



HEADLIGHT



NOVEMBER, 1949



Mr. James



Mr. Foster

P. & L.E. Appointments Put Five in Key Posts

Appointment of J. H. James as Assistant Vice President of the Pittsburgh & Lake Erie Railroad Company and the Lake Erie & Eastern Railroad Company heads a list of promotions announced recently by C. M. Yohe, Vice President of the New York Central affiliate.

Besides Mr. James, these include Frank L. Foster, newly

named Assistant General Manager; W. T. Elmes, Superintendent; J. P. Ensign, Assistant Chief Engineer, and R. E. Vandivort, Engineer Maintenance of Way. Headquarters of all are in Pittsburgh.

Mr. James assumes a newly created position. He started his railroad career in 1906 as a Stenographer in the Engineering Department of the P. & L.E. He later was transferred to the Operating Department and in 1916 became Chief Clerk to the General Manager.

Became Purchasing Agent

In 1928 Mr. James became Purchasing Agent of the P. & L.E. and the Lake Erie & Eastern. On March 15, 1944, he was named Assistant to the Vice President.

Mr. Foster formerly was Superintendent. He started his service as a Clerk in the Transportation Department of the P. & L.E. in 1905. In 1917 he was named Chief Clerk to the Superintendent of Freight Transportation and in 1928 he was named Assistant Superintendent

(Continued on page 3)

Big New Diesel Facility Begun at Stanley Yard

The Central has started work on construction of Diesel locomotive servicing facilities in Stanley Yard, near Toledo, O. The work will be done in a series of five stages and will eventually provide extensive and complete facilities for servicing Diesel and steam motive power at Stanley.

Stage one in the plan, now in progress, calls for the accomplishment of necessary track work, the construction of Diesel fuel storage facilities, and the installation of a fueling and sanding point for locomotives.

Construction of the facility ties in with the Central's Dieselization program on the Ohio Central Division between Toledo and Swiss, W. Va. The installation is also intended to service Diesel power used in the Toledo terminal territory.

Through Freights Dieselized

Dieselization of the Ohio Central already has progressed to a point where all through freight trains between Corning, O., and Stanley Yard are Diesel-powered. Initial facilities at Stanley are essential for servicing the Diesels now assigned to the OC.

In the Toledo terminal territory, Diesels are being used for humping and depot operations.

Location of the new shop at Stanley will eventually eliminate movement of locomotives from the Toledo area to the Diesel shop at Collinwood, near Cleveland, for servicing. When all five stages of the Stanley program have been completed, the shop there will have complete facilities for Diesel maintenance and repair, as well as a crew dormitory.

Always a Railroader

Yard Conductor J. H. Wilson, Rochester, N.Y., just naturally "checked freight" when Train No. 90, on which he was a passenger to the NYC Square Club convention in Albany, passed a freight train in a siding. He spotted a brake rod down, signaled the freight's Engineman from the vestibule, possibly prevented serious damage.

Banana Terminal Planned on NYC

A big, modern waterfront terminal for boat-to-train handling of bananas from Central America is scheduled to be built on New York Central property at Weehawken, N.J.

United Fruit Company, growers and distributors of tropical fruits, will occupy the terminal. Construction is due to begin early next year.

A 25-acre plot, with 1,000 feet fronting on the Hudson River, will be utilized for the development. The location is just south of the Central's Pier K.

Direct from Boat to Car

The terminal will be used for handling bananas direct from incoming vessels to waiting railroad refrigerator cars, which will be rushed to cities throughout the east and midwest.

There also will be facilities for loading bananas into trucks for distribution in the New York metropolitan area.

A warehousing unit and an office building are among features to be included in the terminal project. Facilities for the utilization of the latest materials-handling devices will be installed.

Announcement of plans for the terminal came after negotiations involving the Central, the United Fruit Company, and Mayor John Meister of Weehawken.

Your Last Chance to Try For That Contest Cash

Only a few weeks remain in which to get into the HEADLIGHT's safety cartoon contest. Deadline for arrival of entries in New York is November 30.

Prizes offered for finding a name for the "star" of the monthly safety cartoon total \$100. There are awards of \$50, \$25, \$15, and \$10, respectively, for the top four entries as selected by the judges.

Full details of the contest appear on page 16 of this issue, along with this month's cartoon. Turn there now and find out how to get into the money!

Tour of Property Tells Club Story Of NYC Services

A good sales talk for New York Central System services was given some 325 members of the Chicago Transportation Club and their guests this fall when they were taken on a tour of the Indiana Harbor Belt, Chicago River and Indiana, and Chicago Junction railroads.

Riding in air-conditioned coaches and seat-equipped gondola cars behind new Diesel-electric locomotives of the I.H.B., members of the party were treated to a full dress review of the switching and transfer operations performed by the host roads.

Explanatory folders, maps, and a commentary over a portable public address system helped fill the "tourists" in on what they were seeing.

L. C. Howe, I.H.B. General Freight Agent, has received many letters from Club members telling how well they liked the trip. R. L. Melbourne, NYC General Freight Agent at Chicago, is vice president of the Club.

Keeps Hospital Steamed Up

One thing a hospital needs is heat, and the New York Central recently helped supply that commodity to an institution for sufferers from epilepsy. When boiler repairs at the Indiana Village of Epileptics, New Castle, Ind., lasted unexpectedly into the chilly season, a steam engine from NYC passenger service was used to provide heat.

They're Still on the Team

"Tough to lose him," many a railroad supervisor has thought as he watched the retirement day of one of his men come up. It isn't easy to see all that ability and experience, built up over the years, suddenly taken away.

It's nice to know, though, that a lot of Central folks don't give up their membership on the team just because they've hung up the lantern or locked up the desk. Almost every day word comes in of some retired NYC man who still takes advantage of every chance he gets to say a good word for the Central and to turn some business to the road he still feels he is a part of.

In Detroit, for instance, George P. Holman, who retired as a passenger Trainman in 1943, is an active member of the Division Sales and Service Committee. This group makes a special effort to develop new sources of traffic—both passenger and freight—an activity that Mr. Holman is very much interested in because during his 40 years on the job he learned, as he says, "that all a railroad has to sell is transportation and service."

In many other communities, large and small, retired members of the NYC family are pitching in to help the Central's efforts to fill its biggest present need, that for more traffic. Their assistance is a great proof of loyalty and an inspiration to all who are still in active service. A big salute to these veterans of the Central. It's swell to know they're still on the team.

Digging Up New Business



NYC people who attended ground-breaking ceremonies for the new Harvell plant were H. W. Coffman, rightmost, front row; M. L. Seger, third from right, rear row; G. Frank, rightmost, rear row.

People who work for the New York Central have a good friend in the NYC's Industrial Department. That's the department whose business it is to increase the Central's business—and thus help keep Central people at work—by persuading new industries to locate along System lines.

A good example of how the

Industrial Department does its job can be found in the development of the new LaPorte, Ind., industrial district, which was officially dedicated August 31.

Immediately east of LaPorte, just over the city limits, is a 39-acre plot, eminently suited for an industrial location. It has all the necessary qualifications. It is adjacent to the New York Central on one side and to an excellent highway on the opposite side. It is provided with adequate utility services and not too far removed from residential districts.

The Harvell Manufacturing Corp., makers of household wares, was looking for a location for a new plant. It wished to acquire about 10 acres. The owner of the LaPorte land wished to sell the entire 39 acres intact.

Study Brought Solution

H. W. Coffman, NYC Industrial Agent at Chicago, who had worked with LaPorte people for years, studied the situation and found a solution. As a result of his efforts and many meetings with local business and industrial leaders, the LaPorte Chamber of Commerce was authorized to acquire, through subscriptions of members, the entire 39 acres, to be resold to individual industries.

Harvell has broken the ground for its plant, the first in this new industrial development which is expected to attract a number of

others. The first plant will employ approximately 100 people, almost all of whom will be LaPorte people.

Co-operation of this kind, between New York Central Industrial Agents and local agencies, has widespread benefits. For the New York Central it means increased freight and passenger traffic. For the community it is the assurance of future growth, increased employment opportunities, and, of course, the resulting benefits to local merchants and other institutions of all kinds.

Reserves Industrial Areas

Such a development also definitely sets aside and reserves for future industrial expansion such areas as are most desirable for manufacturing and similar uses.

Joining in the dedication ceremonies were several local industrialists and business men, headed by Mayor Taylor Ray, including H. W. Lindsay and L. G. Kolb, president and secretary, respectively, of the LaPorte Chamber of Commerce; Edward Tuttle, president of the Harvell corporation, and Charles A. Beal, Chairman of the Chamber of Commerce industrial promotion committee and editor of the *LaPorte Herald-Argus*.

Representing the New York Central were Mr. Coffman; M. L. Seger, Division Freight Agent, Chicago; and George Frank, General Agent, South Bend, Ind.

Reparations Suit Would Make Rails Haul for Nothing

Not only can you eat your cake and have it too. You can also get the baker to pay you for eating it, it would seem from the stand of the Justice Department in seeking \$2,000,000,000 in reparations from the country's railroads.

In testimony to be presented this month before the ICC, the railroads intend to point out that, if the government's claims are allowed, the effect in many cases will be that the railroads will have hauled government wartime freight free and in fact, through taxes, paid for the privilege of hauling it.

Flatly denying that the government was overcharged for rail transportation, the railroads will point out that rates to the government were frequently lower than those to ordinary shippers, that costly "extras" had to be provided in handling government shipments, and that even with peak wartime traffic the railroads were averaging less than 5% return on their property investment.

Coal in the Nose

Twenty tons of coal will be carried in the nose of a "steam-electric" locomotive to be built by Baldwin in conjunction with Westinghouse. Water will be carried in a tender of 16,000-gallon capacity behind the locomotive.

Steam from the locomotive's boiler will drive a turbine operating an electric generator. Current from the generator will power traction motors mounted on the locomotive's axles.

Railroads Are Big Buyers

To market, to market, go the railroads of the U.S. every day in the year, to the tune of more than \$8 million per day. Purchasers of over 100,000 different items for use in their far-flung operations, the nation's railroads spent \$3 billion last year to buy equipment, fuel, materials, and supplies. More than 12,000 cities and towns figured in railroad purchases in 1948.

Alaska Link Proposed

New York Central freight cars may be finding their way to Alaska one of these days. The House of Representatives and Senate have passed and the President has signed a bill authorizing a survey for a railroad to connect American and Canadian lines with the Alaska Railroad. The survey would be conducted jointly with Canada.

Engines from Invasion Craft Now on Rails



Six Diesel engines taken from LST's like the one above have been converted for service on NYC.

A new kind of war veteran is hard at work on the Central these days, helping pull big trains over the road. These "ex-G.I.'s" are mechanical, not human. They're Diesel engines taken from wartime navy ships and converted for rail use.

The Central has purchased six such Diesel engines from war surplus dealers and put them in service as "spares." After conversion they are completely interchangeable with the original engines installed in many of the Diesel-electric locomotives now in service on the NYC.

The engines purchased by the Central came from LST's (landing ships, tank), a class of vessel which played a big part in making amphibious invasions possible in World War II. LST's put many a tank and other heavy vehicle ashore

during major water-borne attacks. Big vessels, they could travel direct from a U.S. port of embarkation to the foreign invasion beach where they were to discharge their cargoes.

Representatives of the NYC Equipment Department bought the engines from dealers who had procured whole fleets of the big craft from the government as war surplus. NYC people went aboard the craft lying at anchor in Atlantic ports to size up the engines and arrange purchase.

After each "engine room," consisting of two engines, had been dismantled, the engines and accessories were shipped to the Harmon, N.Y., Diesel shop, where Central mechanics converted them for rail use. Main change was in the function of the engine's crankshaft. On an LST the shaft was used to turn the ship's propeller; in a railroad Diesel it turns the generator which supplies electric power to axle traction motors.

In addition to the engines themselves, the Central's purchases have yielded a number of spare parts, accessories, and tools useful in maintaining the NYC's growing fleet of Diesel locomotives. Some of the parts have been put to use in the Central's two Diesel instruction cars.

P. & L.E. ---

(Continued from page 1)

of the Department. His promotion to Superintendent of Freight Transportation came in 1930. In March, 1946, he was named Superintendent of the P. & L.E.

The newly-appointed Superintendent, Mr. Elmes, graduated from Penn State College in 1926 as a civil engineer and started with the Pittsburgh and Lake Erie on July 15 of the same year as a Draftsman in the Engineering Department. He became Inspecting Engineer in 1936; Assistant Supervisor of Track in 1938; Roadmaster in 1940; and, in March of 1946, after his return from war service, Research Engineer. He was named Assistant Chief Engineer January 1, 1948.

Mr. Ensign, a civil engineering graduate of Union College. Schenectady, N. Y., joined the Central

System in 1933 as a Draftsman at New York. After a number of promotions in the Engineering Department he went to the P. & L.E. at Pittsburgh in 1942 as Engineer, Maintenance of Way.

Mr. Vandivort's first job with the P. & L.E. was as an Inspector

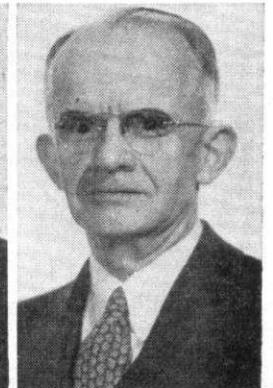
in the Construction Department, where he started in 1913. He became Assistant Inspecting Engineer in 1931, and Inspecting Engineer in 1936. A promotion to Roadmaster came June 1, 1942. Mr. Vandivort is a graduate of the University of Pittsburgh.



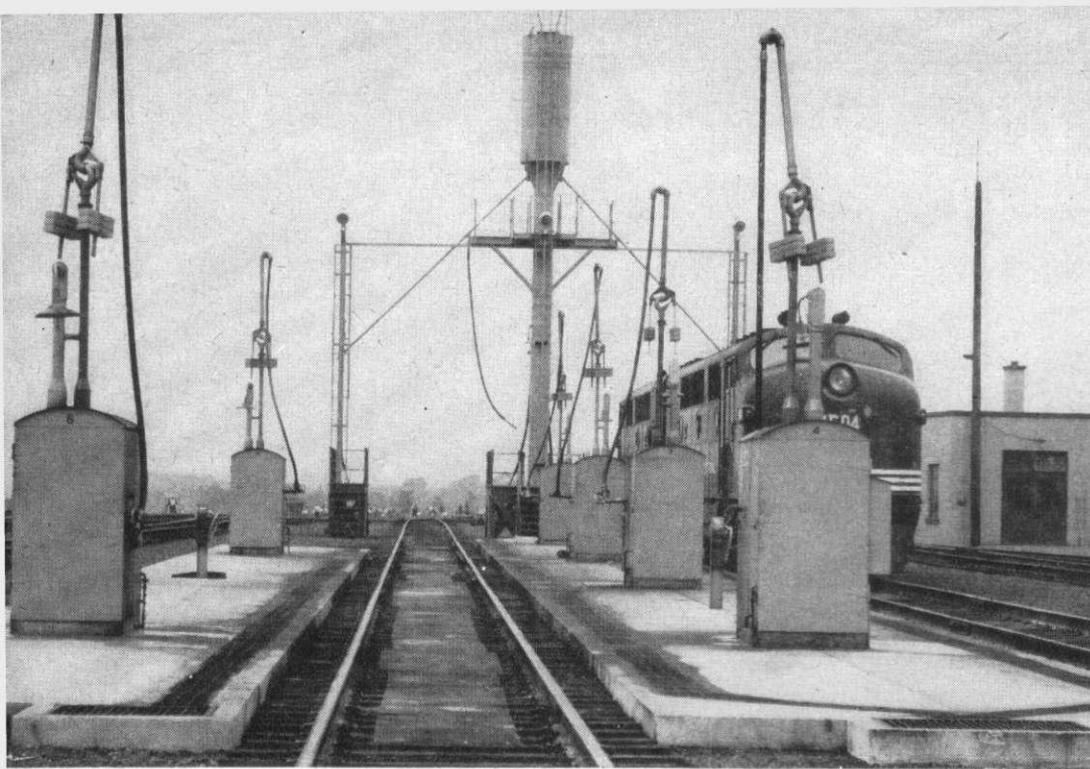
Mr. Elmes



Mr. Ensign



Mr. Vandivort



Shown at left is the newly installed servicing point at DeWitt Yards, where road freight Diesels and Diesel switchers are fueled. Seen at rear is the sanding tower.

Syracuse: Key Center For Diesel Operation

Syracuse, N.Y., long a key point in New York Central operations, is taking on additional importance in the Central's program of post-war modernization and improvement.

Headquarters of the General Manager for the NYC's Line East, and headquarters of an operating division, this up-state New York center also boasts the Central's giant DeWitt Yards, major classification point for both eastbound and westbound freight.

And now, in connection with the Central's fast-growing Dieselization program, Syracuse's DeWitt Yards are shaping up as a focal point in the utilization of Diesel-electric motive power for Lines East freight operations.

Filling Station for Diesels

Recent months have seen the completion of an extensive installation of Diesel servicing facilities at DeWitt. A trackside fueling point—designed for rapid fueling, sanding, and watering of both road freight Diesels and Diesel switchers used in the Yards—has been constructed. By relocating some portions of track and making other changes in the general layout, the Central's engineers made it possible to locate the fueling point in a spot easily accessible to both inbound and outbound engines.

Six high-speed pumps, located on two concrete "islands," provide service for both road and switching locomotives. All units of a four-unit road locomotive can be fueled at the same time. The DeWitt plant pumps a daily average of more than 10,000 gallons of fuel.

Land Protects Future Needs

Also installed was a 1,000,000-gallon fuel storage tank to insure availability of sufficient Diesel oil stocks to meet the increasing requirements of the Central's Diesel fleet. As insurance for the future, adequate surrounding land has been acquired

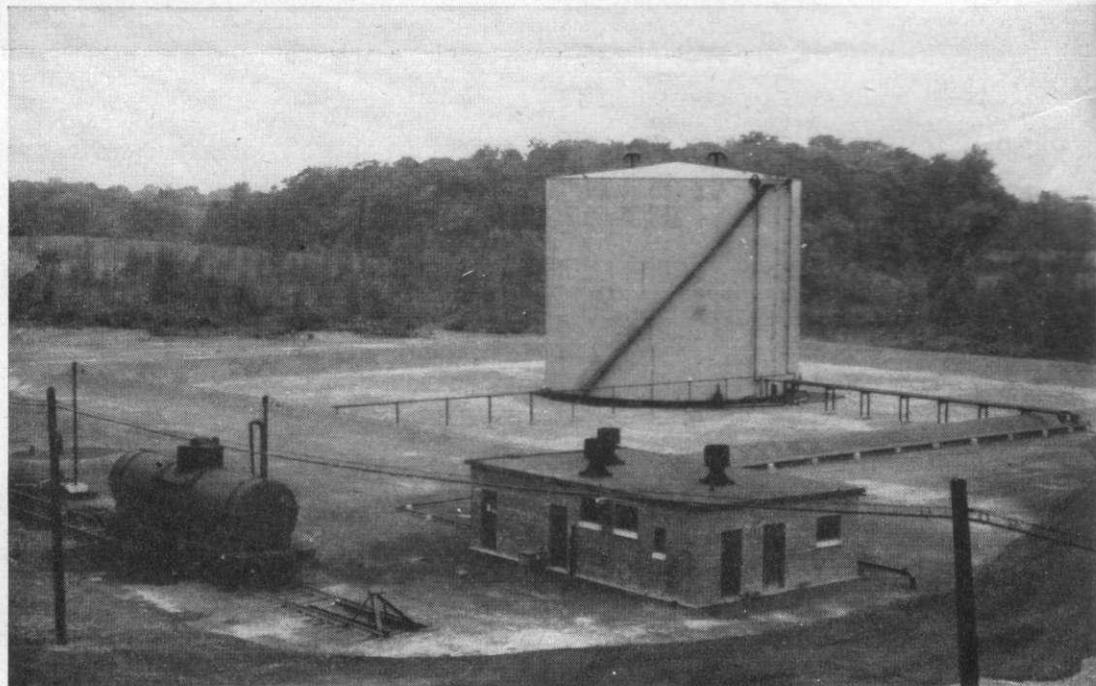
to provide room for additional storage tanks at such time as greater capacity may be required.

Also involved in the DeWitt project are several new buildings recently erected, including a service building for the men who operate the fueling point, a communications building, and a building to house the stand-by batteries which protect DeWitt's elaborate electrical system.

Layout Provides for Future

With its newly installed facilities, DeWitt becomes a hub for Diesel freight operations between Buffalo on the west and

This 1,000,000-gallon storage tank holds DeWitt's supply of Diesel fuel. Tank cars on the siding at left discharge their loads into fill pipes through which the fuel is pumped into the giant tank. The building in the foreground houses pump machinery.



Selkirk, N.Y. (Albany), on the east. Presently, Diesel-electric locomotives in service on this part of the System undergo their periodic maintenance at the Diesel shop opened last spring at West Springfield, Mass. In planning the DeWitt layout, the Central has made allowance for the possible establishment of a major Diesel shop there if the need for it should arise in the future. Land is available for such a facility, and track and other arrangements are engineered to accommodate it if future developments should create a need for its installation.

Fall Brook Branch Dieselized

An example of the growing use of Diesel power in NYC freight service—the development which gives rise to such construction projects as the one at DeWitt—is the recently completed conversion to Diesel of through freight service on the Fall Brook Branch of the New York Central's Pennsylvania Division.

This picturesque and scenic line, which hauls coal from the rich Pennsylvania fields northward to the tracks of the Central's West Shore Railroad, utilizes three-unit Diesel-electric locomotives to negotiate its rugged grades.

Through freight trains from the Fall Brook move onto the West Shore at Lyons, N.Y., and from there east to DeWitt or west to Buffalo.

Good Test for Pulling Power

Dominated by substantial grades on its way through north Central Pennsylvania's mountains, the Fall Brook provides an excellent proving ground for Diesel pulling power.

Completion of the enlarged Diesel facilities at DeWitt follows by about two years the erection of a new, ultra-modern General Yard Building there, designed to smooth and speed the flow of cars through this big and important freight center.

Winter Means Snow Job; Central Is Prepared

The trees along the New York Central System have just about given up their fall dress, and it probably won't be very long before Old Man Winter arrives upon the scene with his cold winds, ice, and snow. Whether he comes next month, next week, or tonight, the Central plans to be ready for him.

Actually, the Central has been preparing for winter since the middle of last summer. While most folks in the 11 states and two provinces of Canada served by the System were trying to get away from the broiling heat, Central people here and there were at work repairing damaged snow-fighting equipment and readying other anti-winter devices.

The Equipment Is Ready

To help maintain the Central's outstanding reputation for dependable service in all kinds of weather, a big fleet of equipment—snow-melters, push plows, rotary plows, tractor-sweepers, and flangers, to name some—has been deployed at strategic points along the System to await the first snowfall. As soon as the first flakes start to descend, Maintenance of Way employees will carry out pre-arranged plans to keep the right of way open.

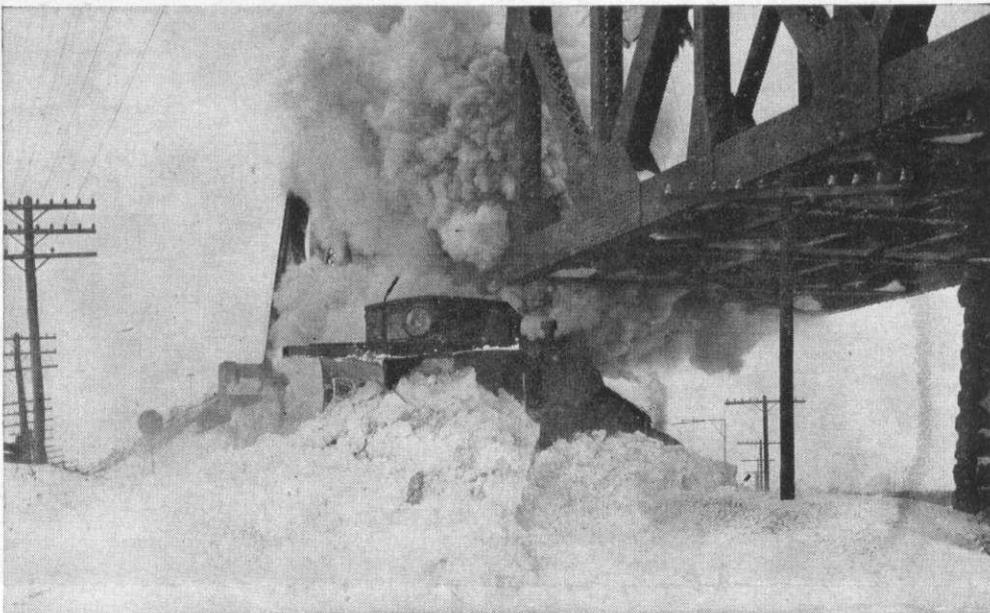
Giant weapons in the Central's snow-fighting fleet are the 66-ton, two-unit snow melting machines, mounted on two flat cars. They are designed primarily for station and yard service, where snow must be entirely removed and not merely piled alongside the track.

The melting machine, pushed by a steam locomotive, picks up snow from the right of way and melts it into water. A large scoop on the front of the lead unit guides the snow onto the continuous belt which carries it upward to be dumped into a hopper atop the second unit.

Snow Gets into Hot Water

There it enters a huge tank containing boiling water, heated by steam from the locomotive. As this melting tank, of 16,000-gallon capacity, fills up, it is emptied into catch basins located near the tracks, and the water is carried away.

Out on the line, plows and flangers do the job. Most of the Central's plows resemble ordinary street plows. A locomotive pushes a special car armed in front with a large snow blade. The blade pushes the snow from the tracks and piles it



The snow plow is one of many anti-winter devices used to keep the line open.

alongside the right of way. Some of the special plows, called Jordan spreaders, are equipped with "wings"—in addition to the large blades—that can clean two tracks simultaneously.

Rotary Plows Chew Up Drifts

When the snow is heavy, self-propelled rotary plows are used to clear the tracks. The front of the rotary plow looks very much like a river boat paddle wheel. As the large wheel spins, it chops the snow and throws it up through a tube and off to the side of the right of way.

Flangers—special cars designed and built by the Central—are used for clearing snow from between the rails. A blade slung under the body of the car can clear snow to a depth of about three inches below the top of the rail. It scrapes out the snow from between the rails and throws it off to one side.

An operator inside the car raises and lowers the plow blade, picking it up when flanger signs warn him that he is approaching a switch, grade crossing, or other obstruction.

Flangers serving the Electric Division area in New York are especially equipped to keep snow and ice from forming on the

under side of the third rail and thus preventing passage of current from rail to car or engine.

One of these specially-equipped flangers operates between two steam locomotives. Steam from the trailing locomotive is sent through pipes to the flanger. Jets at third rail level play the steam on the rail to melt ice that may have formed. As an extra precaution against ice formation during the winter, special, sharp-edged contact shoes are installed on electric locomotives and leading cars of multiple-unit commuter trains to scrape ice from the rail.

Putting the Heat on Switches

In yards and at switching points, switches are kept free of snow and ice by a variety of methods. The latest switch-heating device is the electric calrod heater. A cable is attached to the rail near the switch and is electrically heated to prevent ice formation. Propane gas burners protect some switches.

At many points, small "smudge pots" provide the necessary heat. To supplement these stationary precautions, Maintenance of Way men roam the yards with "flame throwers" fired by casing head gas to dissolve ice and snow in switch areas.

At stations with outdoor platforms, tractor-sweepers (small tractors with a large revolving broom in front) move up and down the platforms, brushing them clear.

Men Take Pride in Record

Even with its modern mechanical snow-fighting equipment, the New York Central's ability to defy winter obstacles depends upon its manpower and the pride of its men in conquering obstacles of drift, squall, and freeze. Throughout the winter, thousands of Maintenance of Way employees are on 24-hour call, ready to fight—with the latest mechanical means or with broom and snow shovel, as the occasion may demand—against the railroad man's great winter enemy, snow.

It is their perseverance and loyalty—working with the finest equipment that can be had, and under supervision that is constantly alert and constantly prepared—that upholds the Central's reputation as an all-weather carrier of people and goods.

An M. of W. crew uses "flame throwers" to melt snow and ice around switches.



Do You Know?

Here are 12 questions about railroading. How many can you answer correctly? Select one of the four answers suggested below each question; then check your answers with those on page 12 and compare your score with the rating list given there to see how you've done.

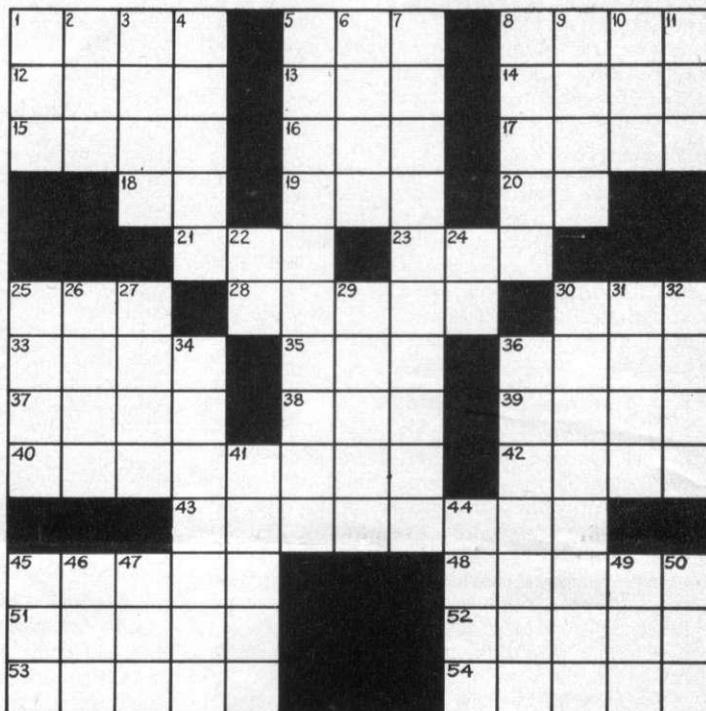
1. Which one of the following types of steam locomotive is *not* in service on the New York Central System?
 - a. Niagara
 - b. Hudson
 - c. Pacific
 - d. Mastodon
2. How long has the Twentieth Century been making its regular run between New York and Chicago?
 - a. 24 years
 - b. 55 years
 - c. 47 years
 - d. 15 years
3. When did Locomotive No. 999 make its record run of 112½ miles per hour?
 - a. 1802
 - b. 1904
 - c. 1855
 - d. 1893
4. How did railroad revenue per passenger mile in 1948 compare with that in 1928?
 - a. .39¢ less
 - b. .01¢ more
 - c. 1.30¢ more
 - d. .15¢ less
5. Where on the New York Central are you most likely to find a "hump"?
 - a. Way stations
 - b. Grand Central Terminal
 - c. Classification yards
 - d. Single-track branch lines
6. When an engine is standing, three short blasts of the whistle indicate that the Engineman is going to:
 - a. Back up
 - b. Move forward
 - c. Go to lunch
 - d. Enter siding
7. What is the leading class of freight commodity hauled by U.S. railroads?
 - a. Iron ore
 - b. Bituminous coal
 - c. Wood
 - d. Farm products
8. In normal times, about how many timetables are issued by U.S. railroads each year?
 - a. 10,000,000
 - b. 70,000,000
 - c. 100,000,000
 - d. 3,000,000
9. In addition to paying taxes, railroads also act, free of charge, as tax collectors for the government in many ways. About how much do taxes collected by the railroads for the government amount to each year?
 - a. \$100,000,000
 - b. \$1,000,000,000
 - c. \$500,000,000
 - d. \$200,000,000
10. Who was the first U.S. president to make a tour of the states by train?
 - a. James Buchanan
 - b. Andrew Johnson
 - c. U. S. Grant
 - d. Wm. Taft
11. How much did Class I railroads in the U.S. spend for improvements to road and equipment during the first six months of this year?
 - a. \$100,000,000
 - b. \$322,000,000
 - c. \$711,000,000
 - d. \$545,000,000
12. What is the fuel tank capacity of each unit of a road Diesel-electric locomotive?
 - a. 1,200 gallons
 - b. 500 gallons
 - c. 350 gallons
 - d. 750 gallons

NYCROSSWORD PUZZLE

(Solution on page 12)

ACROSS

- 1 On-line city
- 5 It isn't good
- 8 Peel of a fruit
- 12 Short letter
- 13 Regret
- 14 Chills and fever
- 15 Antlered animal
- 16 Possessive pronoun
- 17 Love to excess
- 18 Note of the scale
- 19 Shake the head
- 20 Measure of land
- 21 Large deer
- 23 To blunder
- 25 Sphere
- 28 Moves through water
- 30 Crazy
- 33 A joining
- 35 Gold in Spanish-American countries
- 36 Trademark for phenyl salicylate
- 37 Narrow road
- 38 Sped
- 39 Greek letter (pl.)
- 40 Heard on the Railroad Hour
- 42 Siamese coins
- 43 Sticking together
- 45 Boredom
- 48 NYC Assistant General Manager (poss.)
- 51 Gain knowledge
- 52 Passive
- 53 Variation of Denise
- 54 Jewish festival (var. sp.)



DOWN

- 1 Finish
- 2 Fish eggs
- 3 A HEADLIGHT story
- 4 Weird
- 5 An NYC Vice President
- 6 Product hauled in special cars
- 7 A Shakespeare heroine (poss.)
- 8 A World War II development

- 9 Russian man's name
- 10 Hard-shelled fruit
- 11 Scotch river
- 22 — & M.S. RR
- 24 Right side (abbr.)
- 25 A European capital
- 26 To gather
- 27 Poison
- 29 Angry
- 30 Subdued
- 31 Landed
- 32 A bed
- 34 There are 3, and Detroit is their hub
- 36 Lamed
- 41 Gaelic for John (poss.)
- 44 Wading bird
- 45 Old times
- 46 Born
- 47 Girl's nickname
- 49 Isthmus in Siam
- 50 Steamer (abbr.)

Test Yourself on These NYC 'Firsts'

The New York Central has pioneered many developments in the railroad industry. Listed below are seven NYC "firsts," with a question to test your familiarity with each. See how many you can answer correctly. Check your answers with those on page 12 of this issue.

1. The New York Central installed the first centralized traffic control system, making it possible to control from one point all train movements over a 40-mile stretch of track. When and where was this installation made?
2. The New York Central was the first railroad in the U.S. to have a General Safety Agent whose full-time job was the promotion of safety. In what year did the NYC take this important step in safety progress?
3. The New York Central was the first railroad to apply to the Federal Communications Commission Radio Commission for a permanent license to use radio communication in rail operation. In what year did it make this application?
4. The New York Central was the first railroad to make use of track pans for the watering of locomotives "on the run." When and where were the Central's first track pans installed?
5. The first railroad train to appear in moving pictures was a famous New York Central passenger train. What was its name?
6. The New York Central developed a device to be installed on flanger cars by which steam is used to melt snow and ice away from the "third rail" in electrified zones. When was this device developed?
7. The New York Central was the first railroad to use reinforced concrete slabs for support under main line tracks. When and where was this maintenance of way technique, later adopted by many other railroads, first used?

Our L.C.L. Service Shown Shippers In New Folder

"Follow your Freight," the Central invites shippers in a snappy, color-printed little folder just issued, outlining step by step the care which the NYC tenders less-than-carload freight shipments.

Each fold describes and illustrates a part of the chain of actions which gets NYC freight from origin to destination quickly and economically.

Pick-up by motor truck at the shipper's platform, quick and safe handling by mechanized equipment at freight stations, mile-a-minute movement over the road in Pacemaker Freight trains, speedy transfers to connecting trains, and strategic use of co-ordinated rail-truck service—all these are selling points which the folder hits hard.

The Purpose Is to Sell

Developed by the Central's Advertising Department, the folder is getting wide distribution. Its effectiveness in selling NYC service can be greatly increased by the support of NYC people everywhere helping to spread the word of services offered by the Central.

The purpose of this folder, as of all NYC advertising, is to sell transportation. Central employes, alert to the importance of increasing business for the security of their jobs, can work towards the same goal by familiarizing themselves with the NYC sales talk and using it wherever and whenever possible.

Critical Coal Shortage Forces Cut in Trains

With its coal supplies seriously depleted by the stoppage of work in eastern bituminous coal fields, the Central last month had to discontinue 146 steam-operated passenger trains in compliance with an order issued by the ICC.

With its store of passenger locomotive coal completely gone and only 28 days' supply of lower grade freight coal on hand, the NYC announced an initial cut of 89 steam-powered trains, mostly local and branch line, in order to conserve its dwindling supplies and protect the most essential services.

A few days later the ICC ordered a reduction of 25% in steam passenger train mileage on all roads with less than a 25-day supply on hand. In compliance the Central discontinued another 57 trains.

We Have Pigeons On the Track, Alack!

Every week-end is a lost one for 11 pigeons who are making their home along a New York Central siding at Lansing, Mich.

Lost so far as food is concerned, anyway. The 11 birds, who took up residence near the siding after arriving in an unloaded box car many weeks ago, were attracted to the place by the willingness of NYC folks there to furnish them with food.

When the five-day week was inaugurated September 1, the pigeons immediately expressed their displeasure. It meant no feeding for them from Friday night until Monday morning.

The obliging Central men tried to remedy this by leaving enough grub on Friday to last the week-end. But pigeons, as everybody knows, can't wait. They feasted on Friday and starved Saturday and Sunday.

Freight Agent Tommy Tompkins and Damage Clerk Albert Shaft have been looking for some way to relieve the pigeons' plight. Any pigeon experts among HEADLIGHT readers who can offer advice are urged to do so.

Many memorials of the life of Thomas Edison are on display at the Edison laboratory in West Orange, N.J., where the great inventor worked for many years. Visitors are invited.

Freight Traffic Positions Filled In Recent NYC Appointments

Harvey L. Willard has been appointed Coal Traffic Manager of the New York Central System, with headquarters at New York City. He succeeds Joseph R. O'Malia, who died September 11.

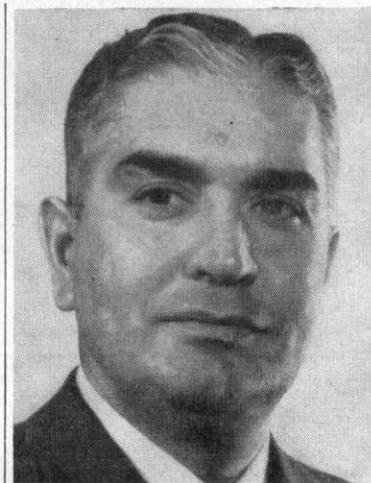
Mr. Willard, who has been Assistant Freight Traffic Manager at Chicago, entered the employ of the Central at Toledo as a Clerk in the Freight Traffic Department in 1925. At Toledo he became City Freight Agent in 1927 and Traveling Freight Agent in 1929.

Next Stop Detroit

He was transferred to Detroit in 1935 as City Coal Agent and was advanced to Assistant Coal Freight Agent in 1937 and Coal Freight Agent in 1939. He was shifted to Chicago as General Coal Freight Agent in 1945 before becoming Assistant Freight Traffic Manager there in 1948.

Arnold Morgan, formerly General Coal Freight Agent at Chicago, has been appointed General Freight Agent there. He joined the Central in 1907 at East St. Louis and advanced through a series of promotions, including periods of duty at Houston, Tex., and Milwaukee, Wis., to his present post.

Frank P. Soen has succeeded



Mr. Willard

Mr. Morgan as General Coal Freight Agent at Chicago. With the Central since 1922, when he started as a Clerk, Mr. Soen goes to Chicago from Cleveland, where he was most recently General Coal Freight Agent.

Auditor Named for C.U.T.

At Cleveland, R. E. Justin has been named Auditor of the Cleveland Union Terminals Company. He started with the Central in Cleveland in 1916, worked for several years in the Comptroller's office, New York, and went back to Cleveland last summer. He succeeds C. L. Freeman, who died in August.

Stephen T. Keiley, formerly Transportation Assistant to Vice President, New York, has been appointed Assistant to the Manager, Grand Central Terminal. A graduate of New York University and veteran of 25 years with the Central, Mr. Keiley started as a Chainman, rose through several promotions to be Trainmaster at a number of Line East points, and returned to New York last January in the position he held prior to his most recent appointment.

Transferred from Syracuse

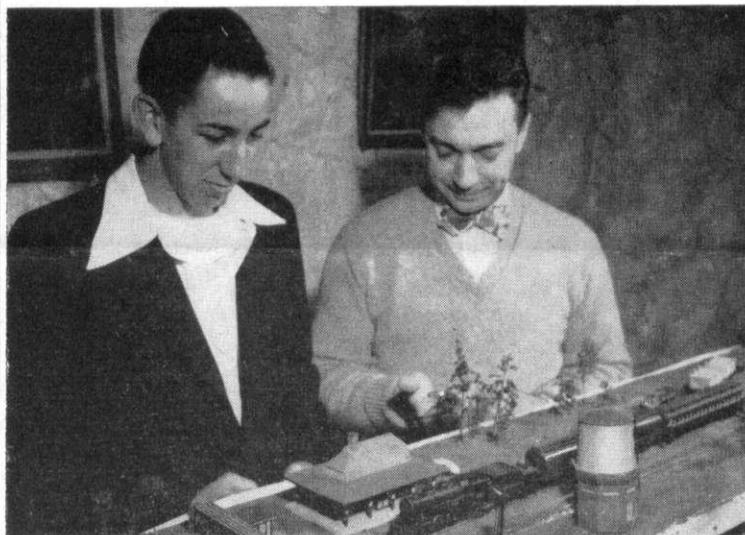
Alexander Matthews, Jr., succeeds Mr. Keiley as Transportation Assistant, going to New York from Syracuse, where he was Transportation Inspector in the General Manager's office.

George E. McHugh, who has been with the Central 22 years, has been named Trainmaster for the Electric, Harlem, and Putnam Divisions. Virtually all of Mr. McHugh's service has been in Grand Central Terminal.

J. J. Danhof, Jr., has been appointed Trainmaster, Indiana Division, with headquarters at Anderson, Ind.

G. E. Maas has been appointed Assistant Trainmaster, Galion, O.

Many Jobs on Model Roads



Robert Rothmann (left) and Ed Hoerig enjoy "running a railroad."

If you want to try your hand at a dozen different railroad jobs, all in the course of one evening, then model railroading is for you.

The wide variety of railroad work represented in running a model road is one of the big attractions of the model hobby for three NYC men who put in a lot of spare time with the Model

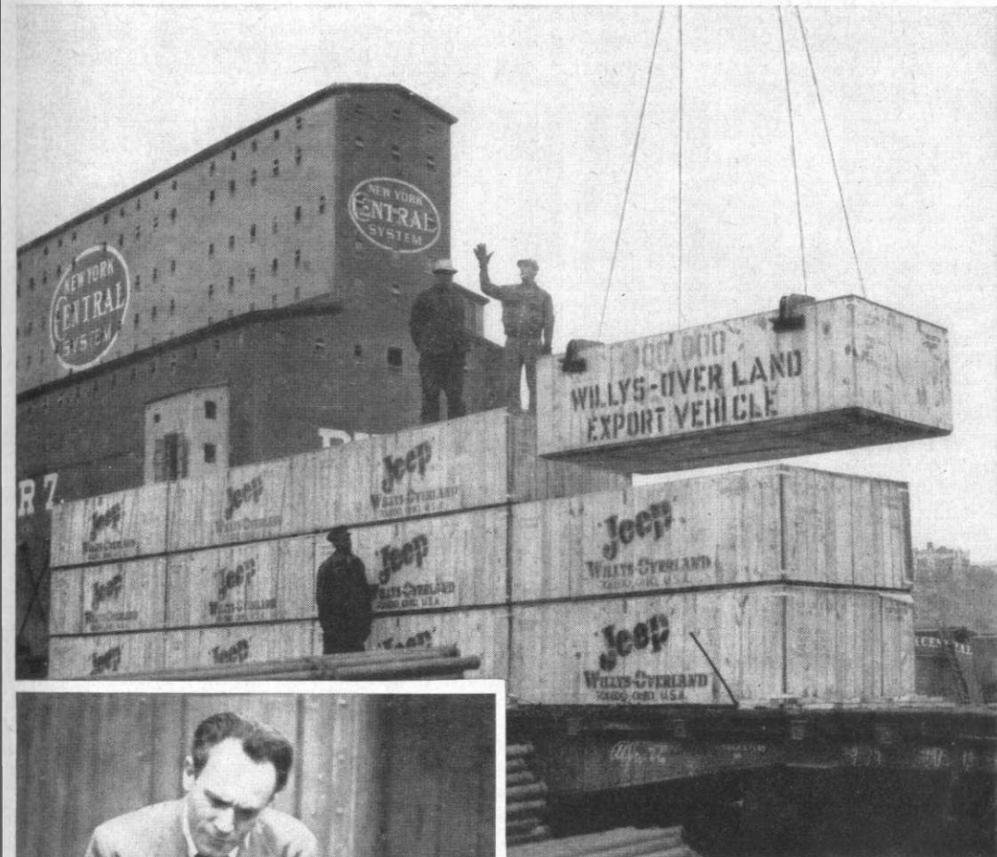
Railroad Club of Yonkers, N.Y.

Almost any Thursday evening, Ed Hoerig, Robert Rothmann, and Ed Meaney Jr. are at work in the Club's meeting room.

Ed Hoerig is a Hudson Division Engineman, Bob a Clerk in the Executive Offices in New York, and Ed Meaney a Train Announcer at 125th Street station, New York.

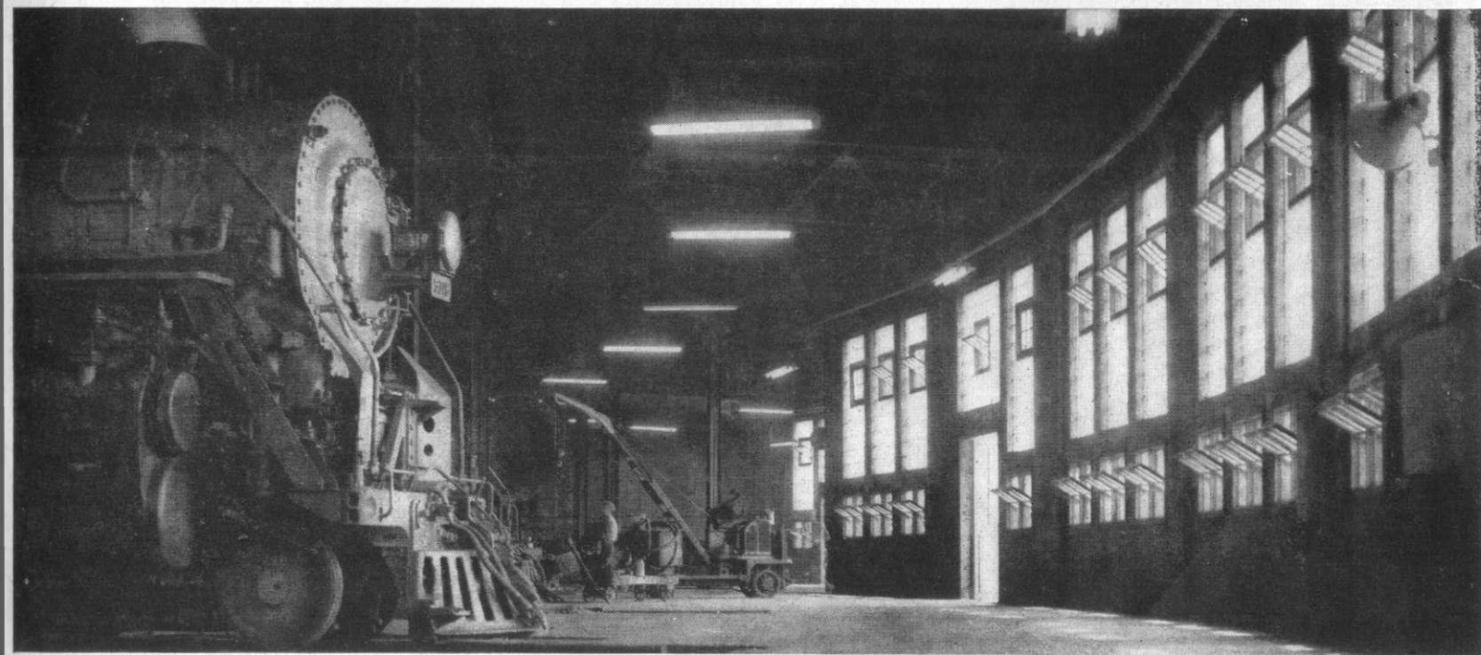
Seen on the Central

← A LOT OF JEEPS have been shipped overseas by Willys-Overland of Toledo, O. Shown here is the 100,000th one to be exported by Willys since the war. This load moved NYC from Toledo to Weehawken, N. J., where it was transferred by Central pier facilities from flat car to scow for loading on a ship which will take it to Istanbul, Turkey. The large building in the background is the Central's grain elevator, another of its many Weehawken facilities.



← IT DIDN'T REALLY happen on the Century, just in a play, "20th Century," televised recently on the Ford TV Theater program. In this tense scene are Frederic March, E. G. Marshall, and Lilli Palmer. NYC advised producers on early Century interior settings.

OFF TO A HOUSEWARMING were these → movie stars when Grand Central Terminal Doorman John Peterson (left) met them. Film folks Marilyn Monroe, Donald Buka, and Lon McCallister were going to Warrensburg, N. Y., to help dedicate the Photoplay "Dream House," awarded in magazine contest.



AT ENGLEWOOD ENGINE TERMINAL, near Chicago, a new roundhouse for the servicing and inspection of steam engines has

been completed. Modern in design and scientific in layout, as the picture above shows, it handles passenger, freight, and switch engines.

New York Central Headlight



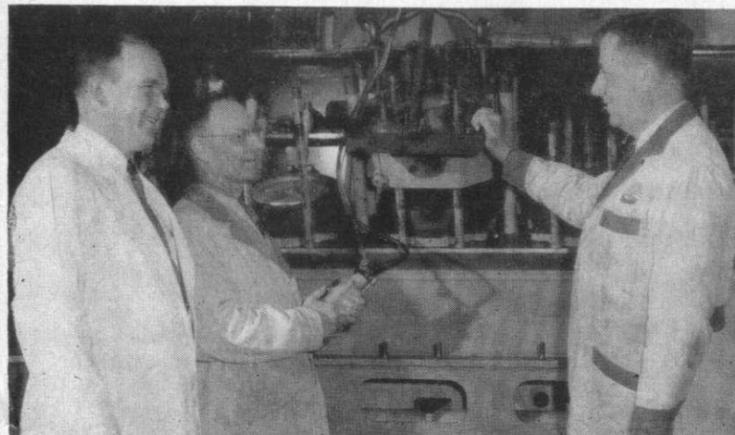
Photo by Utica Observer-Dispatch

TO CELEBRATE his 1,000th trip between Utica, N. Y., and New York City, "commuter" George B. Ogden of Utica rode in the cab of the Diesel pulling the eastbound Knickerbocker. Mr. Ogden, vice president of American Emblem Co., lives in Utica, has office in New York. His company makes, among other things, nameplates appearing on Diesel engines.



Photo by Chicago Sun-Times

ARRIVING in Chicago to receive high Masonic honors are New York's Governor Thomas E. Dewey and NYC Vice President L. W. Horning, seen above with Mrs. Horning. Both men received Masonic 33rd degree at meeting of supreme council of sovereign grand inspector generals.

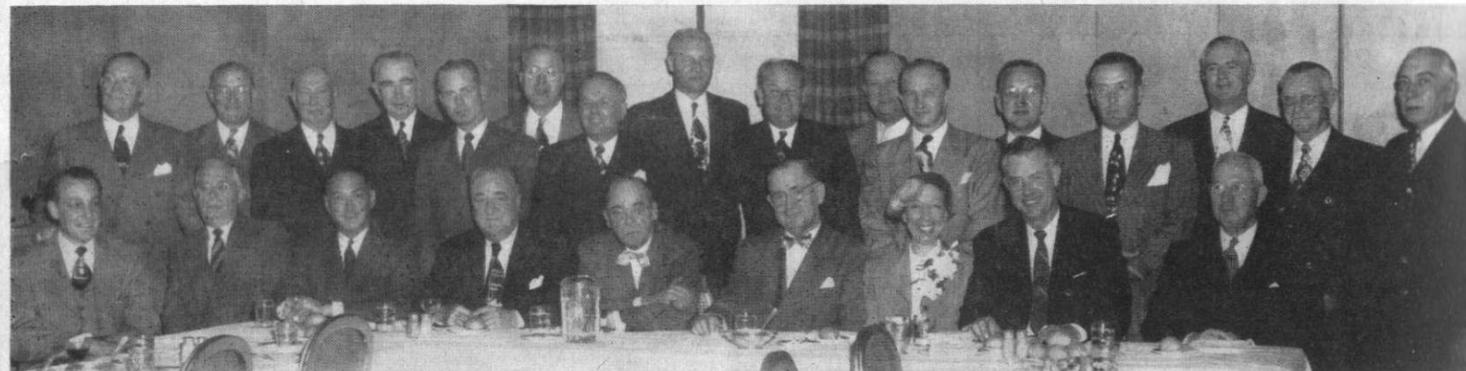


SCHOOL DAYS returned recently for P. & L.E. Erecting Shop Foreman C. F. White (center) and R. D. Redding, General Foreman, E. Youngstown, O., (right), attending Alco-G. E. Diesel school.



Photo by Indianapolis Star

DOG RETIRES. When F. W. Cherry (above) retired as Clerk to Yardmaster, Shop Yards, Indianapolis, Buddy retired with him. The wire-haired terrier was his master's daily companion at work.



TAKE A LOOK at the people who represent the Central off-line. In Chicago for a meeting, they were photographed at a dinner honoring James W. Switzer, Assistant to General Passenger Traffic Manager, who retired last month after more than 50 years in railroading. Seated (l to r) are Russell Martin, New Orleans; J. H. Colley, Assistant Passenger Traffic Manager, Chicago; Manuel Munoz, Jr., Mexico City; P. J. Stenger, Milwaukee, Wis.; Mr. Switzer; J. A. Slater, Dallas, Tex.; M. Irene Shantz, Secretary to Mr. Switzer; S. W. Bone, Passenger Traffic Manager, Chicago; H. C. Carson, Assistant Passenger Traffic Manager at Chicago. Standing: E. D. Disque, Jack-

sonville, Fla.; E. R. Hutton, Division Passenger Agent, Chicago; W. S. Hammond, St. Paul, Minn.; C. J. Barry, Seattle, Wash.; J. V. Cooley, Houston, Tex.; H. M. DeGowin, Portland, Ore.; G. V. Schuh, Kansas City, Mo.; T. E. Nerland, General Passenger Agent at Chicago; T. P. Hegler, Denver, Colo.; A. L. MacKenzie, San Francisco, Calif.; F. W. Trinko, Oklahoma City, Okla.; Norbert Duckworth, Tulsa, Okla.; E. J. Leonard, Omaha, Neb.; C. W. Promnitz, Atlanta, Ga.; B. C. Giblon, Los Angeles, Calif.; and C. L. Schraudt, Memphis, Tenn. W. H. White, Washington, D. C., and F. J. Bambach, Minneapolis, Minn., were not present when the above picture was taken.

November, 1949

Page 9

Grand Central Y All Set to Mark Diamond Jubilee

This month marks the start of a big year for the Grand Central Branch of the Railroad Y.M.C.A. Beginning November 20, the Branch—which claims many NYC people among its members—will be in its 75th year of service to railroad people in the heart of Manhattan.

The Branch is marking its diamond jubilee year with a membership campaign keyed to raise enrollment to 5,000 by November 20, 1950, the date of the 75th anniversary.

Quartered in several different buildings since its founding, the Branch now occupies a big, modern structure on 47th Street just east of Third Avenue.

The Branch's diamond jubilee membership campaign is headed by G. H. Howe, NYC Treasurer, as chairman.

NYC's Annual Report Wins Judges' Acclaim

Remember seeing the Central's 1948 annual report last spring? If you thought it was a good job, you are in agreement with at least three professional judges in such matters.

The Central's report has been commended by three magazines which make a practice of evaluating the annual presentations of major companies. *Forbes* placed it among the top 15 of 121 it rated. *Printer's Ink* called it "one of 26 outstanding" reports selected from among 100. *Financial World* classed it among the 200 best reports of the year, selected from all reports published.

He's a Salesman, Too

Doctor of Railroading



Photo by Alton Telegraph

Dr. Archer and his two sons, James Dee (left) and John Joseph, do some high-powered railroading in the attic of their home.

When Dr. L. D. Archer, of Wood River, Ill., was a boy, he wanted to become a railroad engineer. He was sidetracked to the field of medicine, but he still devotes a good part of his time to his first love—railroading.

In fact, Dr. Archer is a company surgeon for four railroads in the Chicago area, including the New York Central, the Burlington, the Alton, and the Illinois Terminal Railroad.

Plus that, he is an active booster for the Central and for the railroad industry. He also is a model railroad hobbyist.

He has a collection of timetables representing every railroad in the United States and Canada. Dr. Archer can recite from memory the schedule of any train on the four railroads he works for.

Dr. Archer's practice keeps him pretty busy, but he manages to get away every once in a while to take a ride on a Central locomotive. "The Hudson and Mohawk engines on the Central offer the most exciting rides, but I would still rather

ride in one of the new Diesels." Frequently, he climbs into the cab on the Central's Southwestern Limited and rides "with the boys" for a hundred miles or so.

The Doctor isn't the only member of the Archer family who has railroading for a hobby. His wife and two sons share his obsession for anything that runs on tracks. Almost every night the whole family retreat to the attic in the Archer home to operate a model railroad the doctor has set up on a table.

Dr. Archer doesn't devote all of his free time to being a railroad hobbyist. He takes up a good bit of it appearing before civic groups near his home town giving lectures and showing movies on the railroads' behalf. He recently showed a film he received from the Central's Public Relations Department in New York to a group consisting of heads of major industries in the Wood River area and all the mayors of cities in Madison and St. Clair counties. "I hope it got the Central some carloads of business," he said.

Key Link in NYC Ran First Train 100 Years Ago

It's 100 years since the beginning of railroad service up the Hudson River—along the same route now followed by trains of the Central's great fleet.

On September 30, 1849, a wood-burning steam locomotive of the Hudson River Railroad, with a couple of brightly painted wooden coaches behind, chuffed its way from 31st Street on New York's west side northward to Peekskill, N.Y. Thus came into being one of the most important links later to be welded into the New York Central System.

Heralding the decline of steamboat and stagecoach travel in the Hudson valley, the laying of an iron path along the great river also opened for New York City a new avenue to Albany and the west, and put it back in the race with Boston for leadership as a port for the young nation's growing foreign trade.

Expensive to Build

No easy job, the cutting through of a rail path involved much expensive tunneling and filling in. By the time the line had been extended to Albany in 1851, its construction cost of \$80,000 per mile on the average stood as the highest for any road in the country.

Service on the line began with four regularly scheduled passenger trains and one freight daily. Passenger trains seldom consisted of more than three or four cars. First-class cars had plush seats, but coaches were fitted with uncushioned wooden benches.

Brakemen in 1849 averaged about \$25 per month in salary; conductors, about \$50. These figures compare with average monthly earnings in similar service of about \$350 for Brakemen and about \$400 for Conductors today.

Prices Have Risen

Coaches on the early road cost \$3,000 apiece; locomotives, \$17,000. A coach today costs about \$100,000, and a Diesel-electric locomotive about \$450,000.

Little wonder, then, that the one-way fare from New York to Peekskill has gone from 55 cents in 1849 to \$1.28 today. For commutation tickets, however, today's rate actually is lower per trip than was that of 100 years ago. A single ride at today's rate figures out to just under 28 cents, compared with 34 cents in 1850.

Conductors on the early Hudson River Railroad may have had one edge on their successors of today. For special occasions they were allowed to wear tall silk hats on their runs.

Rochester Improvements Aid Service

A number of improvements in New York Central facilities at Rochester, N.Y., have been made in recent months.

The staff of the ticket office now enjoy remodeled quarters, including a separate office for the reservation and information bureaus. New flooring has been laid, partitions erected, the ticket office has been redecorated, and new furniture has been installed. M. of W. forces did the work.

Other improvements to passenger service include the construction of a transformer building and the laying of new electric lines to provide stand-by power for the air conditioning apparatus of cars standing in the station.

This equipment replaces ice-activated machinery formerly used for pre-cooling cars and results in greater comfort for

passengers in trains awaiting departure.

A new communications office is housed on the main floor of the Central's Rochester station. It provides a key link in the Central's elaborate network of

teletype and telephone lines.

The new double switchboard installed in the communications set-up results in faster, more efficient handling of message traffic to, from, and through Rochester.



Reservation Clerk Lois Gibbs in the new Rochester office.

President Terms Highway Problem Threat to Safety

Highway problems are making "death avenues" of many traffic arteries, said NYC President Gustav Metzman in an address before the 37th National Safety Congress in Chicago October 24.

Mr. Metzman pointed to the "new and growing problem" created by the development of virtually uncontrolled non-local freight traffic diverted to streets.

Calling attention to the close connection between highway maintenance and highway safety, he reminded his audience that "there is only so much money available for highways" and suggested that "the use or abuse of the highways must be limited to preserve them safely within the cost limits determined by the money available."

To increase highway safety, Mr. Metzman suggested a plan of action including these points:

1. Recognition that "highway hazards now are greater than the forces set up to cope with them."
2. The supplying of leadership to individual communities in taking action for safer highways.
3. More equitable distribution of the costs of building, maintaining, and policing highways.

Tom O'Grady, Greeter Of the Great, Succumbs

A host of Central employes and customers—particularly riders on the Twentieth Century Limited—mourned last month the death of Thomas (Tommy) O'Grady, famed Century dining car Steward and greeter of celebrities.

Tommy died of a heart attack in St. Ann's Hospital, Chicago, October 24. He was 65 and had been with the Central 30 years, all of them as Century Steward.

His friends included some of the most noted people in the business, sports, political, and entertainment worlds.



Tommy O'Grady

The Girls from Syracuse

For a new switch in switch-tending, consider the New York Central's girls from Syracuse.

They've taken away whatever was left of the "For Men Only" sign on railroading careers. Right out in the freight yards, where highballing has nothing to do with refreshments, they have earned their right to the honored title of railroader.

Like many women, they joined the Central team during the war. Like many, they found it so agreeable that they have stayed on ever since. They don't now have many counterparts, however, in the branch of railroading which they practice, switch-tending.

'Boss' Rates Them High

The trio—Mrs. Ray Whitehouse, Mrs. Everett Card, and Irene Ingison—are rated by East Syracuse Trainmaster Albert J. Zwilling as "three of my best 'Switchmen.'" And the way he says it indicates he isn't just being gallant when he makes that statement.

As for the ladies, they think "railroading is just fine for women." For one thing, says Miss Ingison, "there aren't too many jobs paying women \$10.71 for eight hours." For another, all three point out, they don't have to worry about the expense of "dressing up" on the job. Cosmetics, nylons, and jewelry somehow aren't occupational requisites for a competent Switch-tender.

It Took a Dispensation

Mrs. Whitehouse is the "veteran" of the threesome, having completed six years with the NYC. She is proud of her Brotherhood of Railroad Trainmen pin, boasting that it took a "special dispensation" for one to be issued to a woman.

Mrs. Whitehouse's father was an NYC Engineman with 40

Ry. Women's Association Holds 6th Annual Meet

F. H. Baird, NYC General Passenger Traffic Manager, was a principal speaker at the sixth annual convention of the National Association of Railway Women, held at Montebello, Que., October 2 to 5.

Mr. Baird discussed the work of women in the railroad industry and praised members of the N.A.R.W. for their work on behalf of railroading.

Mrs. Ioan Beckham, NYC Passenger Representative, is retiring president of the Association, having served in that capacity during the year 1948-1949. Mrs. Edith Jones, NYC Passenger Representative at San Francisco, also attended the convention.



Photo by Syracuse Post-Standard

Left to right, Mrs. Card, Miss Ingison, and Mrs. Whitehouse.

years of service. Her husband is in the contracting business.

Mrs. Card, besides being a Switchwoman, is a mother and grandmother. When asked about the effect of railroading on that most important of all womanly concerns—the care of the hands—she explains, "No problem at all. We wear gloves."

Miss Ingison, a tiny woman but no weak sister with a switch, displays her femininity by practicing the spare-time hobby of

dressmaking. She recently finished a coat for herself.

What does the well-dressed woman Switchtender wear on the job? Important in milady's wardrobe, according to the Syracuse trio, are safety shoes. Jumper and slacks are standard items, as is the railroad man's visored cap. In cold weather, long woolen underwear is a "must." No, the "new look" didn't affect their work clothes, the three Switchwomen declare.

Surgeons of New York Central System Hold Their 26th Annual Convention

The 26th annual convention of the Association of Surgeons of the New York Central System was held at the Hotel Biltmore in New York September 28 and 29. Scientific papers on new and successful procedures and developments of timely interest in medicine and surgery were given by outstanding members of the medical profession before a large number of surgeons and oculists.

On the first evening of the two-day meeting, 375 members and guests assembled at a dinner and heard an address by Jacob Aronson, Vice President and General Counsel of the System. Mr. Aronson pointed out some of the problems the railroad encounters in rendering service while competitors in the field of transportation enjoy government subsidies provided from taxes to which the railroad company must contribute.

Dr. George H. Marcy of Buffalo, president of the Association, acted as toastmaster.

On the last day of the meeting, officers for the coming year were announced. Dr. W. C. Kunkler, of Terre Haute, Ind., was elected president. Vice presidents chosen were Dr. A. M. Dickinson, of Albany, N. Y.; Dr. R. C. Obetz, of Columbus, O.; and Dr. F. T. Jantzen, of Boston.

Win Honors in School

Two New York Central people at Cincinnati, O., H. A. Scott, Jr., Assistant Engineer in the Signal Department, and Eugene M. Wilson, Claim Investigator, have won scholastic honors. Their names are included on the Dean's Honor List issued by the Evening College of the University of Cincinnati.

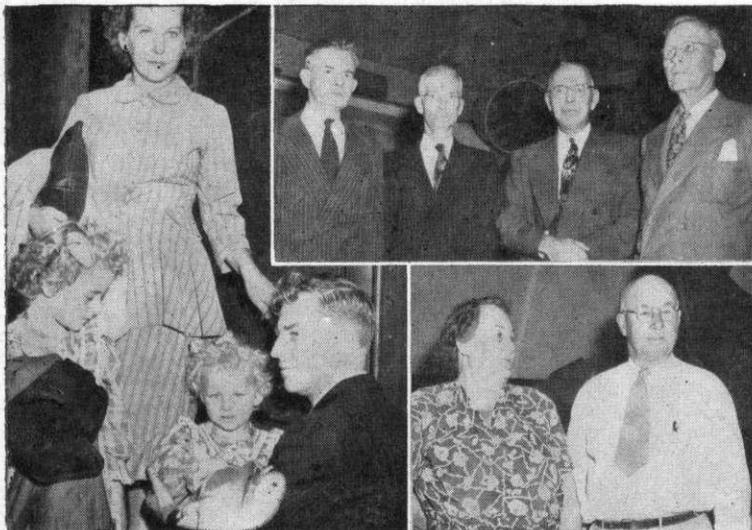
Thousands Enjoy Annual Outing on Big Four



J. D. King, Ohio Division Assistant Superintendent, pilots miniature train which thrilled kiddies at Big Four annual outing.

Climax of the 1949 picnic season for people on the NYC's Big Four District was the giant annual outing held at Russells Point, on Indian Lake, near Bellefontaine, O. With special trains bringing thousands of Central people and their guests to the outing grounds, and thousands of other arriving by auto, the beautiful resort site was packed with picnickers.

Games, contests, a star program of entertainment, awards, and favors all contributed to a good time for those present. A large delegation of retired Central employees were there, including some who traveled considerable distances to attend.



Here are some NYC people who enjoyed the big outing at Russells Point. At left Yard Brakeman C. F. Morris and family board a special train to the park. Top right shows (l to r) R. A. Bradley, chairman of the International Association of Machinists at Bellefontaine; J. S. Tynan, Machinist; J. J. Mellen, Master Mechanic; and C. H. Haynes, Road Foreman of Engines. Mr. Tynan and Mr. Haynes received Gold Passes at the outing. (Details on page 14.) At bottom right are Mr. and Mrs. Frank McMonigall, Galion, O., who won largest family (11) prize.

Pats on the Back

Information Wins Friends

Information costs nothing more than the slight effort required to dig it out and pass it along to the person who needs it. Yet information, so easy to give, is often of great value to the person who asks for it. The Central can win carloads of good will by being obliging, courteous, and accurate in complying with requests for information.

An example: Edwin R. Hinrichs, a pottery executive from Syracuse, N. Y., was in New York City recently on business. He called Grand Central Terminal to ask about train service to Mount Vernon, N. Y., where he was to call on a factory.

The Information Clerk, Fred

S. Lamlech, not only informed him that there are two stations in Mount Vernon; he also volunteered to look up the address of the factory and determine which station Mr. Hinrichs should go to.

It was just a little thing, but it saved a customer a lot of bother and it meant enough to him to move him to write the Central when he got back to Syracuse, telling how pleased he was with the "above average" service given him. That's how information can make friends!

Recovers Bag

Agent K. W. Kinsele, of Niles, Mich., has won another friend for the New York Central System. Eileen Merritt, a Central passenger, detained at Niles station recently and discovered that she did not have her suitcase. She reported her situation to Mr. Kinsele.

"He was most solicitous and courteous," she said in a letter to the Central commending Mr. Kinsele, "and in a very short time he had located the bag and informed me that it would be in on the next train."

Miss Merritt concluded her letter by explaining that she was "indeed grateful" to Mr. Kinsele.

'Firsts' Answers

Here are the answers to the questions about New York Central "firsts" on page 6.

1. Between Berwick, O., and Stanley, O., on the Ohio Central Division, in 1927.

2. 1912.

3. In 1928. The request for a permanent license was refused. The Central, which began experimentation with radio in 1920, had already been using radio communications under authority of a temporary license. A permanent license was subsequently granted.

4. In 1870, at Montrose, N. Y., on what is now the Hudson Division.

5. The Empire State Express. It is reported that movie audiences received "quite a scare" from a head-on shot of the Empire in which the locomotive seemed to be coming right out of the screen at them.

6. During the record snow which blanketed New York City and vicinity in December, 1947.

7. 1909, at Poughkeepsie, N. Y.

(Solution to NYC crossword puzzle which appears on page 9.)



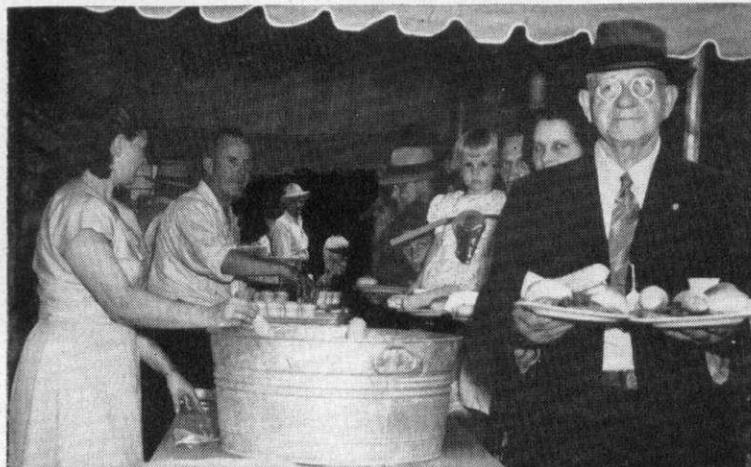
Answers to Railroad Quiz

Here are the answers to the Railroad Quiz which appears on page 6. Turn the page upside down to read. Then look below and see how your score stacks up against the scale of ratings.

- | | |
|------------------------|-----------------------------|
| 12. a (1,200 gallons) | 6. a (Back up) |
| 11. c (\$711,000,000) | 5. c (Classification yards) |
| 10. b (Andrew Johnson) | 4. a (.39¢ less) |
| 9. b (\$1,000,000,000) | 3. d (1893) |
| 8. c (100,000,000) | 2. c (47 years) |
| 7. b (Bituminous coal) | 1. d (Mastodon) |

If you have answered correctly	Then you
10 to 12	Belong at the head of the class
7 to 9	Are doing all right
1 to 6	Have learned a lot of new information by doing this quiz
None	Apparently don't read the HEADLIGHT very thoroughly

The Plates Were Piled High



IT LOOKS GOOD, so retired Locomotive Crane Operator George W. Brady (right) plans to enjoy the dinner served at the annual ox roast of the Pittsburgh & Lake Erie Veterans Employees Association. About 1700 attended the outing and enjoyed food, entertainment, fireworks, dancing, and a prize drawing. Serving up food at left are Special Inspector J. C. Ainor and Mrs. Ainor.

Plans for RR Y Discussed at Meet

Representatives of the New York Central and other railroads, of railway labor organizations, of employe credit unions, and of the Railroad Y.M.C.A. gathered at Pawling, N. Y., on the Central's Harlem Division, recently to map plans for greater service to railroad men and women through the Railroad Y.

Y staff members and railroad men who are interested in the Y's work exchanged views as to how programs for the coming year at System branches of the Y can best be planned and executed.

Frank Warner, national traveling secretary of the Railroad Y.M.C.A., was in charge of the two-day gathering.

The Interchange

(Originating Off-line)

Elopers' Special

A Texas couple recently recalled, on their 38th wedding anniversary, how the Texas & Pacific Railway helped them get married.

The couple were wed over violent objections by the bride's parents. As they boarded a westbound T. & P. train, her brother went into the coach after them with orders to "bring her back home." She refused to go, and the conductor shooed brother off the train for creating a disturbance. By the time Pa got to the depot, the train was gone and the honeymooners were safely on their way.

—Texas & Pacific Topics

Clothes Make Man—Mad

Louisville & Nashville Carpenter George Just arrived at work one morning recently without his clothes. He had left them on the kitchen table at home. He immediately returned for them, but was too late. His wife had boarded a bus to take them to him at work. When he got back to the

shop his wife had already arrived there, and departed again to look for him. They finally met—and Mr. Just received his duds — at a downtown corner when both were transferring from buses bound in opposite directions.

The clothes Mr. Just had left at home were the ones he wears at work. He had on his street clothes.

—L. & N. Employes' Magazine

Fresh Start

From the *Repco News*, published in Australia, comes (perhaps not for the first time) a story about an applicant for a job. "You are asking big pay for a man with no experience," the foreman said to him.

"I know," said the job candidate, "but the work is much harder when you don't know anything about it."

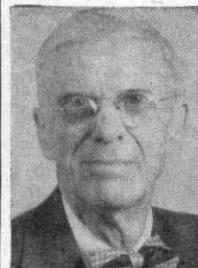
Opened by Mistake

And from *Ties*, published by the Southern Railway, comes the observation that "Nothing is more frequently opened by mistake than the human mouth."

Detroit Named Head Of Grand Square Club

Four hundred members of the New York Central Square Club attended the 27th annual convention of the Grand Club at Albany, N.Y., September 10 and named G. R. Bailey, O.S.&D. Clerk in the Freight Claim Department, Detroit, grand president for the ensuing year.

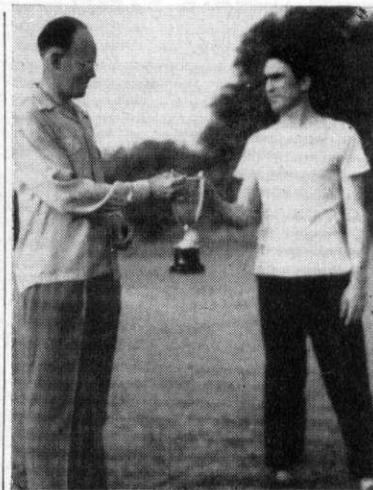
Other officers named include vice-presidents C. A. Van Antwerp, Syracuse; Carl Schmidt, Cleveland; J. D. Buerger, Rochester; H. Coughenour, Chicago; George Owen, New York; E. P. Greenlese, Toledo, O.; Charles Newberry, Buffalo; R. W. Bronson, Elkhart, Ind.; C. McCool, Harmon, N.Y.; E. N. Kottenbrook, Cincinnati; G. L. Frazee, Indianapolis; L. Elliott, Jackson, Mich.; and Glen Cole, Albany.



Mr. Bailey

C. Lemke, Toledo, was named secretary-treasurer. The officers were installed by Sam Scharschmidt, Cleveland, aided by Frank Dilla, Detroit, as marshal.

The Square Clubs of the New York Central System boast a total of 1800 members. The 1950 convention will be held in Detroit.



Assistant General Manager W. B. Salter presents the T. H. & B. softball trophy to Ross Ireland.

T.H.&B. Resumes Place In Top Softball Ranks

Old memories were recalled on the Toronto, Hamilton & Buffalo Railway last summer with the revival of the T.H. & B's Hamilton, Ont., softball team.

Sponsored by the road's Social and Pension Club, a five-team league carried on a successful season of play that wound up with the Maintenance of Way combine reigning as champions.

A couple of decades ago, T.H. & B teams had the reputation of exhibiting some of the best softball then found in Ontario.

In the post-season play this year, a team made up of stars from all five outfits took on some outside competition, winning two games from the NYC Suspension Bridge (Niagara Falls, N. Y.) club and splitting a pair with the St. Thomas, Ont., NYC Social and Pension Club.

Rolls Perfect Game

Marty Howe Jr., Repair Track Clerk at West Detroit, who learned to bowl from his dad, an NYC Car Distributor at Detroit, taught the teacher recently by rolling a perfect, 300 game.



PROUD POST of the American Legion is New York Central Post 134, Detroit, which claims one of the most active programs and fastest growing memberships in the Motor City area. Above, post commander George H. Wyatt (second from left), NYC Assistant General Attorney at Detroit, presents an honorary cap to I. Russell Miller, vice commander of Detroit districts. Others in picture are past commanders Benjamin A. Cosgrove, (left), NYC Conductor; and Leo P. Flanigan, Inbound Clerk at the NYC Third Street freight depot, Detroit.



Above, W. A. Shea (left) presents a Gold Pass to E. J. Sutcliff. Looking on are Engineman A. L. Gage (center) and General Yardmaster F. J. Cramer. In top row at right

(1 to r) are W. J. Warnock, F. W. Anderson, and W. E. Bowerman. Below, A. J. Zwilling (right) receives Pass from A. Hart as C. F. Grimes looks on. At far right is C. F. Blank.

Long Central Careers Recognized by Awards

Another group of Central men passed the half-century mark in their System careers during recent weeks. The 50-year veterans paused in their daily work to accept their Gold Passes—symbols of long and faithful service—and letters of congratulations from President Metzman.

C. F. Blank, Conductor on the Pennsylvania Division of the System, received his Gold Pass from Trainmaster F. A. Chase at Jersey Shore, Pa. Mr. Blank came to the Central as a Brakeman. He was promoted to Conductor on December 7, 1905.

Syracuse Division Engineman **Ward E. Bowerman** received his Gold Pass from C. F. Grimes, Assistant Superintendent, and has since retired. Mr. Bowerman entered Central service as an Engine Wiper at East Buffalo. He became a Fireman in February, 1899. He has been an Engineman since October, 1906.

At East Buffalo, N.Y., Yard Trainmaster W. A. Shea presented a Gold Pass to Fireman **E. J. Sutcliff**. Mr. Sutcliff entered System service as a Fireman on September 9, 1899.

Frank W. Anderson, Freight

Agent at Framingham, Mass., on the Boston & Albany Railroad, received his Gold Pass from B. & A. Superintendent John F. Nash. Mr. Anderson joined the System at Worcester, Mass., and had worked at many points on the B. & A. previous to his Framingham appointment during World War II.

Frank S. Austin, Vice President, Purchases and Stores, presented a Gold Pass to **W. J. Warnock**, Assistant General Purchasing Agent, at a short ceremony in New York City. Mr. Warnock started his Central career as a Clerk at Mott Haven, N.Y. He transferred to the Purchasing Department in New York City in 1908.

Trainmaster **Albert J. Zwilling** of the Syracuse Division received his Gold Pass from Augustus Hart, General Manager of Line East. Mr. Zwilling entered Central Service as an Assistant Agent at Looneyville, N.Y. In 1912 he was appointed Chief Signalman of the Syracuse Division. Mr. Zwilling, who was named to his present position in March, 1917, has headquarters at DeWitt Yard at Syracuse.

Two Central veterans received their Gold Passes on the same day from Master Mechanic J. J. Mellen at the recent Public Relations outing at Russells Point, O. Mr. Mellen made the awards to **Charles H. Haynes**, Road Foreman of Engines at Linndale, O., and **James S. Tynan**, Machinist in the Bellefontaine, O., Enginehouse. (Picture on page 12.)

Mr. Haynes came to the Central as a Fireman on September 5, 1899. He was appointed Assistant Road Foreman of Engines in November, 1916, and was promoted to his present position on September 22, 1920.

Mr. Tynan joined the Central as a Laborer. He became a Machinist Apprentice on May 5, 1900, and was promoted to Machinist in May, 1904.

Yard Conductor **Dexter Lake**, of New York City, was in the hospital recovering from an operation when he was scheduled to receive his Gold Pass. Presentation was planned for a later date.

Mr. Lake joined the Central as a Platform Man on the Harlem Division. He was transferred as

a Clerk to the Station Master's office in Grand Central Terminal in January, 1902. He became a Brakeman in the Terminal on December 21, 1906, and was promoted to Conductor in 1919.

Deceased

Charles E. Mumford, 105, retired Machinist, Buffalo, N. Y.; joined Central as Gateman in 1905, retired 1912.

Walter T. Regan, Assistant Chief Clerk to Superintendent, Albany, N. Y.; joined Central as Stenographer in December, 1915.

Percy J. Moore, 58, Signalman at Utica, N. Y.; joined the Central in 1906.

John S. Clark, 57, Engineman, Utica; joined Central in 1916.

John M. Doorly, 72, retired Assistant Chief Engineer, New York; joined Central in 1902 as Draftsman, retired in 1946.

D. L. Johnston, 71, retired Piece Work Inspector, Beech Grove, Ind.

Maynard D. Donald, 49, Freight Clerk at Warren, Pa.; joined Central in 1945.

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.

Aitken, Joseph H., Barge Captain, New York, N. Y.	31 11
Ambrosio, Robert H., Conductor, Ohio Central Division	36 9
Amon, Fred H., Clerk, Detroit	39 9
Anderson, Stanley P., Assistant Engineer, Syracuse, N. Y.	46 0
Bannister, Edwin W., Machinist, Corning, N. Y.	35 11
Baum, William J., Brakeman, Terre Haute, Ind.	25 10
Beck, John C., Conductor, Terre Haute, Ind.	33 0
Becker, Ray L., Section Laborer, Wauseon, O.	26 5
Belitz, William N., Agent, New York	47 4
Bell, John, Section Laborer, Douglas, Pa.	18 8
Benjamin, William A., Car Repairer, Corning, N. Y.	33 11
Bent, James, Brakeman, Selkirk, N. Y.	46 4
Betcher, John H., Locomotive Engineer, Buffalo Division	39 9
Bosniak, Louis, Laborer, Collinwood, O.	36 1
Boyd, Thomas L., Car Inspector, Kankakee, Ill.	31 2
Brady, George W., Crane Operator, Dickerson Run, Pa.	28 10
Brennan, Patrick, Checker, Detroit	26 6
Brown, Ward D., Locomotive Engineer, Pennsylvania Division	47 2
Bulger, George H., Supervisor, Mechanical Examinations, Buffalo, N. Y.	43 9
Cahill, Thomas F., Locomotive Engineer, Western Division	44 0
Carman, William P., Locomotive Engineer, Mohawk Division	39 8
Casey, Martin L., Conductor, New York	33 2
Casola, Gaetano, Exchange Gang Foreman, New York	39 6
Chapman, Fred'k L., Hostler, Brewster, N. Y.	43 8
Cherry, Frank W., Yard Clerk, Indianapolis, Ind.	32 6
Clancy, Michael A., Sheet Metal Worker, Weehawken, N. J.	45 8
Clements, James G., Machinist Helper, Kankakee, Ill.	35 0
Coffey, Reuel, Conductor, Illinois Division	43 0
Cook, Samuel W., Locomotive Engineer, Canada Division	42 7
Cooper, John L., Boilermaker Helper, McKees Rocks, Pa.	24 11
Crane, Robert M., Clerk, Detroit	26 4
Cravin, John J., Clerk-Telegrapher, New York	33 8
Crowe, William G., Claim Agent, Mattoon, Ill.	31 4
Dibble, Leon, Section Laborer, Millbury, O.	19 4
Dickelman, Fred, Foreman, W. Detroit	43 5
Donelli, Louis, Section Laborer, Franklin, Pa.	24 3
Dreslein, John, Brakeman, Mohawk Division	31 8
Edgerton, Francis W., Ticket Agent, Chicago, Ill.	40 9
Elton, Lester E., Signal Maintainer, Linndale, O.	36 9
Flanigan, Daniel J., Assistant Signal Maintainer, River Division	38 7
Foreman, Clarence A., Conductor, Bellefontaine, O.	34 8
Fortune, John H., Marine Engineer, New York	27 0
Francis, Robt. G., Car Inspector, E. Youngstown, O.	37 10
Friedley, John P., Trainman, McKees Rocks, Pa.	44 7
Fusie, Tony G., Section Laborer, Sandusky, O.	36 2
Garrison, Ethelbert S., Clerk, Detroit	26 0
Geloneck, Chas. L., Car Repairer, Detroit	20 9
Girt, Isaac L., Section Laborer, Ohio Division	26 5
Gockerman, Christopher W., Car Inspector-Repairer, Toledo, O.	22 0
Greenhaigh, Dewitt P., Engine Dispatcher, Selkirk, N. Y.	38 11
Gregory, Nelson L., Brakeman, Syracuse Division	29 9
Grice, Burnett R., Air Brake Repairman, McKees Rocks, Pa.	31 4
Griffith, Robert J., Pipefitter, Jackson, Mich.	26 10
Guina, Cornelius J., Locomotive Engineer, Detroit Division	49 8

Halloran, John J., Locomotive Engineer, Erie Division	48 0
Harris, Robert W., Locomotive Engineer, Ohio Central Division	51 5
Haspelslagh, Joseph J., Blacksmith, Bucyrus, O.	43 11
Hayball, Walter, Electrical Supervisor, Detroit	38 11
Hayden, William T., C.S. Operator & Hostler, Wabash, Ind.	37 10
Healey, William J., Locomotive Engineer, Hudson Division	49 10
Hendricks, Harry B., Telegrapher, Springfield, O.	41 7
Heubner, George W., Pier Foreman, Weehawken, N. J.	32 5

Lofgren, Ernest E., Boilermaker, Collinwood, O.	27 0
Lynch, Michael B., Signalman, Mohawk Division	46 9
McCarthy, James M., Crane Operator, McKees Rocks, Pa.	30 7
McClure, Samuel C., Leading Signalman, Western Division	23 9
McLaughlin, John C., Car Cleaner, Boston	42 4
McNamara, Francis J., Locomotive Engineer, St. Lawrence Division	46 2
McQuiller, Henry, Coal Chute Operator, Jackson, Mich.	26 11
Mann, Donald F., Chief Clerk, New York	43 9

Peters, George E., Trucker, Cleveland	20 11
Phillips, John P., Section Laborer, Kalamazoo, Mich.	29 7
Pitts, Frank E., Brakeman, River Division	39 1
Potter, Arthur A., Agent, South Kortright, N. Y.	43 3
Prowse, Arthur H., Carpenter, Jackson, Mich.	38 10
Purdy, James E., Signal Maintainer, Buffalo	29 2
Radkey, Henry A., Boilermaker, Jackson, Mich.	32 0
Rahanick, Michael, Car Cleaner, Rensselaer, N. Y.	26 2
Redden, Eri W., Locomotive Fireman, Hudson Division	43 9
Reid, John, Trainman, McKees Rocks, Pa.	45 5
Rhodes, Robert S., Assistant Engineer, Equipment Engineering Department, New York	43 6
Rohda, Fred W., Locomotive Engineer, Gibson, Ind.	43 1
Rowles, Burton, Assistant Supervisor Bridges & Buildings, Clearfield, Pa.	41 0
Russell, James A., Locomotive Engineer, Toledo Division	42 4
Sauer, George D., Boilermaker, Hobson, O.	46 7
Schroeter, Joseph A., Signal Maintainer Helper, Chester, Mass.	32 10
Schweitzer, Cornelius F., Switchman, Louisville, Ky.	32 10
Scott, James T. B., Yard Clerk, Englewood, Ill.	30 10
Seid, William M., Material Foreman, Jackson, Mich.	47 4
Simko, George, Car Repairer, McKees Rocks, Pa.	20 9
Sloan, Cecil L., Conductor, Canada Division	35 7
Smith, Earl B., Assistant Signal Engineer, New York	42 6
Smith, Levi J., Car Repairer, Detroit	20 9
Smole, Joseph, Carman Helper, Nottingham, O.	26 2
Spry, Medford B., Locomotive Engineer, Erie Division	43 11
Stagg, Joel, Car Repairer, St. Thomas, Ont.	41 2
Stalaker, Miss Maude R., Report Clerk, Charleston, W. Va.	28 7
Steadman, John, Section Laborer, Tilbury, Ont.	30 9
Steele, Floyd E., Conductor, Watertown, N. Y.	41 5
Stein, Karl, Car Repairer, McKees Rocks, Pa.	13 0
Stewart, William J., Car Inspector, Detroit	23 0
Stradley, Grover L., Mason Foreman, Jersey Shore, Pa.	39 2
Szulewski, John, Blacksmith Helper, West Albany, N. Y.	24 5
Thaxton, William, Motor Messenger, Indianapolis	29 8
Thomas, George A., Foreman, Beech Grove, Ind.	33 3
Thynne, Ernest M., Boilermaker, Air Line Junction, O.	31 8
Tillman, Philip G., Locomotive Engineer, Western Division	43 10
Tippery, George M., Locomotive Engineer, Pennsylvania Division	49 2
Tolhurst, Willard C., Machinist, Utica, N. Y.	36 4
Tremain, Charles E., Section Laborer, Westport, Ind.	23 11
Trueman, John, Assistant General Foreman, Chicago	38 9
Urenowicz, Joseph, Boilermaker, Jackson, Mich.	36 0
Vella, Giovanni, Painter, E. Rochester, N. Y.	22 5
Verhagen, Jerry D., Laborer, Elkhart, Ind.	21 10
Waddington, William, Boilermaker Helper, Windsor, Ont.	25 5
Wechsler, William, Brakeman, Anderson, Ind.	26 6
West, Chester, Section Laborer, Quincy, O.	36 4
Westendorf, William H., Locomotive Engineer, Detroit Division	45 10
Whiting, Cornelius V., Locomotive Engineer, Erie Division	44 1
Winkelman, George, Conductor, Toledo, O.	40 0
Wojcinski, Joseph, Leading Inspector, Buffalo	36 2
Woodmaster, Leo E., Erecting Foreman, Jackson, Mich.	36 6
Young, James H., Locomotive Engineer, River Division	48 1
Yurgel, Peter, Car Repairer, Chicago	36 11
Zagar, Frank, Boilermaker, Collinwood, O.	40 0
Zongolowicz, Peter, Car Inspector, Buffalo	38 4

As Rail Careers Came to Close



At upper left is Jack Cravin, who retired after 34 years with the Central, which he joined after spending some years with other roads. Jack was a Telegraph Operator in the "GX" office, New York, which keeps a running day-and-night record of the Central's top passenger trains. At top center are Harry I. Gage (left), Assistant Auditor of Expenditures, who retired at Utica, N.Y., after 47 years of service, and his "boss," Auditor of Expenditures W. M. Richardson. In picture at right D. J. (Dinny) Moynihan, who ended 55 years of NYC service as Captain of Police at St. Thomas, Ont., is congratulated by his successor, R. G. McCully. At left below is Canada Division Engineman Roy Matthews, who retired with 46 years of service. Next to him is Canada Division Freight Conductor Anthony (Barney) Scott, retiring after 33 years.

Hicks, Clifford W., Carpenter Foreman, Iona Island, N. Y.	40 7
Horan, Cecil M., Conductor, Hudson Division	37 1
Howell, Nicholas W., Car Repairer, Bay City, Mich.	31 11
Hunter, William, Section Laborer, Sandusky, O.	24 1
Hurst, Lester O., Yardman, Norpaul, Ill.	32 7
Jeffers, Thomas E., Locomotive Engineer, Ohio Division	43 8
Johnston, George H., Assistant General Agent, Detroit	40 4
Kelly, Patrick H., Machinist Helper, Clearfield, Pa.	31 2
Kennedy, Oren, Coach Cleaner, Indianapolis	36 5
Klases, Edgar F. A., Laborer, Rochester, N. Y.	20 3
Klasen, Charles W., Crossing Watchman, Michigan City, Ind.	25 2
Klewinowski, Walter J., Trucksmith, Jackson, Mich.	36 1
Koski, Simon, Car Repairer, Ashtabula, O.	33 4
Kowaleski, Frank, Car Inspector, Mott Haven, N. Y.	46 9
Kowalski, Anthony, Oiler, Gardenville, N. Y.	22 0
Kryger, Anton W., Locomotive Engineer, Hudson Division	47 5
Laczko, Frank, Laborer, McKees Rocks, Pa.	29 11
Land, William, Assistant Chief Clerk, Buffalo	43 6
Larson, Charles R., Record Clerk, Chicago	48 3
Lilekiss, Stanley, Car Repairer, Chicago	34 6
Lockwood, Walter J., Machinist, Jackson, Mich.	30 11

Matthews, Roy, Locomotive Engineer, Canada Division	46 7
Mattimoe, Augustin, Conductor, Erie Division	42 10
May, Frank D., Laborer, Elkhart, Ind.	26 7
Mead, William R., Machinist, Jackson, Mich.	30 8
Millius, Harman H., Section Laborer, Harlem Division	31 2
Mitchell, Andrew M., Yardman, Gibson, Ind.	29 1
Montefusco, Vincenzo, Section Laborer, Boston Division	24 2
Morin, Jacob, Locomotive Engineer, Kankakee, Ill.	44 2
Narhi, Einar, Carman Helper, Ashtabula, O.	39 9
Newcomer, Charles W., Pipefitter, Collinwood, O.	41 6
Nikolet, Ludwig K., Machinist, Collinwood, O.	45 2
Noffsinger, Clyde B., Car Inspector, Elkhart, Ind.	47 4
Oldrieve, Frederick J., Machinist Helper, St. Thomas, Ont.	40 3
O'Leary, George F., Conductor, Chicago	33 8
Olmstead, James E., Painter Foreman, Avis, Pa.	48 3
O'Neill, William V., Captain of Police, New York	30 0
Panfil, Albert, Car Repairer, E. Chicago, Ill.	39 6
Parkins, William L., Car Inspector, St. Thomas, Ont.	34 0
Parry, Robert J., Locomotive Engineer, St. Lawrence Division	42 1
Pease, William H., Conductor, Erie Division	46 10

Published monthly by the Public Relations Department for New York Central System employees and their families in eleven states and two provinces of Canada. Submission of material is invited. Editorial offices: Room 1542, 466 Lexington Avenue, New York 17, N. Y.

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Lesson For Us

The early settlers who got things going in New England over 200 years ago were pretty smart. It didn't take them long to get onto the fact that they had found themselves something pretty good in coming to the new world. They acknowledged their good fortune by observing the first Thanksgiving Day.

Those early New Englanders, of course, weren't too hard to please. They had just come from a country where things weren't very comfortable for them, and just having good free air to breathe in itself would have been quite a blessing for them, no doubt.

Even so, when they got to-

gether and said public thanks that first time, they must have realized that being grateful alone wouldn't be enough, that they were going to have to put forth some serious effort if they really wanted to make something of their new country.

The way they and a lot of other Americans went ahead and did so has made history.

We can learn a valuable lesson from that history. When we say thanks this Thanksgiving Day, let's not forget that the blessings we enjoy as free people in a prosperous land aren't just a lucky accident. They were earned—some a long time ago, some very recently—and it's up to us to hang onto them.

Liberty is not merely a privilege to be conferred; it is a habit to be acquired.

—Lloyd George

* * *

Hail the small sweet courtesies of life, for smooth do they make the road of it.

—Laurence Sterne

* * *

Dictatorship is like a great beech tree, nice to look at, but nothing grows under it.

—Stanley Baldwin

* * *

If we say truth, we also say freedom and justice; if we speak of freedom and justice, we mean truth.

—Thomas Mann

Last Call for Contest

You have only until November 30 to send in your entries in the HEADLIGHT's safety cartoon contest.

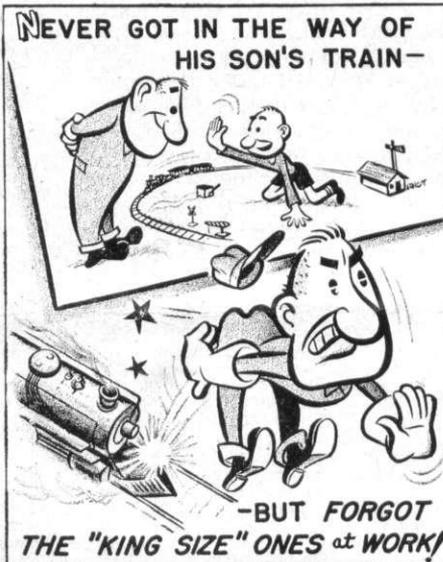
Remember there are prizes of \$50, \$25, \$15, and \$10, respectively, for the four names selected by the judges as best-suited for the character who appears in the HEADLIGHT's monthly safety cartoon (at right).

Judging from the number of entries already in, competition for the prizes is going to be keen.

Rules of the contest appear below.

Here Are the Rules

1. New York Central employes on active duty, leave of absence, or furlough may enter. An employe may submit as many entries as he or she wishes, BUT
2. Each entry must be accompanied by a suggested situation in which our unsafe character might find himself in some future cartoon. The situation does not have to be connected with the name which it accompanies.
3. Each entry must be clearly written or printed and must bear the name, occupation, department, and location of the sender.
4. Entries, to be eligible, must be received not later than November 30, 1949. They should be addressed to Safety Cartoon Contest, NEW YORK CENTRAL HEADLIGHT, Room 1542, 466 Lexington Avenue, New York 17, N. Y. All entries become HEADLIGHT property.
5. In case more than one entrant submits the name which is selected for one of the prizes, the prize will be awarded to the entry accompanied by the best cartoon idea suggestion (see point No. 2 above).



Let's Know the Facts

The "Machine-Busters"

— Another in a Series by G. Metzman, President —

BACK in the days when men were just learning to let machines do most of their work for them, some people were worried about what might happen to their jobs as a result of the "new-fangled" devices. It wasn't uncommon for men in a factory to damage and even destroy machinery that was brought in for them to use. They were afraid the new machines would take away their jobs.

They needn't have been afraid. For, while the new machine may have made unnecessary the particular jobs some men were doing, it soon set off a chain reaction that created other, better jobs for them.

By producing faster, the machine turned out more goods at a cheaper price. More people then could buy more of the goods, so more men had to be employed to run the machines and turn the goods out. More people also were employed to prepare raw materials from which to make the goods, and to transport and sell the goods in their finished form. And all the time, people were being employed to make the machines. The result was a higher standard of living for everybody.

Machines Do 94% of Our Work

This process, repeated over and over, tells the story of progress in this country. Year after year we have put more and more machinery to work, until now 94% of all the work energy put into production comes from machinery and tools. Only 4% is supplied by human beings, and 2% by animals.

All the time these machines and tools were being put to work, the number of people employed in this country was getting bigger, not smaller; their work was getting easier; and they were getting higher and higher pay, with which they could buy more and better goods to add to their enjoyment of life.

And yet, if the "machine-busters," the people who wanted to destroy new tools and production, had had their way years ago, much of this would not have happened. Few of the advantages that make us the richest nation in the world would be ours.

The march of progress is still going on. It promises us an even higher standard of living than we enjoy today, if we will cooperate with it, not fight it as the "machine-busters" tried to do years ago.

Railroad Hopes Tied to Use of Machines

In the railroad industry, the hope of further advances in the development of tools and machines is our life-line in the stormy sea of subsidized competition and increasing costs of operation. We need more traffic, and to get it we have to offer both excellent service and attractive rates. Our rates can be attractive only when our operating expenses are kept as low as possible, because if we don't operate at maximum efficiency, and price our service accordingly, some competing form of transportation will take the business away from us. We don't enjoy any monopoly.

Railroad people are wondering how the next step in mechanical progress—whatever it may be—will affect them. They're wondering about Dieselization and what it will mean to jobs. The answers can be found in the long story of progress in America, the story of how a better method, a better process, a better machine has always brought benefits when it was properly utilized and not blocked by "machine-busters" who tried to destroy it or cancel out its effectiveness.

There is only one way to deal with progress. That is to cooperate with it and thus reap the benefits of it. If we try to fight progress, or wipe out the benefits of it, we are calling a halt on the march of all of us towards a higher standard of living.

G. Metzman
President