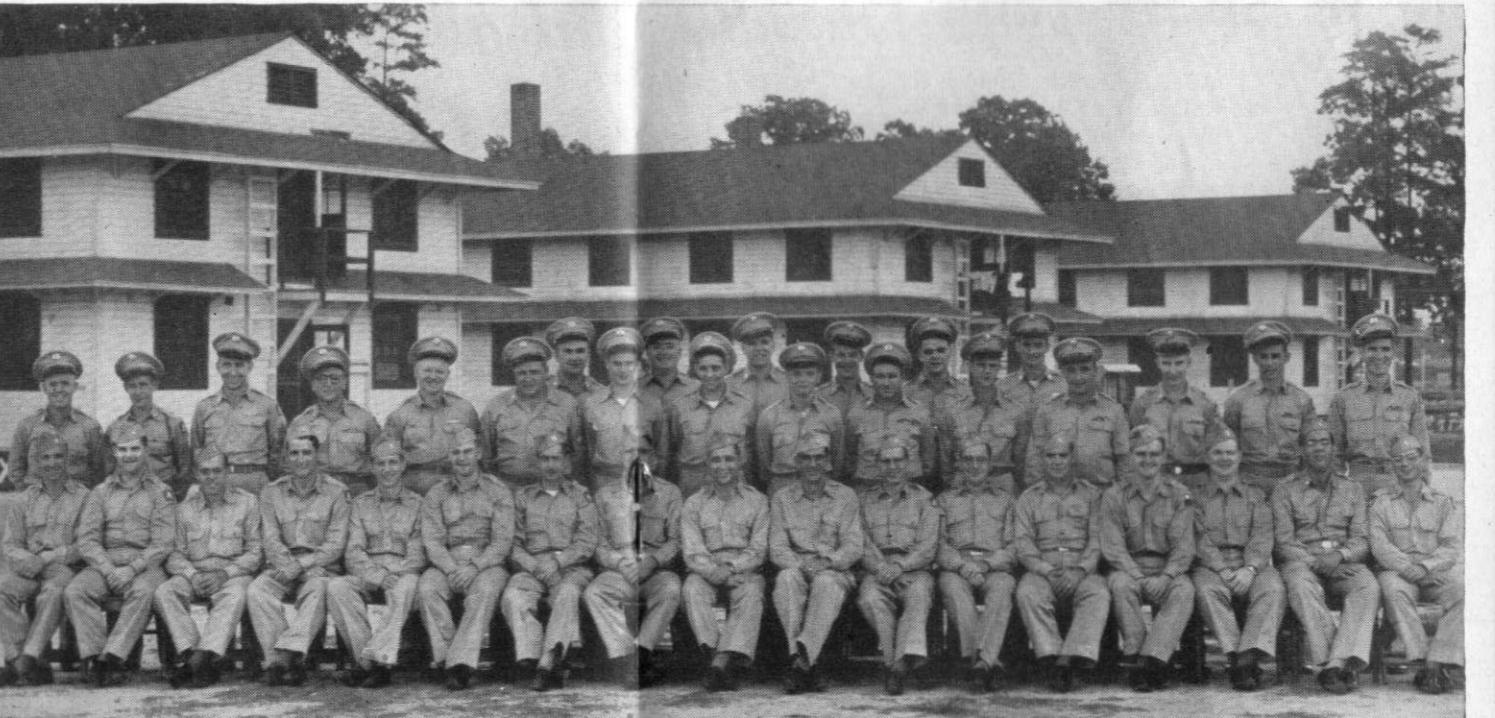
Chow line

... formed to the right at the recent Pittsburgh & Lake Erie Veterans' fifth annual picnic held at West View Park, Pittsburgh. Retired Trainmaster T. A. Copeland, shown above, was one of 250 retired employees who were the honored guests of the day. Some 1,500 P & LE veterans and their families attended the outing which was climaxed with a winter carnival revue.



Surprise

... in the form of a bouquet of yellow roses and a leather bill fold, commemorated the 50th anniversary of Miss Mayme J. Reilly, Tracing Clerk, Service Bureau, Indianapolis with NYC. Offering their congratulations to Miss Reilly are J. W. Miller, Superintendent Freight Transportation and G. W. Birk, Assistant General Manager who presented her with a gold pass.



In camp

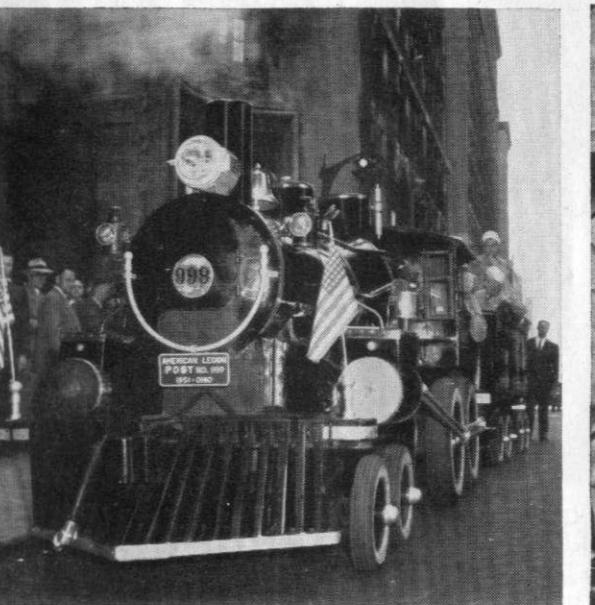
... for their annual two-week training stint were these NYC men, pictured at Fort Eustis, Va. They are members of the 753rd Railway Shop Battalion, one of the Army Reserve units sponsored by the Central. Others are 701st Railway Grand Division, 718th Railway Operating Battalion, and 721st Railway Operating Battalion. Men up to 35 are eligible to join these outfits, which are trained in military railroading. In wartime they man Army's railroads. Commanding officer of the 753rd is Lt. Col. Anthony J. Serieno (seated in the center) whose NYC job is as Assistant Engineer, Brake Equipment.

HEADLIGHT HIGHLIGHTS



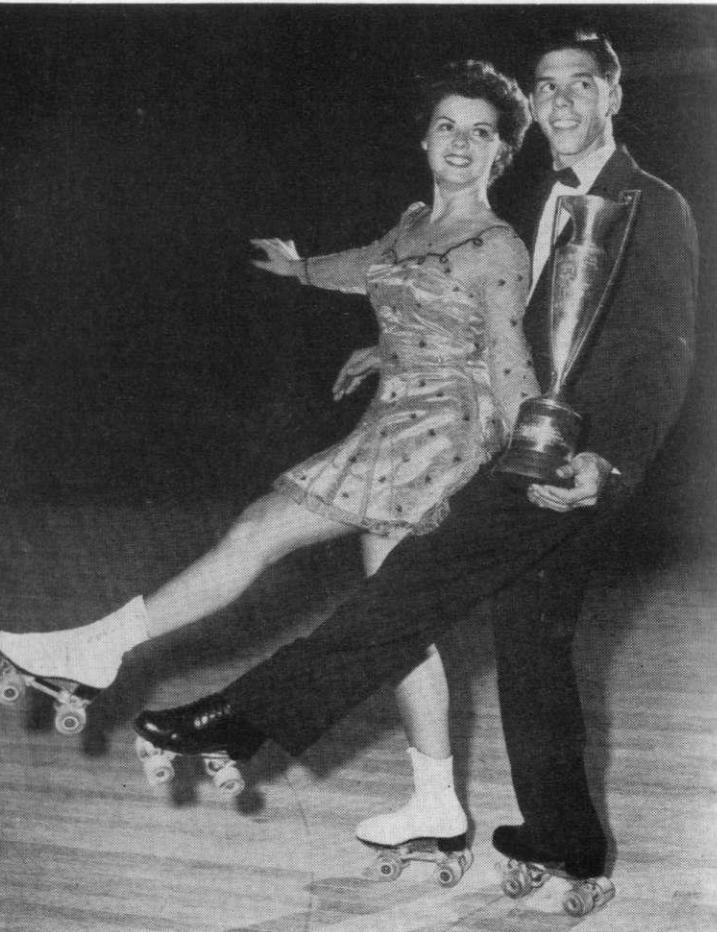
Teamwork

... is what made these men champions of the NYC-YMCA League of Cleveland. They are members of the Collinwood Roundhouse Team which defeated the Collinwood Locomotive Shop boys to win first place in the League. The champions finished the season with 23 wins, 3 defeats and individual batting averages of all their players over .300.



Steamed up

... for ride in giant parade held for American Legion convention recently in New York was "999," auto-powered float of NYC Legion post in Cleveland. Peter Ducas is shown in the cab and Nick Fatica, wearing smock, in tender.



Champions

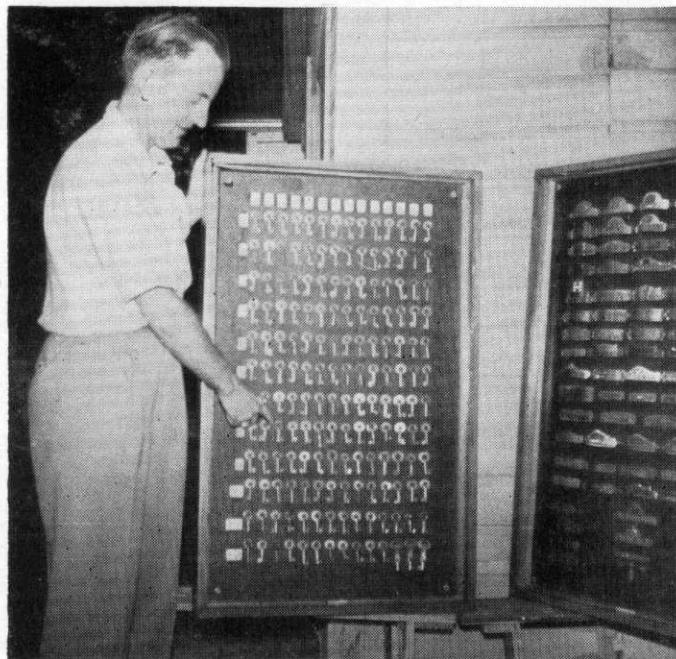
... on skates are Janet Chmiel and her partner Jim Lodi. Janet is a Stenographer in NYC's Freight Claim Department in New York. Their agile and highly individual performance as a team recently won them the coveted first prize in the National Junior Dance Competition held in Muskegon, Mich.



Exchange

... of ideas and model engines was recently made by Hugo Geschwind, President of the Swiss Federal Railroads (left) and Frank J. Jerome, Executive Vice President of NYC. They are shown comparing a miniature of a 2,000-hp NYC diesel locomotive with a scale model of 4,000-hp Swiss electric engine.

NYC Brakeman Finds Key to Spare-Time Fun



KEY CASE, holding part of his collection of railroad switch keys, is displayed by Bob Sauer, NYC Brakeman, who has acquired over 250 specimens.

THE key to Bob Sauer's spare-time fun is his unusual hobby. Bob, a Central Brakeman in Buffalo, is one of about 25 men in the country who collect railroad switch keys. These are small keys issued to train and engine crews so they can work hand-operated switches.

Bob has been with NYC over 10 years. He started as a Switch Tender and after a month became a Brakeman. Four years ago he decided switch key collecting

would be fun, and started his collection. Now he has over 250 keys, representing most of the nation's railroads.

His keys recently won him first prize for the most unusual collection in an exhibit sponsored by the Erie County (N.Y.) Hobby Club. He has acquired keys in many places and always includes a search for them in his vacation plans. Last year, on a vacation trip with his wife and two daughters, he visited an-

other collector, Ben Kerr, in Denver, Colo. Mr. Kerr, a retired Engineer on the Denver & Rio Grande Western, has a 500-key collection. The two men correspond continuously and swap keys.

His switch keys have unlocked the door to other railroadiana for Bob. He has now built up collections of old passes, some dating back to 1890, and badges worn on railroaders' caps. He has badges of firemen, engineers, train auditors, ticket agents and many others, from 60 and 70 years ago. He believes his collection of 120 badges is the largest in the country.

Some of the little known railroads represented in Bob's collections are the Marinette, Tomahawk & Western (Wisconsin); Algoma & Hudson Bay (Ontario); Panama Railway (Canal Zone); and High Point, Thomasville & Denton (North Carolina).

Every time Bob meets a railroad man, his first question is about the possibility of acquiring switch keys or passes or badges. One factor on which he relies is the fact that many railroaders' fathers and grandfathers were railroad men and often left souvenirs of their working days. He writes to railroads all over the country, seeking additions for his collections. Almost always his letters are successful in getting him new specimens.

Any old switch keys or badges lying around in your attic? Send them to Bob Sauer at 635 LaSalle Avenue, Buffalo 15. He'll appreciate it.

NYC Man Hero In Beach Rescue

For Dan Castaldi, Ticket Seller in Grand Central Terminal, there is only one place to spend a day off — at his favorite beach. He goes there regularly until chilly Autumn weather wins its annual battle with him.

Dan was relaxing at Rockaway Beach, N. Y., the Saturday morning before Labor Day. The weather was bad all along the Atlantic Coast that week end and the ocean was very rough.

Suddenly, he noticed two life guards racing to help two swimmers who were having trouble. A strong swimmer since his childhood, Dan went out to offer the guards his assistance.

While he was helping one of them pull in a lady, he heard shouts for help from another man. After a battle with the heavy seas, Dan reached the man and pulled him to shore. He was unconscious, but fortunately responded to artificial respiration treatment which was administered for about five minutes.

On several previous occasions Dan has pulled in swimmers who were in trouble, but he says he never had as busy a day as this one.

The incident made Dan a hero in his



HANDSHAKE for Dan Castaldi (left) came from George Phillips, Ticket Agent at Grand Central, congratulating Dan on rescue of a drowning swimmer at a New York beach.

own home town — Brooklyn, N. Y., where he has lived all his life. He has been with the Central's Passenger Traffic department for 23 years. His first job was in the 33rd Street Consolidated Ticket Office, but he transferred to the Grand Central 16 years ago.

NYC Signalmen Avert Wreck

Quick thinking by two NYC Signalmen averted a possible derailment of the Cincinnati Mercury last month near Columbus, O.

Herbert W. Eggleston and Edward J. Hensley, the two Signalmen, were at a crossing about a mile west of Columbus. They noticed two green signals suddenly turn red and remembered that it was almost time for the Mercury to pass.

The two men rushed to a nearby railroad telephone and called Deo S. Harp, who was on duty in the tower controlling the two signals in question, and asked why the signals had been changed. Mr. Harp said he had not changed them.

Mr. Eggleston and Mr. Hensley then headed their hand car east along the tracks, and soon discovered three switches broken open. As soon as the switches had been tampered with they automatically turned red. The two men managed to get the switches closed in time to let the Mercury speed by unharmed. If the train had struck any of the open switches a serious accident might have followed.

Police tracked down the man responsible and arrested him.

Novel Car Does Big Job For NYC

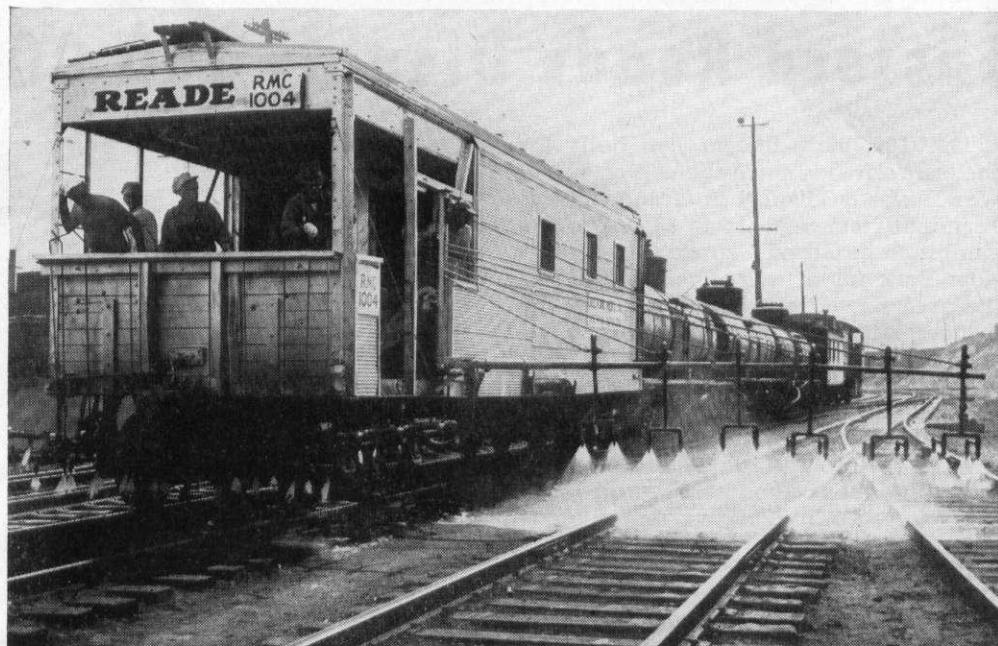
MORE than one maintenance-of-way man has described weeds as "the curse of the railroads." Wild vegetation, growing up around the tracks, interferes seriously with drainage in the ballast, causing a soft roadbed and decaying ties. Then, there's also the untidy appearance they present. Passengers base their impression of the railroad on what they see from train windows.

The Central's Maintenance - of - Way department has a full-time job on its hands, trying to control weeds along the line.

One of the most successful methods so far developed for controlling weeds is a specially built car that sprays chemical weed killer over the tracks.

If the spraying is accomplished in time, it prevents weed growth. If the weeds have got a start before spraying time, the chemical effectively stunts their continued growth. Sometimes patches of particularly hardy weeds require two or three sprayings before they give up.

The supply of weed killer is carried in three tank cars behind the spraying car. A long arm, made of pipe, extends from the side of the car across the tracks. From this arm, a series of jets points down over the tracks. The weed killer is pumped from the tank cars through the arm and jets and is sprayed over the weed area.



SPRAYING chemical weed killer over the tracks, this car is one of several which make annual trips over the Central, to get rid of weeds that damage the road bed and ties.

To take care of unsightly weeds that grow along the right-of-way beside the tracks, the arm can be extended as far as 100 feet.

The spraying cars belong to their builders. Rental of the car is included when the weed killing service is used. The firms employed by NYC, and the weed killers they use, are the Reade Manufacturing Company, Herbicidal Chemical Weed Killer; National Aluminate Corp., Nalco H-170 Weed Control Chemical; Chipman Chemical Co., TCA Chlorax Liquid Non-poisonous Weed

Killer and Atlas "A" Poisonous Weed Killer; Pacific Coast Borax Co., Borascu Dry Chemical Weed Killer.

The spraying cars are accompanied by NYC maintenance-of-way men and representatives of the car owners on their tours of duty on the Central. It takes about a month every year to cover most of NYC's main tracks.

Next summer, when the weeds in your own garden give you a hard time, think of the Central's weed problem and take comfort in knowing that you're not alone in struggling to oust the intruders.

Buffalo Man's Tip Leads to More Than Fifty Cars

The Central needs the help of every one of its employees in getting more freight and passenger business. Every NYC employee can appoint himself a salesman and keep his eyes open for possible leads that can mean selling Central service. Employes all over the System are proving it can be done.

For example, there's Ray Doepp, General Foreman at Carroll Street freight station in Buffalo. Ray is a man who really puts his heart into a job when he starts it and doesn't believe in half-way measures. When he learned through his Freight Station Service Committee and the HEADLIGHT that the Central wanted him to help bring in more business, he went to town.

For about four years he has been on friendly terms with the traffic manager of the W. & F. Manufacturing Company of Buffalo, makers of decorative candles and wax novelties, like those wax toys filled with colored water that children buy at the candy counter.

Last year, Ray learned of some of his friend's problems in shipping the wax goods. Temperature and handling are

two factors that must be watched with extreme care. The wax products will melt quickly in heat and excessive handling causes a great deal of breakage of the delicately molded figures.

Ray went after the business for NYC this year. He carefully worked out routes and schedules for his friend, covering shipments to all of the 48 states. For three weeks he worked on his own time at home, preparing routing instructions each night for use the following morning. Ray's careful planning made it possible for most of the wax products to be moved to their destinations without any transfers, cutting the danger of damage to an absolute minimum.

When the totals were in, Ray had brought in 57 solid carloads of merchandise freight—merchandise that in other years had moved via other routes or by truck. By going out of his way to give extra good service—doing work that is not part of his regular job and making sure that the carefully laid plans were carried out—Ray made a good friend for the Central as well as for himself, and he proved what can be done by individ-

ual railroaders to boost NYC's traffic.

Use the coupon on this page and send along your traffic tips. Here's a chance for everybody to get in the act.

TRAFFIC TIP

(Fill out and hand to your supervisor)

I understand that _____

(date) _____

(name of prospective customer) _____

whose address is _____

- may ship some freight
 may make a trip

to _____

from _____

- may locate a new plant

(please sign
your name) _____

(Position) _____

(Location) _____

Eastern Roads Display 100,000th Freight Car

The 100,000th freight car built for eastern railroads since the end of World War II was on display in Grand Central Terminal from Sept. 16 to 23. After the exhibition in Grand Central, the car left New York for a tour of major cities in the area served by the 37 roads of the Eastern Railroad Presidents Conference.

The car contains an exhibit of material showing how government red tape ties up the railroads, interfering with their economic health. The display stresses the fact times have changed and competition has grown since the railroads were put under government regulation in 1887.

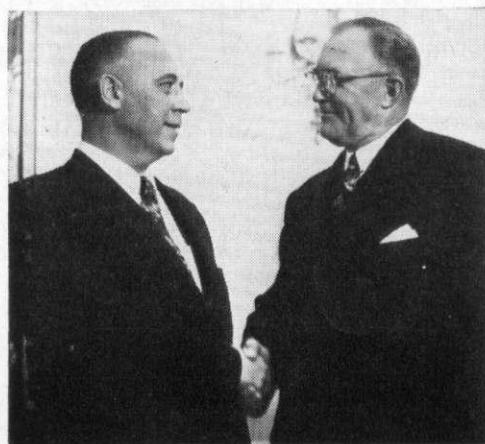
The car is built of aluminum-ply-metal sections 7 by 10 feet, small enough to be moved through the doors of terminals where it will be shown. This is the first time a full-sized freight car has ever appeared inside a railroad passenger station.

The car is constructed to standard specifications, measuring 40 feet long and 17 feet high. It weighs only 19,000 pounds, however, compared with approximately 45,000 pounds for similar cars built of steel.

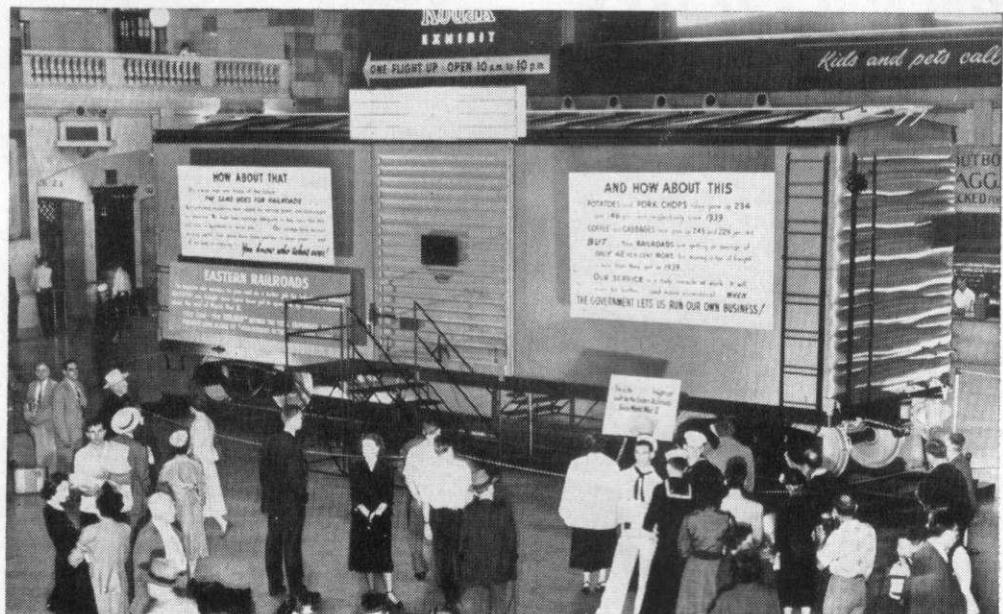
A regular box car, the 100,001st, also is on tour, appearing in smaller communities in the Eastern railroads' territory.

Ceremonies marked the opening of the car in Grand Central. After brief talks by William White, President of NYC, and John A. Hill, President of the Commerce & Industry Association of New York, Miss Eastern Railroads, using a huge pair of scissors, cut the red tape stretched across the car's door, symbolizing what the railroads hope will be done with the governmental red tape around their operations. Then Mr. White opened the door to the first visitor.

Boston, Buffalo, Cleveland, Cincinnati, St. Louis, Chicago and Detroit are other cities on the Central which the 100,000th car will visit. The 100,001st car will appear in 78 smaller communities. Both will be on tour until May.



WILLIAM WHITE (left), President of NYC, as he greeted Charles E. Wilson at the luncheon following opening of the eastern railroads' 100,000th post-war freight car.



THE 100,000th freight car delivered to eastern railroads since World War II on display in Grand Central Terminal. The lightweight car is touring area served by 37 eastern railroads.

NYC President Warns Of Over-Regulation

William White, President of the New York Central, warned an audience of civic and business leaders in New York City last month that "laws which were set up to regulate the railroads, now manage the railroads." He spoke at a luncheon given by the Commerce & Industry Association of New York after the 100,000th post-war freight car of the eastern railroads had been put on display in Grand Central Terminal.

He stated that the situation "is a patent danger to our economic system," and blamed outmoded regulations by government for weakening the railroads' financial structure to such an extent that government ownership is now a definite threat.

The major recommendations of the railroads for correcting the situation, Mr. White said, are:

1. All forms of transportation should pay their fair share of the cost of facilities they use that are provided by public funds.
2. There should be an end to unreasonable delays in Interstate Commerce Commission action on requests for rate adjustments—up or down.
3. The "rule of rate making" in the Interstate Commerce Act should be modernized to consider effects of rates on railroad credit rather than on traffic.
4. The long-and-short haul clause, which applies to railroads, but not to highway or air transport, should be repealed as a primary step toward establishing fair competition in transportation.
5. The railroads should have the right to appeal to the ICC from adverse

decisions by state commissions on abandonment of passenger train operations that continually show a loss.

"We ask only for action in the public interest," Mr. White declared. "That interest clearly requires an efficient and sound transportation system, fair to all competing elements in it, and free of excessive government regulation."

Industrial Leader Lauds Roads on Controls Fight

One of the nation's outstanding industrial leaders, Charles E. Wilson, former Defense Mobilization Director, last month congratulated the eastern railroads for taking positive action against oppressive government regulation. Making his first public address since resigning his government post last Spring, Mr. Wilson spoke at a luncheon following the opening of the eastern roads' 100,000th freight car in New York. The car contains illustrations of how government restrictions hamper the railroads.

"The railroads," Mr. Wilson said, "are starting positive action to oppose oppressive regulation which not only has been gradually destroying the railroads, but undermining free enterprise in America. And, whether it may be good manners or not, I say to you as railroad people that it is about time."

"I applaud the eastern railroads. I recognize they are fighting in their own interest, but at the same time they are carrying the ball for all of us. And I realize that if they are not successful in these efforts, inevitably they will fall headlong into government ownership," Mr. Wilson declared.

Many Central Men On Duty In Korea

Many NYC men and sons of Central families are serving with United Nations forces in Korea. Among them is **John E. Seaman**, Erie Division Fireman, of Buffalo, now serving with the First Marine Division.

Joseph J. Sikorski, NYC Machinist Helper also of Buffalo, is with the 765th Transportation Railway Shop Battalion, which helps operate the Korean National Railway.

Frank Tundo of Watertown, N. Y., Trucker, is with the 45th Infantry Division, which defended "T-Bone Hill" this summer against fanatical Communist attacks. **Allen P. Burby**, Albany, N. Y., Brakeman, was awarded the Combat Infantryman Badge while serving with the 25th Infantry Division in Korea.

Harry E. Conn, Machinist Helper, of Bellefontaine, O., is serving with the Honor Guard Platoon at Eighth Army Headquarters. The Honor Guard serves as personal bodyguard for General James A. Van Fleet, Eighth Army Commander.

Charles V. Hearn, Fairmount, Ind., was recently promoted to Sergeant, first class, with the 25th Infantry Division. **Daniel M. Fagan**, Croton-on-Hudson, N. Y., is serving with the Third Transportation Military Railway Service, working on the Korean National Railway.

Lt. Col. **Edward R. Youngs**, son of R. E. Youngs, NYC City Freight Agent at Cincinnati, recently received the Legion of Merit. He is with the Quartermaster Corps and his award was made because of his development of a highly efficient system for supplying men in the field in Korea.

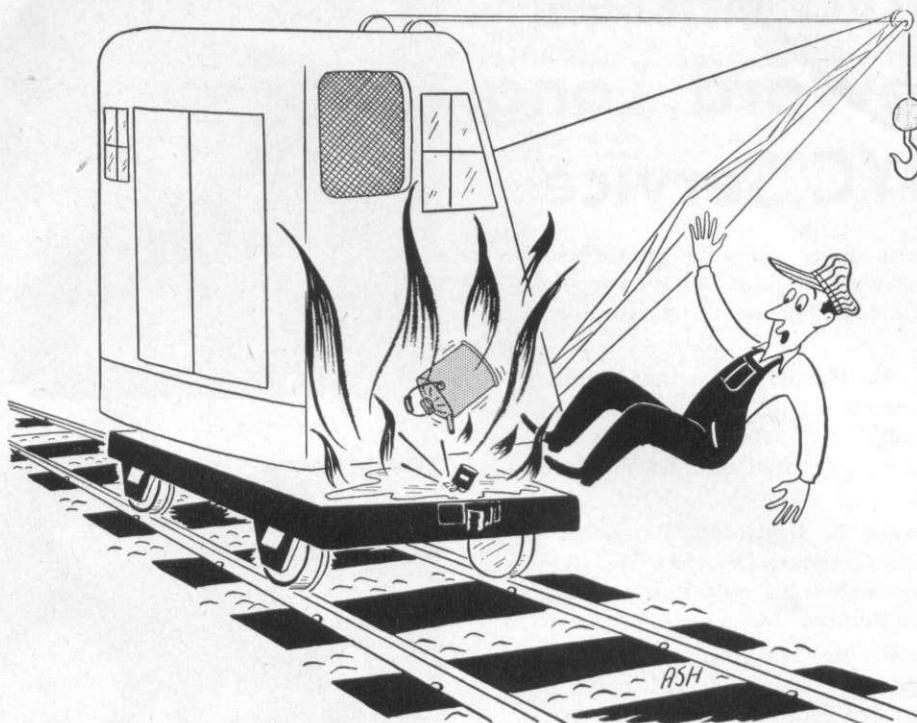
John R. Coleman, NYC Signal Operator, of Cleveland, recently received a Meritorious Unit Emblem while serving with the 425th Transportation Traffic Regulation Group. **Anthony J. Monaco**, Watertown, N. Y., is a Rifleman with the 25th Infantry Division.

Robert L. Dickerson, Signalman, Monclova, O., has been promoted to Sergeant in the 45th Infantry Division.

NYC men are serving with the armed forces in other parts of the world, also. **Donald Schmitt**, Erie Division Brakeman, is again on active duty with the Marine Air Corps at Santa Ana, Calif. He won the Distinguished Flying Cross in World War II. **Allen L. Judd**, Telegrapher, of Elkhart, Ind. graduated recently from the European Command Medical Training Center at Degerndorf, Germany and is now serving as an Operating Room Technician.

Harold C. Davis, Cincinnati Brakeman, is a member of the Fire Direction Control Section of the 28th Infantry Division in Bavaria. **Charles J. Bencin**, NYC Air Brake Inspector, Cleveland,

If You Want to Live to a Ripe Old Age



Watch For 'Hidden Weapons'

It's a good idea to always make sure that danger isn't lurking in the pockets of working clothes. Some of the innocent things we regularly carry without giving them much thought can occasionally prove very harmful.

For example, there's a Central Crane Operator who had an experience to illustrate this point. One day, as he was pouring gasoline from a can into the crane's gas tank, he noticed quite a bit of sediment from the bottom of the can was running out with the gasoline. There was only a little gas left, so he dumped it out on the crane platform and leaned forward to shake the sediment out of the can and leave it clean for the next time the can would be used.

As he bent over, his cigarette lighter

fell from the breast pocket in which he habitually carried it. The lighter landed on its top and the impact set the easy-to-work mechanism in motion. Sparks from the lighter ignited the gasoline he had spilled out. The man jumped back from the flames instinctively, losing his balance as he did so. Falling from the crane to the ground, he cracked his left heel bone and sprained his right ankle. Result: physical suffering and loss of work while his bones healed and a great deal of anxiety for his family.

It takes only a moment to check your pockets before going on the job. Make sure there are no "hidden weapons" in them that might cause you great harm. Remember, you're smarter if you always play it safe all ways.

has been assigned to the 77th Engineer Construction Battalion at Heidelberg as Personnel Management Technician.

Central Man Dies In Korea Fighting

A New York Central man, Corporal Wilson J. Beene, 22, of Indianapolis, was killed recently in Korea. Before entering the Army in March, 1951, Corporal Beene was a Trucker at the Central's freight station in Indianapolis.

He went through basic training at Fort Custer, Mich., and was sent overseas in September, 1951.

Corporal Beene was a leading member of the Trojans football team in Indianapolis and in 1949 boxed in the Golden Gloves matches.

Quiz Answers

Compare your answers to the Quiz questions on page 6 with these, then check your score with the ratings below:

1. a. (Car out of service for repairs)
2. c. (In a roundhouse)
3. b. (Operating)
4. c. (Musical shows)
5. b. ("Feelers" of a railway clearance car)
6. d. (Metal device used to lock door)
7. c. (5½ billion)
8. a. (10,640)
9. b. (1831)
10. d. (1,350)

Number correct

All 10

7 to 9

4 to 6

1 to 3

Rating

Outstanding

Excellent

Fair

Not so good

Gold Passes Reward Long NYC Service

Four more Central employees have been awarded gold passes in recognition of their fifty years of service for NYC. They are:

A. R. Harper, Assistant Auditor of Disbursements of the Pittsburgh & Lake Erie Railroad. General Auditor C. M. Gordon presented Mr. Harper with his pass.

Frank E. Reynolds, Passenger Conductor, Syracuse Division. Mr. Reynolds was awarded his gold half-century pass on September 13.

J. B. Meyer, Locomotive Engineer, Hudson Division. Mr. Meyer received his award from F. H. Dugan, Assistant Superintendent, New York Terminal District.

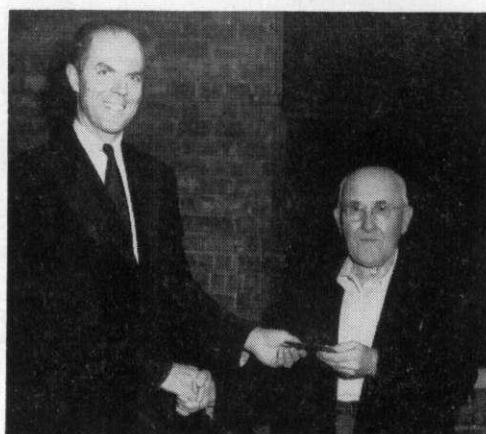
Freight Checker **G. E. Doane** of the Niagara Falls Freight Station who was presented with his pass by L. W. Hickin, General Freight House Foreman.



Mr. Harper

Mr. Gordon

Mr. Reynolds



Mr. Dugan

Mr. Meyer



Mr. Hickin

Mr. Doone

New Appointments

(Continued from page 1)

Succeeding Mr. Buford as Assistant Superintendent at Erie is **W. K. Dice**, who was Assistant Superintendent at Van Wert, O., a post now taken over by **F. K. Mitchell, Jr.** Mr. Mitchell was Assistant Superintendent of Freight Transportation at Indianapolis. **J. J. Danhof, Jr.**, former Trainmaster at Erie, replaces Mr. Mitchell at Indianapolis.

Harold P. Hannan has been named Transportation Assistant to Vice President at Chicago, following the retirement of Edward J. Molyneaux. Mr. Hannan started his NYC career as a Clerk in Indianapolis in 1916. Before his latest appointment he was Superintendent of Freight Transportation at Cleveland. He is succeeded in that post by **John C. Houston**, former Assistant Superintendent of Freight Transportation, Cleveland. **Donald B. Ingold** has been named as Mr. Houston's successor.

D. E. Mumford, formerly Superintendent of Safety, has been appointed Manager of Safety. At the same time a decentralization of the Central's safety program was announced, with the work of accident prevention carried down the line to supervisors and individual employees in every department.

C. R. Stratman who joined the Central in 1909 and who has, since 1944, held the position of Division Engineer at Toledo, O., has been appointed Special Assistant Engineer in Cleveland.

Edward R. McGowin, formerly Supervising Safety Agent at New York, has been appointed Trainmaster at Toledo, O., his native city.

James D. Fraser is taking Mr. Stratman's place in Toledo, and will, in turn, be replaced by **Clifford C. Herrick**, Assistant Engineer at Cleveland.

H. R. McIlveen has been appointed General Diesel Supervisor—Locomotive Maintenance in place of J. E. Boland who recently died.

R. S. Gates succeeds C. R. Heming as Master Mechanic in Jackson, Mich. Mr. Heming has retired.

GLASSES ARE COMING

HEADLIGHT readers who ordered Twentieth Century anniversary glasses and are wondering why they haven't arrived can expect to receive them this month.

A number of factors, including a strike which now has ended, have delayed the manufacturer of the glasses in making shipments. However, sets of the glasses have been coming off the production line and starting on their way to purchasers, and all orders should be filled by the end of this month.

Orders for the glasses closed Sept. 15. The HEADLIGHT is sorry that there has been delay in shipping the glasses and thanks its readers for their patience in waiting.

Pats on the Back

Letters of commendation have been received recently by the Central in behalf of the following:

Louis Eacovale, Trucker, **Elmer F. Gradner**, Conductor; **Thomas O. Jennings** and **Harold B. Stevens**, Brakemen, all of the River Division for diligent attention to an ailing passenger.

Brakeman **Robert L. Taylor** of the Mohawk Division who showed great ingenuity in recovering jewelry lost by a passenger and refused a reward.

Richard Billsborough, Los Angeles Passenger Representative for displaying extreme courtesy and efficiency to Mrs. Oscar Kurtz.

John Radzik, Car Cleaner at Grand Central Terminal whose voluntary handling of a heavy suitcase saved one woman passenger from her anxiety over how to move it.

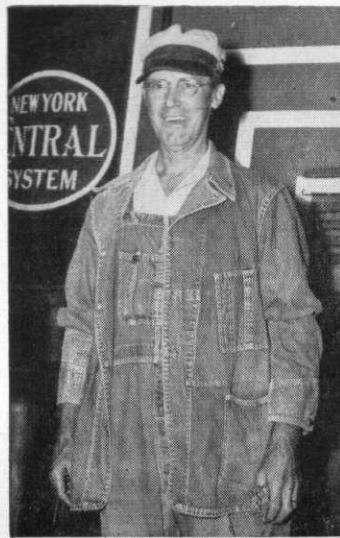
George Gorges, Agent at Woodlawn Station, N. Y., who, according to Mrs. Ann Norz, always goes out of his way to make things pleasant for NYC passengers.

Conductor C. Papandrea and Helper Conductor E. Tuttle, both of the Hudson Division for displaying great courtesy and tact in performing their duties.

Monthly Roll Shows Recent NYC Retirements

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

Anderson, Arthur R., Assistant Engineer, Chicago, Ill.	36	5	9/30/52
Arico, Rosario, Toolman, Beacon Park, Mass.	45	0	8/30/52
Barrett, Frank J., Brakeman, Cincinnati, O.	26	10	7/2/52
Beach, Floyd E., Conductor, Erie Division	42	11	8/30/52
Becker, Lewis E., Blacksmith, Weehawken, N. J.	45	3	10/1/52
Benner, Wilson E., Conductor, Western Division	46	4	9/1/52
Berlinsky, Isaac L., Clerk Cincinnati, O.	36	7	8/30/52
Billington, Harvey B., Conductor, Cleveland, Ohio	47	11	9/1/52
Bishop, William H., Locomotive Engineer, Syracuse Division	45	11	10/1/52
Bliss, Grant A., Locomotive Engineer, Syracuse Division	43	0	10/1/52
Blihm, Walter C., Clerk, Detroit	40	0	9/16/52
Bonito, Antonio M., Laborer, Buffalo, N. Y.	40	7	8/1/52
Bowles, William H., Machinist, W. Albany, N. Y.	30	2	6/10/52
Boyington, Howard, Car Cleaner, Detroit, Mich.	23	2	8/18/52
Boyko, Paul, Laborer Troy, N. Y.	35	10	9/2/52
Brinkman, Charles C., Conductor, Erie Division	48	5	10/1/52
Burns, James, Clerk Boston, Mass.	49	2	8/22/52
Campbell, Clifford J., Car Inspector & Repairer Corning, N. Y.	36	2	10/1/52
Carmody, John F., Cook, Utica, N. Y.	30	9	7/28/52
Casagrandi, Eugenio, Section Laborer, Yorktown Heights, NY	17	3	7/28/52
Christy, Thomas, Crossing Watchman, Medina, N. Y.	21	6	6/20/52
Colangelo, Achille F., Car Inspector, Monessen, Pa.	34	9	8/30/52
Cole, Frank E., Carpenter, Jackson, Mich.	25	2	8/1/52
Connolly, John J., Boiler-maker, Allston, Mass.	26	9	8/1/52
Court, Clarence E., Assistant Signal Maintainer, Galion, O.	15	0	8/14/52
Cozzolino, Michael, Machinist, Chatham, N. Y.	21	0	8/31/52
Crandall, Mabel M., Mrs. File Clerk, Watertown, NY	34	0	8/22/52



GIUSEPPI MOCCIA of the Harmon Freight Shop is shown with Dick Hamilton, Car Fireman (left) on the former's retirement. Tom Perkins, Engineman, also of Harmon, recently made his last trip.

Crane, Mrs. John H., Signal Foreman, Albany, N. Y.	38	5	9/30/52
Crowther, Donn G., Head Clerk, Pittsburgh, Pa.	38	9	8/13/52
Daley, Edward J., Clerk, New York, N. Y.	35	10	9/30/52
Daly, Dennis W., Locomotive Engineer, Michigan Division	42	0	9/1/52
Darby, Alexander, Agent, Weehawken, N. J.	48	11	9/30/52
Davis, Edward J., Locomotive Engineer, Harlem Division	45	6	9/1/52
Detrick, Joseph M., Patrolman, Erie, Pa.	27	2	10/1/52
Dewitt, Jay, Section Foreman, Michigan Division	33	3	8/1/52
Dierking, James H., Rate Clerk, Toledo, Ohio	292	8	15/52
Donovan, Jeremiah T., Car Inspector, New York, N. Y.	23	4	8/31/52
Dooley, Lawrence F., Brakeman, N.Y. Term. Distr.	32	5	9/30/52
Dormody, Walter J., Conductor, Cleveland, Ohio	31	11	8/30/52
Ellsworth, George A., Locomotive Engineer, Albany Division	45	9	7/24/52
Ellsworth, Harry S., Agent, Fulton, N. Y.	48	7	9/30/52
Felhauer, Albert, Journal Box Packer, Niles, Mich.	32	6	9/30/52
Fenstermaker, Ivan, Car Inspector, Niles, Mich.	29	8	9/1/52
Fettig, William N., Assistant Foreman, Detroit, Mich.	31	6	8/29/52
Fidell, John F., Assistant Foreman, Selkirk, N. Y.	41	0	10/1/52
Fitzpatrick, David H., Locomotive Engineer, Detroit Division	56	3	10/1/52
Fox, David A., Locomotive Engineer, Erie Division	36	0	8/16/52
Frisinger, Guy F., Conductor, Toledo, O.	23	5	6/20/52
Gamble, Stanley T., Brakeman, Detroit Division	29	6	8/17/52
Germain, John A., Section Foreman, Ashley, O.	60	4	8/29/52
Goetz, Arthur D., Sheet Metal Worker, West Springfield, Mass.	26	6	9/3/52
Goodhart, Harry C., Freight Car Repairer, New Castle, Pa.	39	3	8/11/52
Gordon, Archibald D., Station Agent, New York, N. Y.	42	2	9/30/52
Greene, Sydney H., District Supervisor, Syracuse, N. Y.	43	0	10/1/52
Gromoll, Walter H., Car Inspector & Repairer, Suspension Bridge, N. Y.	44	0	8/29/52
Gundlach, Howard E., District Storekeeper, Avis, Pa.	42	11	8/31/52
Gunsalus, Daniel W., Laborer, So. Anderson, Ind.	33	1	8/21/52
Hackett, Margaret, Miss., Clerk, East St. Louis, Ill.	36	10	7/31/52



RETIRED Central employees pictured (from left) are J. J. Fay, Jr., Assistant Comptroller, New York, shown with G. H. Albach, Comptroller; C. A. Heming (left center), Master Mechanic, Jackson,

Mich., who received a power lawn mower at a reception given in his honor; and Dan Hannegan, Head Doorman, Grand Central Terminal, shown with J. D. Carkhuff (right), Superintendent, New York.

*Between
you and me*

LET'S BE GOOD NEIGHBORS

This is the season of the year when Community Chests are usually active in conducting campaigns to raise funds so that their activities can be carried on through the ensuing year.

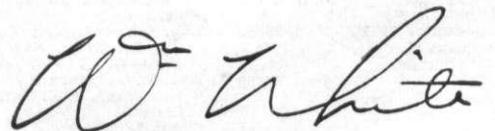
Citizenship in our country is something that we all cherish, but we must assume the obligations of citizenship if we are also to enjoy the advantages. There is never a time when we do not owe an obligation to support the worthy causes that contribute so much to make life better and happier for our fellow men. Community Chests are not designed to help only the poor—they help people to help themselves; they help children to become better citizens and to build better bodies; they help to give hospitalization to the needy; and they help some old people who can't help themselves.

Either we, as individual citizens, must do these things or the time comes when an all-powerful government must do all of them. That we must avoid, because, no matter how well government is conducted, it is never adept in doing things efficiently and economically. Furthermore, government, in order to do those things which we as citizens should do, would raise the money through taxation. I think our neighbors whom we know can do a better job in carrying out the work of Community Chests than any government agency or bureau can do.

It is unfortunate but true that in most communities railroad workers lag behind workers in other industries in the average amount contributed to Community Chest funds, and also lag behind in the percentage of employees making a contribution. Yet, no one can tell me

that the average railroad worker isn't as good a citizen as any other worker and that he won't perform his duties as a citizen as well as any other person if he is properly informed. It is my hope, therefore, that in every community in which the New York Central and its officers and employes are citizens, our people will participate in the work of conducting campaigns among our fellow workers for funds, and organize a large number of solicitors to secure contributions. If every solicitor is given only the names of ten of his fellow workers from whom to secure contributions, the burden on any one individual will not be great. There will be pride in securing a contribution from everyone—a pride also in the average amount of contribution received; so that our people can be proud of the contribution which they make to these worthy causes, and be proud also in doing as well as the workers in other industries.

I urge you, therefore, as good citizens, to do your part and bring credit to yourselves as railroad men and women in the community where you reside. You will have the satisfaction of knowing that you are carrying out one of your obligations as a citizen, and that you are contributing something to the welfare and need of your fellow men.



President

HEADLIGHT

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EDITOR

Norman M. Stone

ASSOCIATE EDITORS

Harry B. Spurrier Richard C. Marshall
Chicago *Cleveland*

PHOTOGRAPHERS

D. V. Hyde Ed Nowak

Not Guilty

A few months ago several television fans who live near a railroad (not NYC) were driven frantic by interference with their TV reception. After a few conferences they jumped to the conclusion that the only cause in the area was the diesel locomotives that passed nearby, and complained to the railroad.

The road began making checks to find out if any of its generators or motors were causing the trouble, but had no success.

Finally, inspectors from the Federal Communications Commission were called in. Using special equipment they tracked down the trouble quickly. They found that a loose insulator on an electric power line pole in the neighborhood was causing the disturbance. Every

time a vehicle passed, vibrations jiggled the insulator. Even the wind could cause a break up of a TV program by moving the loose insulator. The local lighting company quickly made repairs and the TV viewers and the railroad resumed a happy relationship.

