NEW YORK CENTRAL SYSTEM

# HEADLIGHT

NOVEMBER, 1950

**DIESELIZATION** means building or adapting facilities to fuel and service the new engines. Above, workmen weld support braces for the top of a 200,000-gallon fuel oil storage tank at Corning, N. Y. Diesels working on the Fall Brook Branch of the Pennsylvania Division are serviced there. Tearing down steam engine facilities, including a 30-stall engine house, that had stood there for years, the Central has put in a Diesel inspection shed, sanding plant, and fueling point. Diesels which pull long coal hauls over the rugged grades between Corning and the Central's main line at Lyons, N. Y., now get fuel and daily inspection at the new facility. The Fall Brook is one of many sections of the Central where NYC Diesels are appearing in greater and greater number, and doing a good job both in yards and over the road. Another 200 units have just been ordered.

## Biggest NYC Purchase Will Up Diesel HP To Near 1½ Million

It's the biggest ever!

The Central's latest order for Diesel-electric locomotives, placed last month, is the biggest locomotive order ever placed by NYC. It calls for 200 units, costing about $31,000,000.

This latest stream of new power units to System tracks is expected to begin early in 1951, and present schedules call for the last of them to be at work on the Central by the end of next September.

Among the 200 locomotives included in the latest purchase order are 130 road switchers, 46 road freight units, 20 yard switchers, and four road passenger units.

### Will Have 1,255 Units

Earlier this year, the Central ordered 185 units to augment its already large Diesel-electric fleet. The latest order, when deliveries on it are completed, will bring to 1,255 the number of Diesel units owned by the Central and affiliated railroads. Total horsepower will reach 1,491,100.

As steady additions are made to the Central's roster of Diesel engines, the smooth new power packages take over more and more of the System's motive power chores. In a short time, the Boston & Albany Railroad expects to kill the fires in its last steam engines. Big Diesels were put out in front of its through freights early in the game, and soon proved their ability over the line's Berkshire Mountain grades. As power became available further assignments of Diesels have been made, until Dieselization of the B. & A. now is nearly complete.

### More System Lines All-Diesel

At an opposite end of the System, the Indiana Harbor Belt Railroad finished its two-year program of Dieselizing last spring. Rapid progress towards the same goal has been made on the neighboring Chicago Junction and Chicago River and Indiana Railways.

Dieselization by year's end also is in the works for the Central's affiliated Peoria & Eastern Railway. In July an order was placed for 21 road and yard switching units to do the motive power job on the P. & E.

# What Every Schoolboy (& Girl) Should Know

WITH another school year in full swing, thousands of sons and daughters of NYC families are deep in their studies in high school and college. Whatever they are "majoring" in, they probably will encounter the subject of railroads in one or another of their courses.

Unfortunately, it cannot be assumed that they will find in their textbooks and lectures a well-balanced and fully factual treatment of what railroads do and what they mean in the life of the nation. Young people, right at the period when their opinions are being formed for later life, have a pretty good chance of being exposed to partial, incomplete, and even inaccurate information about railroads.

For instance, a survey of American history textbooks made about five years ago found an almost complete lack of accurate information about the essential facts concerning railroad land grants. The amounts of the land grants were in many cases exaggerated in the textbooks examined. Nor was it mentioned that more than 92% of all the railroad mileage in the United States was built without the aid of an acre of Federal land grants. More important, the fact that the lands granted to the railroads have been paid for many times over through reduced-rate transportation of government goods and people was almost entirely ignored.

Since the results of the survey were published, new editions of several of the textbooks examined have presented better-balanced pictures of the land grant situation. However, misinformation on the subject is still getting wide circulation. It plays right into the hands of subsidy-grabbing competitors of the railroads.

Not only in the land grant story but in other matters too, such as railroad finance, many textbooks give only one side of the story. This is done in most cases without malice but simply out of lack of knowledge of all the facts. Nevertheless, such treatments color students' views unfavorably towards our industry.

**FACTS** about railroad land grants are pointed out by NYC Assistant Land and Tax Agent Peter J. Burke, Chicago, to his daughters Judy (left) and Mary. The booklet is one of those offered to HEADLIGHT readers in this article (see below).

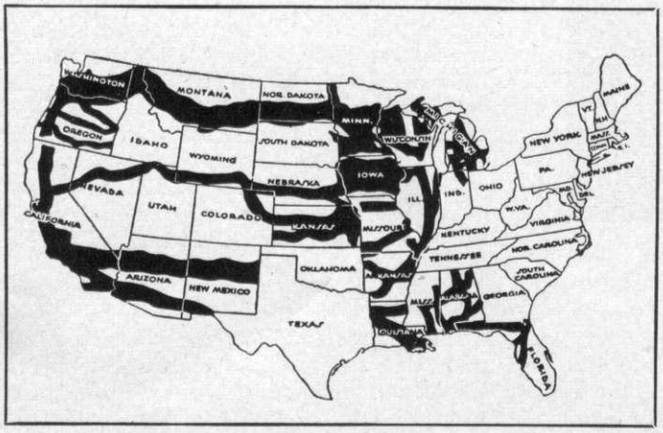
Sons and daughters of railroaders can help remedy this unfortunate situation, which hurts their dads' jobs and hurts them too, especially if they plan to go into railroading later on. They can supply themselves with the facts on such subjects as land grants, subsidies, railroad finance, and government ownership. Then they can speak up in class when the railroads are discussed and make sure their side of the story gets heard.

The HEADLIGHT will be glad to supply booklets and leaflets dealing with these subjects so that NYC men's sons and daughters can get the straight story and pass it on to others. Free material can be supplied on the following subjects:

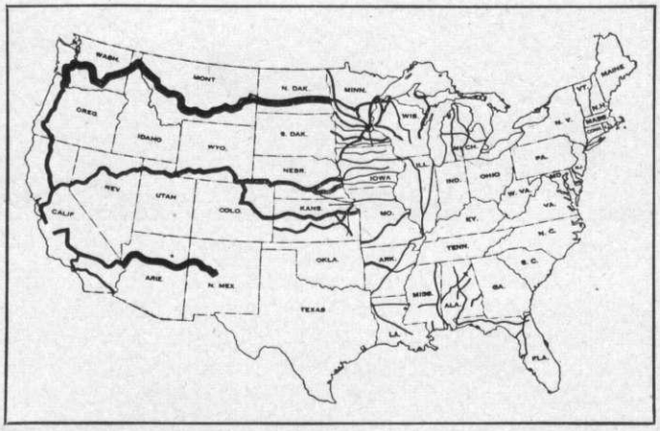
1. Land grants
2. Subsidized competition
3. Railroad finance
4. Government ownership
5. Future of the railroads

In writing for this material, please mention the subjects in which you are interested and give your name, department, and work location. Send requests to the HEADLIGHT, Room 1541, 466 Lexington Avenue, New York 17, New York.

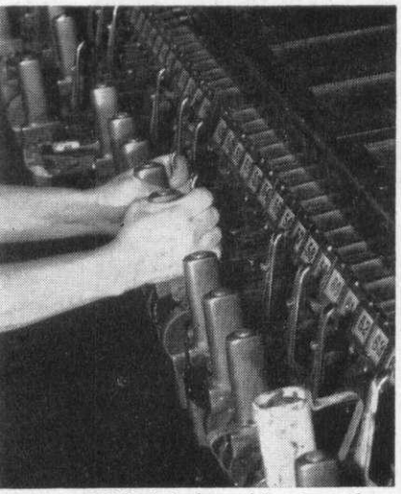
## MAP MYTH




**MANY** history books show this map and say the black areas represent land granted to the railroads by the government. Actually, they show the territory within which railroads *could* receive grants of part of the land. If they took one part, they couldn't take another. Much "grantable" land never was taken.

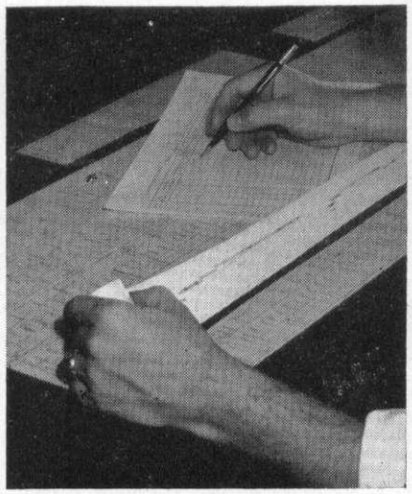



**THIS** map indicates by black areas the approximate locations of lands *actually granted* to the railroads. It also shows proportionately the amount of land granted, which is about one-fourth the amount indicated by the misleading map at left. The HEADLIGHT will send you a booklet giving the whole story on land grants.

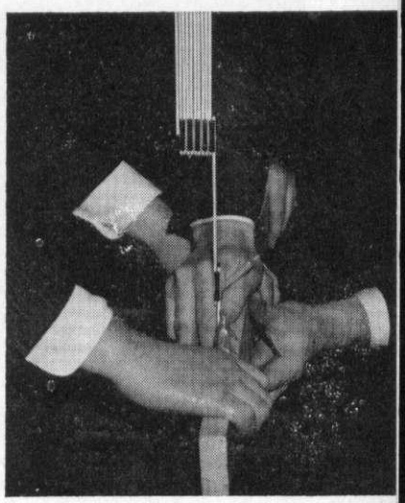


**GRASP** of his job is evident as the Towerman lines up switches and signals for train movement through an interlocking plant. The hands belong to George Waldron, at Croton-on-Hudson, N.Y.

**ROLL** of valve pilot recording tape is taken from steam locomotive. It tells story of engine's and engineman's performance. Removing roll is Valve Pilot Inspector F. A. Pelgrin, located at Buffalo.



**READING** the valve pilot tape is an office job. Comparing the record of an engine's run with par for the course is C. S. Hulbert, Supervisor of Locomotive Performance, at his office in Buffalo.



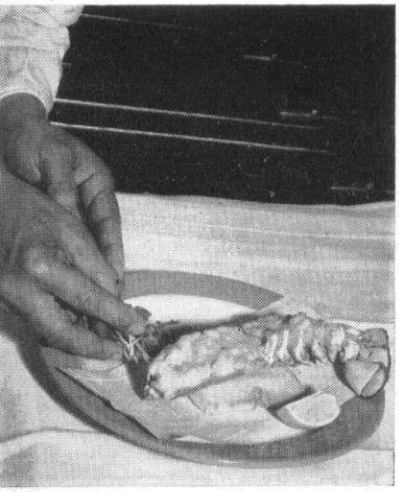
**MEASURING** clearance between rail and inductor brings hands close together. Pair coming from left are Assistant Clearance Engineer E. Scheid's; those from right, Clearance Inspector John Spada's.

**READY** to ring, this bell is being mounted atop a steam locomotive. Driving the pin to hold it in place is the right hand of Harold Belles, Machinist Apprentice at the West Albany, N.Y., locomotive shop.

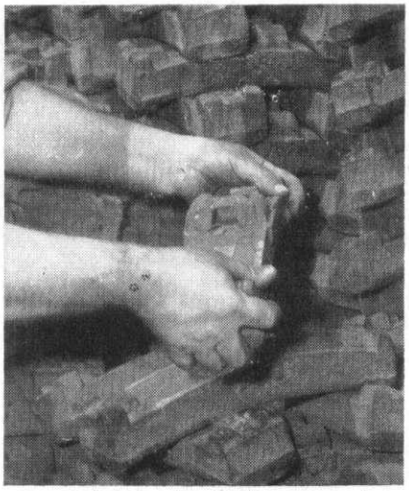
# In Good HANDS

THERE are many things a railroad couldn't get along without, and hands are one of them. It would be hard to count the many different jobs done by Central hands; this page shows only a few. Readers may find it fun, while looking at each picture, to cover the caption and try to guess what it is the hands are doing. One thing they should guess without much trouble: the Central is in good hands.

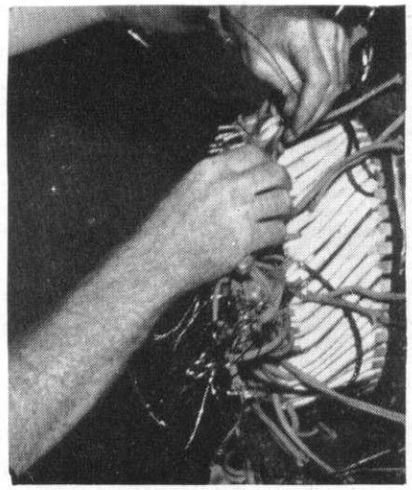
**SPOUT** pours water into locomotive tender for thirsty boiler of steam locomotive. Gloved hand guiding it over the water port belongs to Engine Hostler C. A. Cignarole, at Harmon.



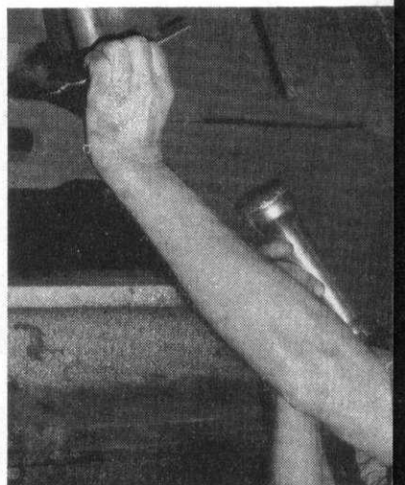
**SPRAY** of watercress, deftly placed, dresses up a tempting half lobster for a customer of NYC dining car service. The garnish is applied by the sure hand of Perry Potter, Senior Traveling Chef, New York.



**SHOES** for brakes, like those for feet, have to fit. Before installation on cars, brakeshoes are inspected. The hands holding this one are those of C. J. Cook, a Blacksmith for the Central at Harmon, N.Y.



**TWIST** of the wrist is part of winding electric motor armature. Manipulation is by Richard H. Speer, who was Apprentice in this picture, since has become full-fledged Electrician at Beech Grove, Ind.



**DOWN** under a Diesel locomotive hands reach up to measure the flange on a locomotive wheel. Their owner is Carl Rehschuh, a Diesel Inspector at Harmon, N.Y., major Diesel servicing point.

# AIR

# Made to Order

When it got too hot in old Bagdad, Caliph Mahdi* (8th century, A.D.) used to have his slaves pack snow—brought down from the mountains by camel train—between the walls of his palace. It didn't do much for the humidity, but—Allah be praised!—it sure helped with the heat.

That long ago, people knew that melting ice or snow takes heat out of the air and brings the temperature down. Today, air conditioning men still measure their equipment by its ice-melting equivalent (the daily cooling capacity of the system in Washington's Pentagon is equal to that of 48,000,000 pounds of melting ice).

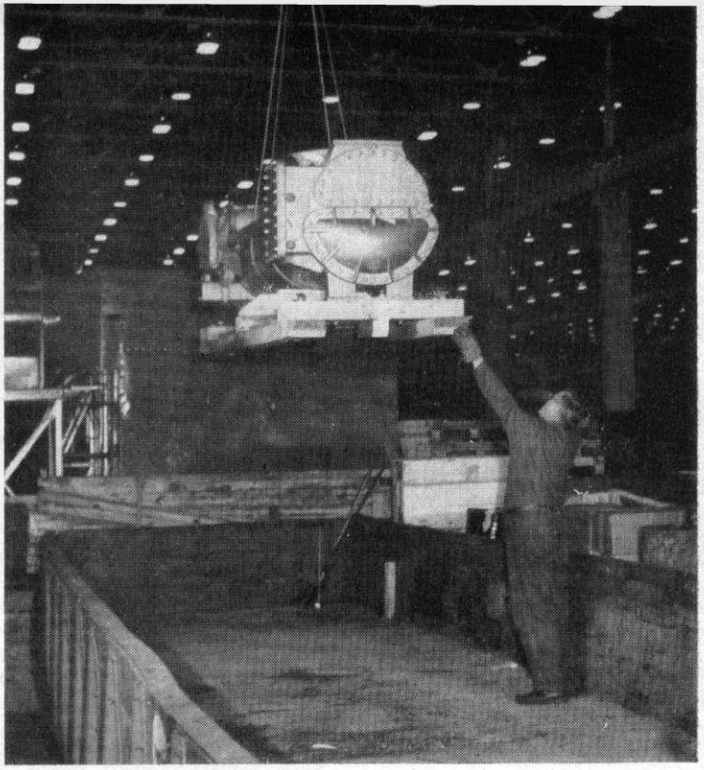
Present-day air conditioners do it without the camel trains. They use high-speed compressors to squeeze a gas refrigerant into liquid form, then let it soak up heat from the air as it turns back into gas. Going the Caliph one better, they handle the humidity problem by absorbing excess moisture when air is damp, wetting the air when it's too dry. To round out the job, they clean the air and provide a circulating system to deliver it to the people who are going to breathe it. That's the basis of air conditioning, 20th century style, an industry which last year topped the billion dollar mark in sales.

## New Plant on NYC Sign of Growth

A good sign of the industry's growth is the new, $2,000,000-plus plant which Carrier Corp., a leader in the field, will open soon in on-line Syracuse, N.Y. The use planned for the new building with its 257,000 square feet of space (all on one floor and without windows, which air conditioning men can't stand when they're open) also is a sign of a current industry trend. It will turn out Carrier's smaller units for homes and offices, where air conditioning is increasingly in demand.

Bigger units—like those it's providing for the United Nations' new headquarters in New York—will continue to be made in Carrier's existing plant, a 10-building layout adjoining the site of the new structure. Located on the Central's Syracuse Junction Railroad, the older plant is served by four spur tracks. Two of them run right into the main building. One track, which runs along one side of it, has been a handy means of getting construction materials up close to the site of the new building. An extension, now being laid, will bring rail service right through the door of the new structure.

*Not to be confused with Caliph Mohammed Ahmed Ibn-Seyyd Abdullah Mahdi, who licked the British at Khartoum in 1885.*



**COMPRESSOR** for an air conditioning system is lowered for loading in a gondola car. Scene is inside the Carrier plant.

## Central's Traffic-Hunters Were Busy

In close touch with Carrier's growth ever since the firm moved to Syracuse from Newark, N.J., in 1937 has been the Central's Industrial Development department, traffic-hunting team that works to sell industries the advantages of an on-NYC location. Carrier's first Syracuse home was in the old Franklin auto plant (appropriate; Franklin was the last of air-cooled autos), served by the tracks of another railroad. When growing post-war business sent them looking for a bigger site in the Syracuse area, the Carrier people listened with interest to Industrial department suggestions that the big war-born Navy-General Electric layout on Thompson Road would fill their bill. The Central's traffic prospectors knew the plant well; they had helped find its transportation-wise location in 1942. When it became surplus and empty at the end of the war, they had listed it high among on-line attractions to show site-shopping industries. Carrier bought it and moved in in 1947.

The Industrial department was on the job again when Carrier's latest building program took shape. They worked out details of access trackage, carefully estimated the job NYC could do hauling goods in and out for the growing firm.

The Central is one of Carrier's customers. Air-conditioning equipment made by Carrier and assembled by specialized suppliers is used on NYC passenger cars.

Carrier's satisfaction with its on-line location is evident in a statement made by president Cloud Wampler. He said, "We regard Syracuse as our permanent home. It is ideal both from the standpoint of location and transportation and as a fine community in which to work."

←**TRACK** to serve the Carrier Corp.'s new Syracuse plant is under construction. It will mean more freight on NYC.

# Would You Marry A Railroad Man?

WHAT do railroad women think about railroad men? The HEADLIGHT asked 10 NYC gals whether they would marry a railroad man, all other things, of course, being equal or nearly so. Their answers, and their pictures, appear on this page. No pollster's cross-sectional sample, these ladies speak only for themselves, freely admit that the gal at the next desk or in the next department might take an entirely different view, and with good reason.

The HEADLIGHT isn't going into business as a matrimonial bureau, but it will be glad to hear readers' reactions to the opinions expressed on this page.

**NANCY LOU FAULKNER,** Stenographer at Ashtabula, O.: "My father's a railroad man. It all depends on the individual, but railroad work would not be a handicap."

**MARY O'CONNELL,** Rate Clerk, Chicago: "Me marry a railroad man? Show me the man and I'll marry him. Say, did my father [E. J. of NYC] put you up to this?"

**MAY PARISKY,** Secretary, Toledo: "I haven't given it much thought, but there are many advantages, like travel, security, and advancement through seniority."

**FRANCES CRONIN,** Secretary in Passenger Traffic, New York: "I don't think so. I've worked with railroad men 20 years. When I settle down, I'll want a change."

**CATHERINE DILLENBURG,** Timekeeper at Ashtabula, O.: "Definitely. The advantages offered by railroad employment are greater than those of most other industries."

**ADELE GRINDLER,** Secretary in Freight Traffic, Chicago: "There are three of us Grindler gals with the NYC. Dad would be glad if any one of us married anybody."

**EVELYN DOUGHERTY,** Reservation Clerk, New York: "No, but no! My boy friend is not a railroad man. What a relief to have your date talk about *you,* not trains!"

**JANE REILLY,** Clerk, Pension Bureau, New York: "Why not? They're good providers. They are even after they're gone. I know. I work on widows' pensions."

**CONNIE HARRIS,** Messenger at Toledo: "If I loved a man and he worked for the railroad, I would list that fact as an asset. Railroad jobs offer security and are steady."

**GERALDINE BORKOWICZ,** Pass Bureau Clerk, Chicago: "I don't know. I wouldn't want to marry a man who travels all the time, unless I could go along. I just can't say."

Railroad Quiz

# Do You Know?

Answers and Score Ratings on Page 12

1. How can you tell from the outside what sort of accommodations a Pullman car contains? ☐
   *a. By the name* *c. By the windows*
   *b. By the number* *d. By the length*
2. What anniversary is the Grand Central Railroad Y.M.C.A. celebrating this month? ☐
   *a. 25th* *c. 75th*
   *b. 50th* *d. 100th*
3. Where on the railroad is adzing done? ☐
   *a. Accounting offices* *c. Machine shops*
   *b. Freight houses* *d. Right of way*
4. What does a lunar white signal light mean? ☐
   *a. Repair track* *c. Reverse engine*
   *b. Track pans* *d. Resume speed*
5. What charitable drive do railroaders contribute to through the "Hobo Basket"? ☐
   *a. March of Dimes* *c. Cancer fund*
   *b. Heart Fund* *d. Red Cross*
6. What is a rip track? ☐
   *a. Out of order* *c. For car repairs*
   *b. For cleaning cars* *d. Abandoned spur*
7. On the average, how much of its time does a freight car spend in the hands of shippers and receivers? ☐
   *a. One-half* *c. One-third*
   *b. One-fourth* *d. One-tenth*
8. Where is the largest sauerkraut plant on the New York Central System? ☐
   *a. Garden City, Ind.* *c. Wasepi, Mich.*
   *b. Celina, O.* *d. Phelps, N. Y.*
9. What on-line town is supposed to have received its name as the result of a poker game? ☐
   *a. Bad Axe, Mich.* *c. Torpedo, Pa.*
   *b. Mattoon, Ill.* *d. Black Betsy, W. Va.*
10. Where on the NYC System do the tracks pass through an underwater tunnel? ☐
    *a. Detroit* *c. New York*
    *b. Buffalo* *d. Pittsburgh*

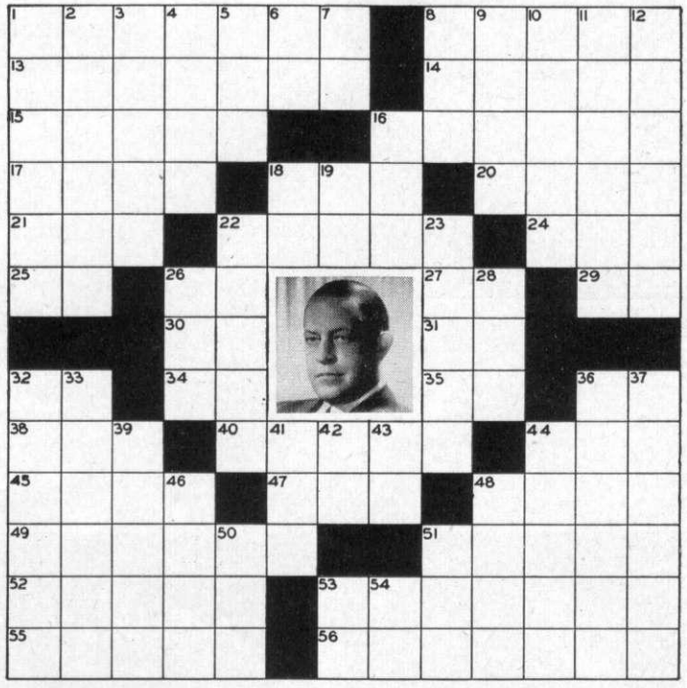
# Tell-a-Photo

CAN you identify this railroad car? For answer, turn page upside down and read below.

*This is the rail detector car. It ferrets out rail flaws by means of electrical instruments.*

# NY Crossword Puzzle

*(Solution on page 12)*



## ACROSS

1 Caretaker
8 NYC Director (see picture)
13 Similarity
14 To cast out
15 Movie scare specialist (first name)
16 Long outer garments worn by Roman women
17 Resinous tree of S. America
18 For turning trains
20 Wise man
21 French conjunctions
22 Ago
24 Where hoboes ride (singular)
25 Factor in blood
26 Leave
27 Act
29 Canadian province (abbr.)
30 Above
31 Conjunction
32 On-line state (abbr.)
34 College degree
35 Compare (Latin abbr.)
36 Pipe connection used by plumbers (pl.)
38 Rubber tree
40 To contradict
44 This coin isn't worth much
45 Part of the body
47 Kind of cloth
48 Small mountain
49 Danish coin (pl.)
51 Section of a wall
52 Religion of Moslems
53 Barter again
55 Turnips
56 A new one was recently opened in 36 down

## DOWN

1 Chatter
2 Northward
3 Nostrils
4 Part of the intestine (pl.)
5 Preposition (pl.)
6 Biblical king
7 Abbreviation for a rail system
8 Allow
9 Selfs
10 Pertaining to the soft palate
11 Triangle with all angles equal
12 They run at the track
16 Dry
18 West Indies (abbr.)
19 Chinese coin (abbr.)
22 Sound sleuth
23 Order
26 Barnacle Bill was one
28 Preposition
32 The frost is on it this month
33 Wood of the sandarac tree
36 Home town of 8 across
37 Morose
39 School (French)
41 Make a mistake
42 Exist
43 The way we want to go in our jobs
44 Mountain Moses climbed
46 To rap sharply
48 General Manager at Syracuse
50 Printer's measure (pl.)
51 Many NYC wives with school-age children belong to it
53 Royal society (abbr.)
54 Noun suffix denoting the diminutive

# LETTERS FROM OUR READERS

Dear Editor:

Your account of the St. Thomas (Ont.) pumpkin pie mystery (HEADLIGHT, Sept., 1950) might make some people think I handle the truth rather carelessly.

It sounded as if I had "located" Miss Cook just recently and she had then "coaxed the recipe out of an ex-pastry chef." Actually, all this happened 30 years ago. I hope they're both still alive, but if they're not I may look like a liar.

LEIGHTON R. HARVEY
Retired Trainman

Dearborn, Mich.

• *We'd say Mr. Harvey is more likely to look like a man who's been enjoying good pumpkin pie for 30 years.*

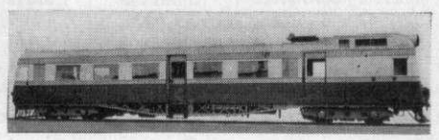
Dear Editor:

I have read in your May issue the account of the new rail-Diesel car. You may be interested to know that self-propelled Diesel-electric passenger cars appeared on the Australian Railways in 1937 and have given excellent service. I am sending some pictures.

J. DOWNES

Perth, Australia

• *Readers can see for themselves.*↓



# Washington Setup For War Transport Taking Shape

Military action in Korea has brought back some of the governmental measures affecting railroads that were in force during World War II.

In Washington, D.C., the pattern of war-time regulation is shaping up as follows:

1. A **Defense Transport Administration** has been established. It will be in charge of priorities, allocations, and other aspects of transportation growing out of the national emergency.

2. A **Military Traffic Service** has been set up to direct transportation for all the armed services.

3. A **National Production Authority,** operating in the entire industrial field, already is taking action to insure steel supplies for the mammoth freight car-building program the railroads are undertaking.

The DTA, which has been compared in its functions to the Office of Defense Transportation of World War II days, is headed by James K. Knudson, a member of the Interstate Commerce Commission. Several staff members already have been named.

E. G. Plowman, traffic vice president for U. S. Steel, heads the unified armed forces traffic service. His agency is expected to act as a clearing house for the armed services in their dealings with the nation's railroads and other forms of transportation.

### 'Subway of the Air'

Rail above the car, as well as below, would feature a new type of railroad proposed recently by a man who would like to see the idea tried out on Long Island, New York.

As described by its sponsor, the proposed new type of train, called (you should pardon the expression) the "railplane," would operate electrically on elevated tracks. The train would be "locked" between a lower rail and an upper one, and would draw power from the upper rail.

One person described it enthusiastically as the "subway of the air."

## On Radio

A retired Conductor and a Central Vice President teamed up as guest stars on a radio program last month. Harry Wells, who recently ended 52 years of NYC service, and Vice President J. J. Brinkworth appeared on the network program featuring Lanny Ross and originating in Chicago. Main subject discussed: railroading, of course.

# Seen This Ticket Seller?— Let's Hope Not on Our Road

H. I. Phillips, well-known humorist and syndicated columnist, apparently went to a railroad ticket window somewhere not long ago. The service he received must have been pretty poor, because he went home and wrote the column which is reproduced (with his permission) below.

A lot of people saw this column in papers all over the country. It would be interesting to know how many of them said to themselves, "That same ticket seller has waited on me."

Mr. Phillips isn't telling, of course, what railroad or what station provided the inspiration for his essay, but it wouldn't be a bad idea for any railroad employe (ticket seller or otherwise) who reads it to say to himself (or herself), "Could this be me?"

The point of most concern to railroaders, of course, is one that Mr. Phillips doesn't even mention. Namely: there he was, a customer, holding in his hand real, honest money that he wanted to spend with the railroad—money that would help keep that ticket seller's job alive.

Instead of making it easy for him to turn that money over, instead of making him want to come back again and spend some more, the ticket seller took a long step towards chasing him to some other form of transportation.

Wherever the ticket seller that waited on Mr. Phillips works, let's hope it's not on the New York Central. And let's work hard to make sure nothing like his unhappy experience happens to folks who have dealings with NYC.

## The Sun Dial

*By H. I. Phillips*

**Railroad Ticket Window**

The ticket seller asks where you wish to go and on what train and date. You tell him. He looks up the records to see if there is such a train. He consults the calendar to see if there is such a date.

• • •

He goes to a wall cabinet and stares at it intently, finally taking out a yard of ticket form. He repeats his inquiry as to your intentions. He makes some notes in ink on the top stub. He makes some notes on the lower stub. He looks at these stubs to see what he has written. He makes a phone inquiry. He writes something on a couple of other stubs.

• • •

He digs up a punch and punches a hole in alternate stubs. He looks at the holes from front and rear. He goes deeper into his cage and consults a fellow attendant. They both look at the calendar and train sheets. They look at you coldly.

He returns to the window and says he is sorry to keep you waiting, but will be finished with the fellow he is taking care of in a few minutes. You explain that you are the fellow he is taking care of.

• • •

He gets a different pen and makes some more notes on the top and bottom stubs. He erases something from the middle stub. He gets a larger punch and makes some more holes. He holds these to the light and compares them with the smaller holes. He seems to doubt that the tickets are properly ventilated.

He consults the calendar. He asks, "Joe, did you see my rubber stamp?" Joe says he did not. He looks around for his stamp.

He discovers the rubber stamp right on the ledge by the window. He stamps every stub on the front. He stamps every stub on the back. He puts on a new set of spectacles and examines the stamps. You rap on the counter and ask how much longer it is going to take. He says you will have to wait a few minutes until he finishes with the man whose tickets he is preparing. You again explain that you are the man.

He seems quite surprised. He asks about your destination again and repeats the date. He says he wants to make sure the chart of that train has been made up. He makes a phone call. He disappears.

• • •

He returns ultimately with a new rubber stamp and a new punch. He says he will be with you presently. He goes over the entire ticket form again. He asks if you would mind coming back Tuesday. You say it is already Tuesday.

• • •

He looks quite exasperated. He calls Joe. Joe comes over and asks where you want to go and when. You grab the ticket form from him. You fold it up. You throw it back and ask him to serve it between two slices of buttered toast to the next customer. He says, "Have you gone nuts?" You have. And without a ticket.

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# Central Men Coin Safety Slogans

Helping remind men and women all over the New York Central System that this month brings a special "No Accident" safety campaign are two slogans appearing on many posters.

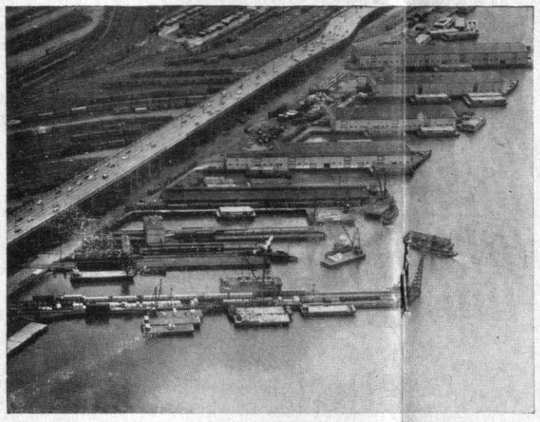
One of them says, "Make Your Head Go Where Your Feet Go." The other advises, "Keep Your Head Where Your Body Is."

Both are the brain-children of NYC men whose thinking on safety jelled into capsule statements expressing a lot in a few words.

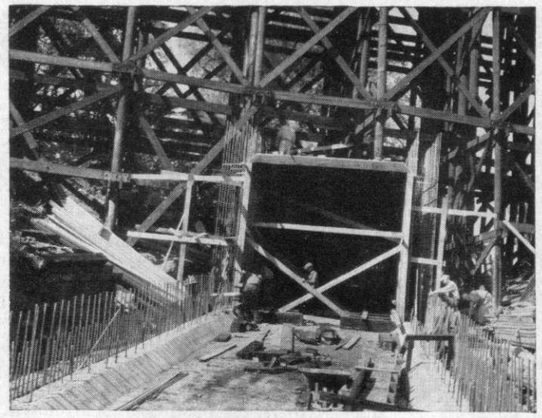
Author of the first-quoted slogan is Edward F. Kluge, Stenographer-Clerk at Cleveland. Working in the Claim department there, he sees accident reports every day. Following the advice contained in his safety saying can reduce their number.

The second slogan is the work of O. F. Scott, Yardmaster at Dayton, O. It came to him at breakfast one morning, on a day when the Division Superintendent was due in town to pay a call prompted by a recent accident.

# HEADLIGHT HIGHLIGHTS OF THE MONTH



**DOWN** to the water's edge go the tracks when railroading includes marine operations, as it does for NYC. This scene shows float bridges in foreground and, beyond them, covered piers on the Manhattan side of the Hudson River. Picture by Harold W. Schmidt and O. J. Wallis, NYC Marine Department.



**BOX** culvert shown in construction above will carry stream through fill installed by NYC across ravine near Watkins Glen, N. Y. Wooden framework around culvert is part of trestle which fill replaces, carrying double-tracked line of Pennsylvania Division over the gorge. Culvert is 197 feet in length.

**TEST** run, trying out a single unit, 2400-hp Diesel on the James Whitcomb Riley, was being made when Station Agent Frank A. Gilbert, Earl Park, Ind., made this picture. With the Riley doing 75 m.p.h., cameraman Gilbert used a Super Ikonta Special, with exposure time of 1/400 second at f 5.6.

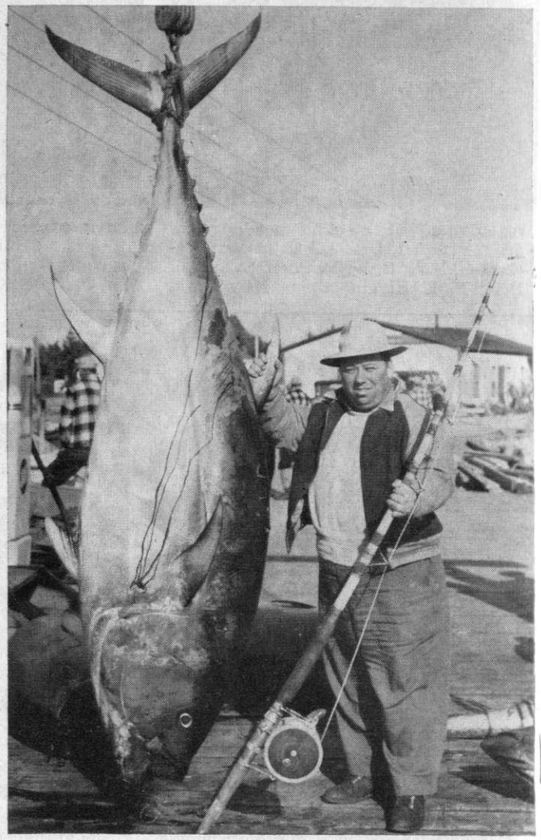
©1950 King Features Syndicate, Inc.

**FIVE** famous girls had just entered the United States for the first time when this picture was taken. They're the Dionne quintuplets of Ontario, Canada, who stepped out of their private car at Rouses Point, N. Y., while heading for New York City via NYC. Left to right, they're Annette, Marie, Emilie, Yvonne, Cecile. In Manhattan they arrived at Grand Central Terminal and started at once on a busy round of sightseeing and appearances. Return was also by NYC.

**LOVE** on the 5:24 blossomed into matrimony recently for Mary Sullivan and James A. Curtis, both of NYC Pension Bureau, New York. They met working in same office, taking same train home each night. Back from honeymoon, they're still working, commuting together. They've apartment in suburbs.

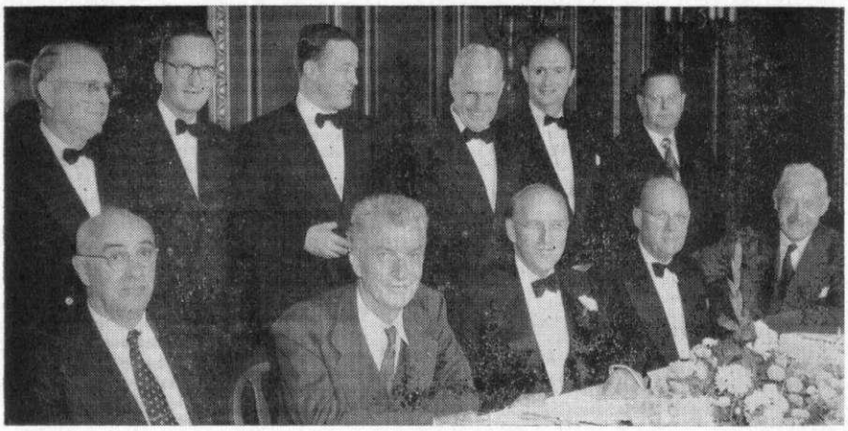
Photo by Utica, N. Y. Observer-Dispatch

**ONE** good deed deserves another, and boy scouts of Utica, N. Y., were rewarded for theirs when Diesel Foreman Paris Spaziani (in cab) showed them through one of the Central's big road locomotives. Like a good scout, the lad on the ladder is coming down the safe way, facing the locomotive.



**TUNA** fight hard when they're on the hook, and Howard Patfield, Boilermaker at Collinwood, O., knew he'd had a tussle before he landed the 588-pound catch shown with him above. It was his first tuna try, made off the coast of Nova Scotia this fall. Catch took an hour and a half "but was worth it."

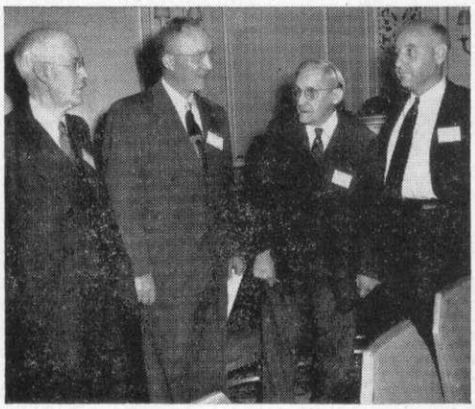
# RAILROAD DOCTORS



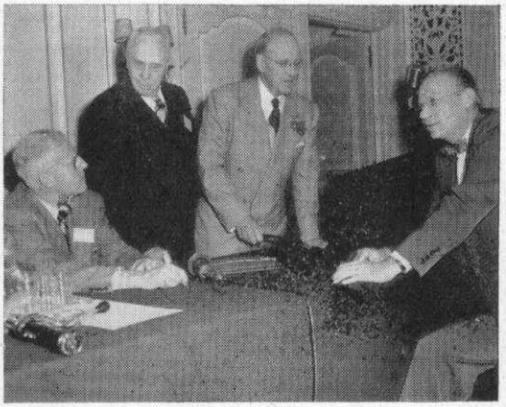
**GROUPED** at banquet are (standing, l. to r.) Drs. A. H. Winters, Pittsburgh; R. C. Obetz, Columbus, O.; D. W. Myers, Detroit; A. M. Dickinson, Albany, N.Y.; and W. H. Norman, Indianapolis; A. H. Powell, Head Clerk, General Claims Office, New York. Seated are (l. to r.) Vice President J. Aronson; Dr. W. M. McGovern, who spoke; Dr. W. C. Kunkler, Terre Haute, Ind.; General Claims Attorney H. L. Hanson; Vice President J. J. Brinkworth. Dr. McGovern is a member of Northwestern University faculty.

There were doctors aplenty in the House (Chicago's Palmer) during the last week of September when the Central's Association of Surgeons held its 27th annual meeting. From points all over the System, physicians and oculists who make up the Central's medical staff came to hear technical papers read, attend clinics, exchange experiences, and conduct Association business. Small town general practitioners and big city specialists alike, they had much in common, including their interest in railroading.

**REGISTERING** at meeting headquarters are (l. to r.) Drs. H. H. Baker, Rochester, N.Y.; B. W. McCuen, Syracuse, N.Y.; N. L. Higginbotham, New York.



**CHATTING** are (l. to r.) Drs. Nat P. Brooks, Croton-on-Hudson, N.Y.; C. Adams, Galion O.; F. M. Summerville, Oil City, Pa.; George H. Marcy, Buffalo.



**LAST** gavel rap is sounded by retiring president Dr. Kunkler, succeeded by Dr. Dickinson (left). With them: Drs. H. A. Beck, Lebanon, Pa.; Roy S. Westline, Chicago.

# Movie Shows How to Treat Freight Right

**RIGHT** way to handle less-than-carload freight is shown in a 20-minute movie just completed by NYC Motion Picture Bureau. It will be shown to freight house forces all over the system by the Loss and Damage Prevention Bureau. In scene above, Tallyman F. Keaton (left) and Picker S. Pete show how stencilled cautions on cartons must be obeyed. Scene: Indianapolis freight house.

**STARS** of the movie are NYC men working at their jobs in freight houses, showing proper ways to handle freight for damage-free movement. Lesson above: use bulkheads in l.c.l cars to prevent shifting and falling of packages. Installing the bulkhead is S. Pete, Picker at Indianapolis. The film will be shown in a traveling instruction car, equipped for movie projection, which tours the System.

**ENTITLED** "It's a Deal," the movie reminds railroaders that they make a bargain with the shipper every time they handle a package, promising to get it safely and swiftly to destination. Above, Assistant Foreman J. J. Leibrock points out that packages are piled too high for loading without bulkhead. They must be leveled off. With him is Tallyman F. Gilbert, of Indianapolis.

# From Century To Work Train

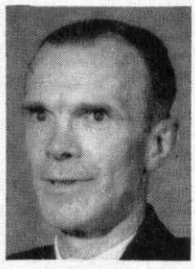
Thirteen years ago, Thomas J. Buckley started his New York Central career as a Fireman on a Hudson Division work train. Since that day he has received a number of promotions, and has fired crack System trains like the Century, Empire State Express, and Pacemaker.

His latest promotion came a few months ago, and put him right back on the work train. "And," he says simply, "I love it. Sure, my heart skips a few beats when the Century roars past my side-tracked train. But it won't be too long and I'll be working my way right back up there."

How did it all happen? How did Tom start off on a work train, work his way up to the Century, and wind up on the work train again? "That's easy to explain," Tom says. "Today I'm sitting on the right-hand side of the cab."

# GCT Ticket Seller Wins Honor

His diligent work on a difficult case has won Matthew Clark, Ticket Seller in Grand Central Terminal, New York, the October monthly Employe Service award of the Federation for Railway Progress.



Mr. Clark

Cited by the customer for whom he persevered in securing a reservation for an emergency trip, Mr. Clark has received a $25 savings bond and a gold lapel emblem from the Federation in recognition of his good work.

Despite heavy traffic and tight space conditions, Mr. Clark kept trying to fill the customer's request for accommodations when the latter had to travel from New York to Chicago because of serious illness in his family.

Mr. Clark, who has been with the Central 26 years, is the second NYC man to win the monthly award. Last year John Newman, Stationmaster at Watertown, N.Y., won it and went on to win the annual "railroad man of the year" award of the Federation.

## Findings

Quick return of valuable articles lost on trains made two NYC customers happy recently. A woman passenger in Indianapolis, calling the Stationmaster's office to report a lost ring, was delighted to learn that Car Cleaner **F. V. Morris** already had found it and turned it in.

A Mt. Gilead, O., supply executive discovered after leaving a train at Linndale, west of Cleveland, that his wallet was no longer with him. His telephone call put Stationmaster's Clerk **J. R. Creadon** on the train upon arrival in Cleveland Union Terminal. He found the wallet and had it in the owner's hands shortly after.

## Information Pleases

Part of the service we sell is something which we give away—information. And often it's highly valuable to the customer seeking it.

John W. Dain, building supplies dealer of Mahopac, N. Y., recently wrote the Central to say that he is more than pleased with the information service given him by carload tracers in the New York freight office.

He particularly mentioned **Edward J. Zarriello** as always being helpful in finding the answers to his questions.

## Lent Assistance

Their courtesy and consideration, extended to a dignitary of the Catholic Church, merited a warm expression of gratitude for Central Patrolmen Tom Griffin and Robert E. Gorman of Chicago recently.

Mr. Gorman

Taken ill while accompanying a Holy Year pilgrimage group to LaSalle Street station, Archbishop Henry P. Rohlman, of Dubuque, Ia., was assisted by the NYC police officers. On his taxi trip to another Chicago station for the journey home, he was attended by Patrolman Gorman, who by that time was off duty.

In appreciation for what they had done, Archbishop Rohlman sent the two officers each a rosary, devotional symbol of the Catholic Church.

# Named to New Posts On Central System

**Frank H. Dugan**, formerly Trainmaster, New York Terminal District, has been appointed Assistant Superintendent there.

**C. O. Bird** has been named Engineer of Standards, with headquarters at New York.

**W. A. Kraus** has been named Division Freight Agent, Kankakee Belt Route, with headquarters at Kankakee, Ill.

**A. R. Schroeder** has been appointed Assistant Supervisor of Loss and Damage Prevention, with headquarters at Detroit.

**Ray R. Wallace** has been appointed District Freight Claim Agent at East St. Louis, Ill. Wilson G. Broadbent has been named to the same post at Syracuse.

# NYC Breaks Records In Coal Handling

The Central in recent weeks set two records in handling coal.

On Oct. 1, the Central's Ashtabula, O., coal docks set a new loading record when they dumped 19,678.9 net tons into the hold of the Canada Steamship Lines' *Hochelaga,* the biggest load ever taken by a Great Lakes coal carrier.

In September, tying in with the week of events marking opening of the Central's new passenger station in Toledo, NYC hauled the longest train of coal (200 loaded cars) from Stanley yards to the lakefront dock.

Two H-10 engines pulled the long train, 40 to 60 cars over the usual consist of coal hauls. Signs and banners proclaiming the record adorned the train.

**"Even if you do still take him to the ladies' room, Madam, he's too old for half fare."**

# Centralines

IF YOU look at a television set these days, you're just as likely as not to find a fellow NYC worker looking at you from the screen. Nelson Taylor, veteran business car Porter, made his TV debut recently at the age of 68, showing up as a "talent scout" on the Arthur Godfrey program from New York. He brought along his niece, a singer . . . In Cleveland, Road Foreman of Engines Robert P. Haders appeared on an interview show over WNBK, telling all about the work of a locomotive engineman . . . Another New York telecast found Traveling Chef J. H. Williams right at home in front of the cameras, mixing one of the famous Century salad bowls.

**Mr. Haders**

**Of three steam-using railroads in Evansville, Ind., NYC ranked first for its smoke-curbing efforts during September . . . While the Freedom Bell in Berlin was ringing on United Nations Day (Oct. 24), a retired NYC locomotive bell was echoing its peals in the Public Square of Cleveland. Donated by the Central, it featured an observance of UN's fifth anniversary . . . Mr. and Mrs. Edwin G. Costin (he retired as Claim Agent at Toledo in 1945) just celebrated their 50th wedding anniversary at Grants Pass, Ore. . . . Another golden wedding pair are Mr. and Mrs. C. A. Elliott, of Jackson, Mich. He retired as a Locomotive Engineman on the MC in 1941.**

Clifton A. White, Porter on the Twilight Limited, was featured in a recent article in *Lee Marketing News*, published by the H. D. Lee Co. Impressed by Porter White's work, one of the Lee Co. officials wanted his story told in their publication. "No wonder Henry Ford planned his trips to ride with him," the article says . . . Ruth Lowe, Secretary, and Thomas Horne, Clerk, are back at work in the Passenger Traffic department, Chicago, as Mr. and Mrs. Horne. Honeymoon was in Colorado.

**Mr. White**

**Not only can the Brewster, N. Y., fire department pour the water on when needed; it also can bail it out. When a record 5½ inches of rain came down one Sunday afternoon and flooded the NYC turntable at that important Harlem Division point, the local fire truck and pumper worked nine hours to clean out the pit and table. Their help avoided a bad motive power snarl.**

# Central Praised for Report

The Central's annual report for 1949—published story of the year's operations, which was distributed to all employes and stockholders last April—was honored in ratings recently announced by two financial magazines.

*Financial World* listed it as best among those issued by railroads in the northeast and second best among all transportation companies.

An "Oscar of Industry" trophy, marking the award, was presented to President Gustav Metzman by *Financial World* vice president Weston Smith.

*Forbes Magazine of Business*, which rates a number of reports in its semi-monthly issues, awarded the Central one of the citations conferred upon the 15 most meritorious among reports reviewed by its staff. The Central's report received second-highest rating among all those in the *Forbes* survey.

OSCAR is presented to President Metzman (left) by W. Smith, *Financial World*.

# Will Take Wires Without Cash

Greater convenience for both employes and passengers will result from a new plan for handling Western Union telegrams which is soon to go into effect on NYC passenger trains.

Under the new plan, members of train crews, porters, or others accepting telegrams from passengers for dispatch at the next stop will not have to handle any money. The passenger will be able to charge the telegram and be billed for it at his home or business address.

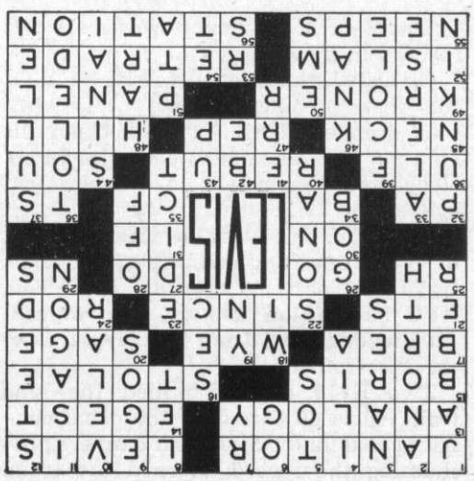
This charge privilege will be extended to passengers whether or not they possess a Western Union charge account or credit card. Central employes accepting charge telegrams for transmission will not be held responsible should there later be trouble in collecting the charges.

A new type of telegram blank, with space for the sender to indicate how he wishes the telegram charged, will be supplied on NYC cars soon. As soon as it is available—expected to be about Dec. 1—the new charge plan will be put into effect.

Employes accepting charge telegrams should make sure the sender indicates in the proper space how the message is to be charged.

Following are the en route points at which telegrams accepted aboard trains will be transmitted: Harmon, N. Y., Albany, Utica, Rochester, Syracuse, Buffalo, Cleveland, Toledo, Columbus, O., Indianapolis, Detroit, Springfield, Mass.

*(Here is solution to NYCrossword puzzle appearing on page 6. Turn upside down to read.)*



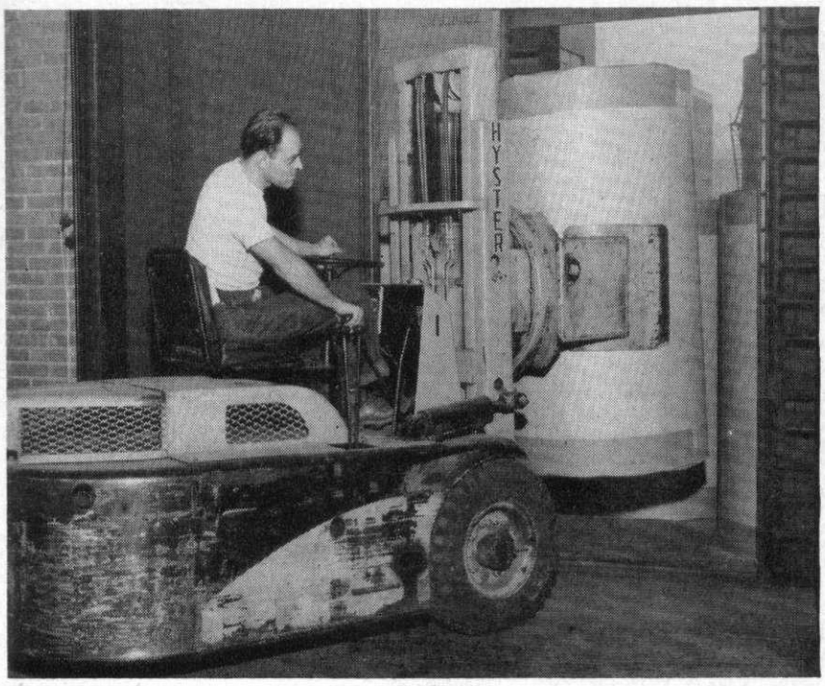

# Quiz Answers

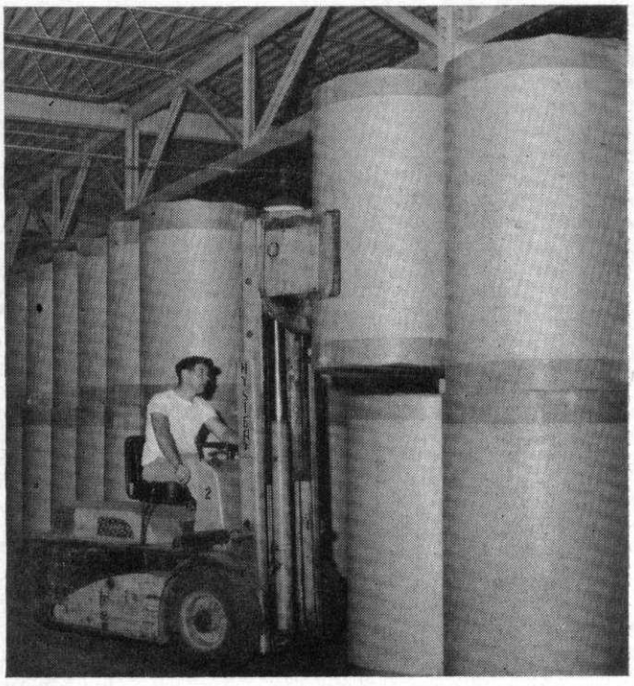
Here are the answers to the Railroad Quiz which appears on page 6. To read, turn the page upside down. Then check your score with the ratings below.

1. a (By the name)
2. c (75th)
3. d (Right of way)
4. b (Track pans)
5. a (March of Dimes)
6. c (For car repairs)
7. a (One half)
8. d (Phelps, N.Y.)
9. b (Mattoon, Ill.)
10. a (Detroit)

| If you have answered correctly | Then you |
|---|---|
| All 10 | Are really good |
| 6 to 9 | Really aren't bad |
| 1 to 5 | Can do better |
| None | Can't do worse |

# Paper Work Gets a Lift on P.&L.E.



PAPER WORK has been simplified considerably at the Pittsburgh & Lake Erie Railroad's central warehouse annex building in Pittsburgh, where newsprint for two of that city's dailies is unloaded from cars and stored until called for. Handling of the big rolls, which must be treated with care if they are to perform right on high-speed presses, is done with a specially adapted lift truck. Two grippers, attached to the lift, squeeze the roll with hydraulic pressure, enabling operator to pick it up, move it around, stack one atop another. In picture at left Freight Handler James M. Pascal backs out of box car with a roll. At right, H. C. Schultz puts one up. Squeeze is controlled by lift operator.

## Dinner at Waldorf Will Mark Y Jubilee

In New York's Hotel Waldorf-Astoria, on the same site where the Railroad Y.M.C.A. once stood, the Grand Central Branch of the Railroad Y will stage a giant banquet the 20th of this month to mark its 75th anniversary.

Climaxing its diamond jubilee year, the Branch hopes to celebrate at the banquet the success of its drive to reach a membership of 5,000. Campaign workers have been busy for more than a month seeking new members.

The Branch expects to have more than a thousand of its members at the dinner. They will be joined by representatives of other New York City Y.M.C.A.'s, holding their annual get-together in connection with the Railroad Y's jubilee.

Members of the Grand Central Branch, or of other Railroad Y's, who would like to attend the dinner, are asked to make reservations early at the Grand Central Branch, 224 East 47th Street, New York 17, N. Y.

### Facts on Grants

Misleading information about land grants, appearing in a Cleveland newspaper, was quickly countered by the Brotherhood of Railroad Trainmen, which carried an article in its newspaper, setting the facts straight.

## Club News

The NYC Lines Square Club held its annual convention in Detroit Sept. 9. Bert V. Lehuquet, Syracuse, was elected grand president. Other officers chosen were C. C. Lemke, Carl Schmidt, J. D. Buerger, H. A. Cougenour, George Owan, E. F. Greenlese, C. L. Newberry, R. W. Bronson, W. O. Reuterwall, E. N. Kottenbrook, Glen Frazee, L. E. Elliott, Glen R. Cole, W. A. Emens. Delegates to the convention and their guests numbered 442.

Mr. Lehuquet

### At Cleveland

American Legion Post 999's miniature locomotive of the same number went to Los Angeles last month for the Legion's national convention. A special sleeping car took the 999's crew and other delegates to the meeting.

New Officers of the Post are Chester L. Rowe, A. F. Simon, Matt Colagrossi, Jack Troha, K. A. Heiny, F. J. Stanger, Archie Lynn, Henry Brock, William Bittel, C. C. Brehm.

The "Railroad Hour" is heard every Monday night on NBC at 8 (EST), 7 (CST).

## Rent Sounded High Till Taxes Shown

Not long ago, the city of Watertown, N. Y., leased from the New York Central a large plot of ground to be used as a municipal parking lot. The city fathers got quite a start when the Central suggested that the rental should be $740 a year.

"But it's practically abandoned land," they said.

"That's right," agreed the Central, "but $740 is exactly the tax we've been paying Watertown on this property every year for a long time."

Mayor Henry Hudson of Watertown used this incident as an example recently of how a community often takes for granted the contributions which the railroads make to civic welfare. He was speaking on a broadcast over the rural radio network of New York State.

### Big Picture Cited

The giant "Colorama"—world's largest color transparency, which hangs in Grand Central Terminal as part of the Eastman Kodak photo information center—has been honored with an achievement award presented by U. S. Camera magazine. The huge "blowup," measuring 60 feet long by 18 feet wide, is on the east balcony of GCT. The subject depicted is changed every two weeks.

# More Men Called from Central Jobs for Services

NYC men from all over the System continued to be called into the armed services last month. Meanwhile, word was received of another Central man wounded in Korea.

He is Andrew Biggans, Section Laborer at Viaduct, Pa., on the Pennsylvania Division before going on military leave to enlist in 1948. Assigned to the 32nd Infantry Regiment, he was wounded in the early Korean fighting.

Private 1st Class Patrick J. Schuler, on leave from his job as Indiana Division

**Pvt. Biggans**

**Pfc. Schuler**

Brakeman, was reported wounded in the September HEADLIGHT. He since has recovered and returned to duty, according to word received by his father, John J. Schuler, Yard Conductor at Cincinnati.

NYC men listed as entering the armed forces in recent weeks include:

ALBANY AREA: John F. Aiken, William J. Bertrand, William D. Brind, James F. Carpenter, Kenneth L. Conrad, Lowell C. Curvin, John F. Diehl, Earl F. Graham, John L. Kress Jr., Robert B. Lewis, James V. Marotta, Thomas J. Martin, James E. McGraw, Everett F. Oliver, Frank A. Olszowy, Paul D. Palmer, William K. Penman, Ernest B. Richard, John M. Szczepkowski, Theodore A. Van Wormer, Rocco J. Vignola, Edward G. Ware, Ronald S. Wheeler, John H. Willi, Gerard J. Wolf.

ASHTABULA, O.: Richad R. Franklin, Ernest A. Manyo, George A. Woissol.

AVIS, PA.: William S. Frazier, Kenneth L. Herman, Thomas Marzzacco.

BEECH GROVE, IND.: Earl B. Anderson, Paul T. Clayton, Thomas O. Perry Jr., Richard E. Stephens, John T. Via, Roy E. Wright.

BELLEFONTAINE., O: Harry E. Conn, Charles J. Foulk, James R. Frantz, Lowell E. Henry, John S. Hohn, Charles W. Lyons, Edward J. Topping Jr.

BOSTON, MASS.: Albert E. Balentine, Milton Hitchcock, James L. Oliveri, Stanley A. Winn.

BUFFALO AREA: Salvatore F. Acanfora, Alfred E. Bowers, Leo Stanley Gurzynski, Edward A. Jozwiak, Joseph Judkiewicz, Theodore E. Kiebliewicz, Richard L. Kielma, Michael Kilian, Walter A. Lemanski, Richard Maines, John W. McCabe Jr., Robert J. Miller, Norbert W. Pauley, William A. Schweitzer, John A. Waldowski.

CHARLESTON, W. VA.: Woodrow D. Bradley, Fred E. Flesher, Carl McClung, John P. Pierson, Xerxes W. Wagner.

CHICAGO: Eugene R. Allen, George P. Belkom, Clarence P. Casey, William T. Seimerdinger Jr., Clifford Martin, Thomas M. Mitchell, Richard T. Pudlewski, Wayne C. Schroeder, Stanley A. Sobrya, Earl Wilbon.

CINCINNATI, O.: Jerome D. Davis, Louis W. Fritsche Jr., James H. Gordon.

CLEVELAND AREA: John J. Ackley Jr., Allen F. Baciak, Donald M. Barr, Thomas F. Bohn, Eugene H. Brantsch, Lloyd E. Brown, Frederick T. Cassidy, Frederick R. Danko, William R. Eason, Robert E. Fidlar, Kenneth E. Griffiths, George Harhalos, John A. Harmon, Robert L. Hassinger, Eugene L. Herman, William T. Hobart, John Janocha, Edward Karpowicz, Thomas J. Kennedy, Nicholas J. Kleinholz, Charles T. Manning, Maxwell J. Patfield, Martin S. Pavelka, James Pishnery, Henry J. Pulka, Joseph J. Raymond Jr., Albert Riesterer, Robert W. Ryan, Richard T. Scrivens, Robert E. Slokar, John S. Spaulding, Frank J. Spenko, George J. Springborn, Richard S. Stone, James J. Supple.

COLUMBUS, O.: George H. Bell, Howard C. Brooks, Frederick W. Calvert, Glenn E. Michael, Freeman E. Snider Jr.

DETROIT: Wilfred H. Adams, William H. Bean, Joseph H. Charbonneau, Charles B. Christie, Edward J. Clinton, Willard Deline, A. J. Giorio, Stanley Jamroz Jr., Thomas H. Johnston, Marion Loveless, Robert L. McMath, Richard C. Miller, Richard D. Mitchell, Ernest L. Packer, Stanley R. Rose, Francis David Scallion, James W. Selsor, George J. Trombley.

DICKINSON, W. VA.: Lenly F. Booth, Robert A. Collins, Gilbert H. Miller.

ELKHART, IND.: Paul W. Bradley, Robert L. Kimes, Ernest C. Millette, Rodney H. Rockwell.

ENGLEWOOD, ILL.: Thomas J. Decker, Dale W. Keeler, Richard D. Van Aken.

GIBSON, IND.: Harold R. Julian, William A. Robinson, Samuel L. Ross, Robert C. Sowers.

HARRISBURG, ILL.: Elvie D. Gidcumb Jr., Charles T. Parks, Billie G. Williams.

HUDSON DIVISION: Edward J. Barber, John C. Kelly Jr., Kenneth C. Mahar, Robert J. Palmer.

ILLINOIS DIVISION: Forrest L. Heaton, John C. Olson, Charles E. Purcell.

INDIANAPOLIS: Leonard L. Arthur, Charles R. Childers, Ernest E. Lee, Robert D. Marine, James R. McCowan, Nelson Spencer, Hans Steilberger, Charles E. Sylvia, Charles E. Vanderford.

JACKSON, MICH.: Kenneth F. Ambs, Raymond W. Latva, Bernard J. Ryan, Leo Stevens Jr., James J. Wolff.

JERSEY SHORE, PA.: Franklin G. Baker, George W. Springer, Ward K. Stout, Charles E. Welsh.

LAPORTE, IND.: Stanton Blaylock, Ernesto Flores Jr., Matthew King, Angel E. Melecio.

MATTOON, ILL.: Woodrow M. Groves, Gerald C. Huckstead, J. W. Kirkpatrick, Robert A. Rowland, Richard E. Spears.

MCKEES ROCKS, PA.: Walter E. Bobro, Casimir J. Komaniak, George Livingston Jr., Lewis A. Mann, Robert J. Murray, Nick Patryck, John I. Trputec, Charles Vancho.

NEW YORK CITY AREA: Reynold Amels, Edmund H. Austgen, George R. Baker, Gasper A. Bennardo, Paul Borra, Alexander S. Brown, Mathais Brugman, Herbert R. Carlson, Bernard Condit, Joachim P. Costello, Tex A. DiTocco, Hugh J. Dolan, George O. DuBois, Daniel F. Hartnett, John J. Holly, William G. Jones, Robert F. Law, John J. Mannion, John J. McCarthy, R. McCormack, William L. McGrath, James J. Meehan, Joseph M. Molloy, J. R. Murray, Roderick D Paulus, Norman B. Reinhardt, Joseph Reynolds, John F. Rohan, Carmine L. Romano, James A. Rowland, Joseph L. Szymanski, Maceo A. Thomas, Arthur S. Tomlinson, John J. Wallace, Cornelius P. Whalen, John C. Winchell, O. J. Wittman.

PITTSBURGH: James R. Collie, James F. Coward, Ralph E. Dowling, Richard E. Kohler, J. H. Logan Jr., Frank A. Luccisano, William Myler, Patrick O'Halloran, Kenneth E. Oyler, Edward R. Schleder, William W. See, Joseph F. Wall, Edgar R. Williams.

ROCHESTER, N. Y.: Robert F. Bartholomay, James W. Baxter Jr., Frank Feil Jr., Richard H Hilfiker, Kenneth J. Hughes, Leonard S. Iachetta, Peter Quattrochioschi, Chester L. Saeger, Richard G. Shuler, George Woodhouse Jr.

ST. LOUIS, MO.: Marvin Craft, Daniel F. Smith, William L Smith.

SPRINGFIELD, MASS.: Leonard M. Buzinski, Robert M. Greene, Frederick E. Weight, Frederick E. Wright.

SYRACUSE, N. Y.: Frederick G. Backenstross, William E. Beecher Jr., Edward B. Corbett, J. C Edgbert, Robert T. Foote, William J. Klein, Paul J. Lent, Charles N. Murray, Frank L. Purdy Jr., John B. Shaffer, John D. Sheriff Jr., Clinton P. Stevenson, C. L. Welton, Derwin C. York.

TERRE HAUTE, IND.: Donald R. Richards, Leslie L. Taylor, William F. Tucker.

TOLEDO, O.: Teddy L. Bucher, Melvin J. Chelbowski, Robert L. Ewald, Norman G. White, Willis F. Williams.

UTICA, N. Y.: Joseph V. Amico, Harold J. Connors, Philip Peppenelli, Stephen Zabek.

WATERTOWN, N. Y.: Floyd C. Davenport, Americo J. Fiaschetti, Howard G. Fisk, Roy E. Robare, Jack E. Shurtleff, Wayne F. Timmerman.

WEEHAWKEN, N. J.: John H. Adams, Cyril E. Curtis, Evan Evans, William A. Hordych, Henry C. Koerner, James G. Moore, Robert Phillips Jr., Roger Riley, Nicholas J. Travaglini.

WESLEYVILLE, Pa.: Edward F. Meintel, Richard P. Pierce, Herbert M. Volpe.

ALSO: Harold F. Mahany, Aliquippa, Pa.; John Daly, Allston, Mass.; Aldolph T. Allers, Barrytown, N. Y.; Edward J. Wernke, Batesville, Ind.; Billy G. Kelley, Battle Creek, Mich.; Raymond J. Sheltrown, Bay City, Mich.; Joseph L. Reese, Beacon, N. Y.; Curtis B. Wyomic, Belle Center, O.; John W. Murphy, Homer K Stanley, Brightwood, Ind.; John R. Allen, Bucyrus, O.; Richard G. Endricks, Caledonia, O.; Robert S. Weeks, Champaign, Ill.; Daniel L. McCloskey, Cherry Tree, Pa.; Charles Lazoration, Churchville, N. Y.; Glenn W. Guthrie, College, Pa.; Paul S. Proefrock, Corfu, N. Y.; Robert E. Black, Corning, N. Y.; Raymond E. Carlson, Donovan, Ill.; Robert T. Ballard, East Alton, Ill.

ALSO: Levi H. Ducharme, Orville F. Piot, East St. Louis, Ill.; James A. Fanto, Donald L. Fleeger, East Youngstown, O.; Herman Woolfork Jr., Elyria, O.; Theodore J. Gaczkowski, Erie, Pa.; Paul A. Hiles, Fall Brook, Pa.; Ernest A. Pezzoni, Framingham, Mass.; Alfred L. Schmid, Galion, O.; Joseph F. Green, Greensburg, Ind.; Howard J. Rajsl Jr., Indiana Harbor, Ind.; Edward R. Fonseca, Jersey City, N. J.; Jack D. Stroup, Kalamazoo, Mich.; Norman L. Roberts, Lafayette, Ind.; James M. Bullock, Lebanon, Ind.; William Burnett, Lockport, N. Y.; Howard F. Cline, Louisville, Ky.; Paul A. Burton, Madison, O.; Wayne E. Gale, Martel, O.; Lawrence W. Campbell, Marysville, O.; George W. Sargent, Middletown, O.; Patrick T. O'Bryan, Millington, Mich.

ALSO: Curtis E. Reddemann, Milwaukee, Wis.; J. J. Loftus, Mohawk Division; Doyle C. Day, Mt. Carmel, Ill.; John W. Freed, New Castle, Pa.; Harry B. Keeler, Roy D. Shepardson, Niles, Mich.; Leo Trudeau, Norpaul, Ill.; Frank Thomas, North Weedsport, N. Y.; Lawrence E. Pernell, Dale L. Bortles, Ohio Central Division; Eugene F. Sebastian, Walter C. Wells, Ohio Division; Howard R. Fisher, Palmyra, N. Y.; Thomas Haxton, Pana, Ill.; William D. Ingrum, Paris, Ill.; John J. Grogan, Pawling, N. Y.; Edward J. Dietrick, Pennsylvania Division; George R. Walton, Point Pleasant, W. Va.; James Thomas Ervin, Poland, N. Y.; Frank A. Marion, Louis C. Siligato, Rensselaer, N. Y.; Robert A. Smith, James Gooslee Staton Jr., Riverside, O.; Joseph Mecca, Rome, N. Y.

ALSO: Kenneth F. Ives, St. Lawrence Division; Herbert A. Shatraw Jr., Saranac Lake, N. Y.; Robert E. Randolph, Savannah, N. Y.; James E. Bradford, Charles D. Faulkner, Sharonville, O.; Walter J. Keller, Gerald D. Warfel, Shelbyville, Ill.; Daniel R. Vitch, South Schenectady, N. Y.; John R. Shaul, Springfield, O.; John F. Buckley, Suspension Bridge, N. Y.; Kenneth Collins, Tower Hill, Ill.; Esall J. Lewis, Troy, N. Y.; William W. Sims, Urbana, Ill.; Richard Facer, Charles S. Rumfola, Wayneport, N. Y.; Eugene A. Duszkiewski, Wendo, N. Y.; Frank Raeder, Westfield, Pa.; Raymond F. Hill, John J. Toti, West Springfield, Mass.; Louis F. Brigham, Worcester, Mass.; Raymond J. Rushlow, Donald S. Truskolaski, Wyandotte, Mich.; Bosyan Gray, Herbert H. Scott, Youngstown, O.

# Retired Railroaders Called 'Best Agents'

"Pensioners are our best traffic agents," Vice President J. J. Brinkworth told 55 members of the New York Central Pensioners' Association at Chicago Oct. 10.

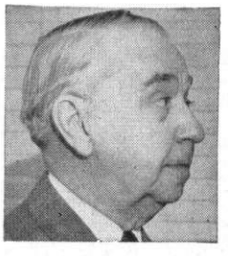
"Pensioners have demonstrated time and time again that after a lifetime of service with this railroad they are still 'good employes,'" Mr. Brinkworth said. "This railroad needs passenger and freight traffic all the time. We are anxious to have the help of the pensioners."

# Two Veterans Receive Gold Passes

Two more Central men received Gold Passes — symbols of a half-century of faithful System service — during recent weeks.

At Buffalo, Trainmaster I. A. Olp presented a Gold Pass to Buffalo Division Fireman **Frank Fischer.** Mr. Fischer came to the Central as an Engine Wiper and was promoted to Fireman on August 21, 1903.

Retired Mohawk Division Passenger Conductor **Harry S. Dillenbeck** received his Gold Pass from Superintendent John F. Nash. Mr. Dillenbeck started his NYC career as a Brakeman and became a freight Conductor in September, 1907. He was first appointed passenger Conductor on July 14, 1913, serving the whole time on the Mohawk Division.



**Mr. Dillenbeck**

**Mr. Fischer**

# Monthly Roll Shows Recent NYC Retirements

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

| | | |
|---|---|---|
| Adair, James A., Agent-Telegrapher, Hebron, O. | 36 | 1 |
| Alexander, Linnie F., Assistant Foreman, Erie | 26 | 4 |
| Babcock, Herbert R., Brakeman, Toledo Division | 37 | 2 |
| Bailey, Isaac K., Inspector-Repairer, Toledo | 22 | 8 |
| Blewer, Ray L., Brakeman, Mohawk Division | 33 | 5 |
| Brock, John O., Car Repairer, Niles, Mich. | 25 | 0 |
| Brooks, Lawrence R., Electrician, New York | 24 | 6 |
| Brown, Warren E., Conductor Bay City, Mich. | 43 | 1 |
| Campbell, Charles W., Section Foreman, Westport, Ind. | 25 | 11 |
| Campbell, Hugh H., Mill Helper, Detroit | 22 | 8 |
| Campbell, Oscar F., Signal Supervisor, Beaver, Pa. | 43 | 0 |
| Carr, Earl P., Locomotive Engineer, Pennsylvania Division | 45 | 9 |
| Carr, Harvey A., Conductor, Toledo | 41 | 1 |
| Carroll, James C., Car Inspector, New Castle, Pa. | 48 | 11 |
| Carter, John J., Conductor, Detroit | 32 | 8 |
| Cassler, Shirley D., Conductor, West Division | 36 | 11 |
| Chadwick, Willard M., Crossing Watchman, Little Falls | 21 | 0 |
| Cloutier, Philias, Section Laborer, Comber, Ont. | 23 | 5 |
| Cochran, Harry C., Freight Car Inspector, McKees Rocks, Pa. | 30 | 9 |
| Cofnuk, Stanley S., Freight Trucker, Utica, N. Y. | 27 | 4 |
| Coleman, Harry B., Section Laborer, Minerva, O. | 22 | 5 |
| Connors, George T., Conductor, Erie Division | 48 | 3 |
| Coviello, Pietro, Section Laborer, Mohawk Division | 27 | 0 |
| Cunningham, Joseph T., Patrolman, Cincinnati | 23 | 2 |
| Deverick, William M., Airbrake Repairer, Duane, Ind. | 21 | 9 |
| DiFrancesco, John, Laborer, Campbell, O. | 32 | 5 |
| Dillenbeck, Harry S., Conductor, Mohawk Division | 49 | 10 |
| DiThomas, Nickolas, Carpenter, Collinwood, O. | 34 | 5 |
| Drake, Clarence L., Locomotive Engineer, Erie Division | 38 | 5 |
| Driscoll, Daniel E., Machinist, Allston, Mass. | 27 | 4 |
| Elwell, Claud, Section Laborer, Kalamazoo, Mich. | 23 | 2 |
| Endres, Joseph A., District Claim Agent, Syracuse | 48 | 0 |
| Evart, Robert, Section Foreman, Gary, Ind. | 31 | 3 |
| Everson, Frederick O., Yardmaster, Bay City, Mich. | 34 | 0 |
| Ewan, Erle R., Bridge Tender, Toledo | 27 | 1 |
| Fendik, Paul, Planing Mill Helper, McKees Rocks, Pa. | 43 | 4 |
| Finlin, John, Brakeman, Cleveland | 46 | 4 |
| Fitzpatrick, Edward J., Delivery Clerk, New York | 31 | 3 |
| Fratto, Antonio, Car Cleaner, Weehawken, N. J., | 23 | 11 |
| Fry, Martin L., Machinist, Jackson, Mich. | 30 | 1 |
| Gaige, Charles H., Brakeman, Schenectady | 22 | 6 |
| Gaines, Walter H., Attendant, New York | 25 | 2 |
| Gardner, Richard, Locomotive Engineer, Ohio Division | 49 | 7 |
| Garrison, Charles H., Assistant Conductor, Hudson Division | 40 | 8 |
| Gault, Clyde F., Locomotive Engineer, Toledo Division | 40 | 10 |
| Geiges, Charles L., Freight Locator, Cincinnati | 22 | 0 |
| Gembarski, John, Boilermaker Helper, Gardenville, N. Y. | 24 | 2 |
| Gibson, Aubrey K., Carman, Beech Grove, Ind. | 25 | 2 |
| Glass, Fred T., Machinist, Corning, O. | 34 | 3 |
| Green, Fay, Locomotive Engineer, Ohio Division | 37 | 2 |
| Griffin, Miss Anna G., Steno-Clerk, Indianapolis | 47 | 11 |
| Haag, Urban J., Laborer, Beech Grove, Ind. | 21 | 1 |
| Hamilton, William T., Gang Foreman, McKees Rocks, Pa. | 39 | 7 |
| Harrison, Edwin H., Assistant General Yardmaster, New York | 41 | 0 |
| Haspeslash, Louis, Car Inspector, Fostoria, O. | 30 | 10 |
| Head, Edward E., Locomotive Engineer, Pa. Division | 33 | 1 |
| Heillyk, Michael, Section Laborer, Pittsburgh | 26 | 10 |
| Highfill, Claude C., Machinist, Beech Grove, Ind. | 33 | 7 |
| Houser, Andrew, Enginehouse Foreman, North Adams, Mass. | 44 | 3 |
| Hunt, Vere W., Assistant Signal Maintainer, Syracuse Division | 48 | 7 |
| Kane, Thomas M., Record Clerk, Pittsburgh | 40 | 9 |
| Karn, George A., Machinist Helper, Elkhart | 31 | 10 |
| Keehfus, John, Carman, Watertown, N. Y. | 32 | 9 |
| Kelly, Grover C., Baggage Foreman, Buffalo | 30 | 3 |
| Kosinski, Joseph A., Caller, Chicago | 27 | 10 |
| Kotkiewicz, Edward J., Freight Carman, East Buffalo, N. Y., | 34 | 2 |
| Kramer, Fred J., Locomotive Engineer, River Division | 45 | 7 |
| Krietemeier, August H., Machinist Helper, Urbana, Ill. | 27 | 5 |
| Lessnaw, Joseph K., Carman, Detroit | 38 | 11 |
| Liberatore, Guiseppi, Car Cleaner, Weehawken, N. J. | 31 | 11 |
| Lockard, George D., Machinist Helper, Cherry Tree, Pa. | 28 | 1 |
| Lorence, Stanislaw S., Painter, Beech Grove, Ind. | 28 | 8 |
| Jenovic, Michael, Machinist Helper, Collinwood | 31 | 0 |
| Johnson, John R., Boilermaker, Elkhart | 46 | 11 |
| Johnson, Raymond W., Conductor, West Division | 48 | 0 |
| Johnson, Robert, Section Laborer, Indianapolis | 20 | 4 |
| Kitchen, Samuel H., Assistant Terminal Foreman, Avis, Pa. | 44 | 0 |
| Lanahan, Thomas F., Laborer, Selkirk, N. Y. | 31 | 1 |
| Laurenson, Peter, Freight Handler, Chicago | 28 | 0 |
| Leibacher, George W., Section Foreman, Sandusky, O. | 38 | 2 |
| Lewis, Chester B., Machinist Helper, West Springfield, Mass. | 30 | 7 |
| Lewis, Ray, Telegrapher-Clerk, Wingdale, N. Y. | 41 | 5 |
| Lipinski, Jacob, Section Laborer, Bay City, Mich. | 21 | 0 |
| Lormor, Michael G., Local Storekeeper, Newberry Jct., Pa. | 30 | 0 |
| Lower, Harley T., Section Laborer, Elkhart | 22 | 4 |
| Lucas, Clarence E., Road Foreman of Engs., Bellefontaine, O. | 37 | 11 |
| Lynn, William, Gang Foreman, McKees Rocks, Pa. | 42 | 3 |
| McElroy, Frank, General Manager, Detroit | 51 | 0 |
| McVaddy, Francis P., Crossing Watchman, Hudson Division | 19 | 10 |
| MacDonald, Archie R., Locomotive Engineer, Toledo Div. | 44 | 6 |
| Malyk, Stephen, Section Foreman, Erie Division | 33 | 4 |
| Manion, Dewey A., Locomotive Fireman, Mattoon, Ill. | 27 | 0 |
| Martin, John, Section Laborer, Calumet City, Ill. | 20 | 11 |
| Martzloff, Peter G., Machinist Inspector, Rochester, N.Y. | 31 | 4 |
| Maxson, Lyle E., Section Laborer, Nashville, Mich. | 21 | 5 |
| Mearkle, Edward J., Mason Helper, Ashtabula, O. | 31 | 3 |
| Metz, John M., Third Railman, New York | 25 | 5 |
| Miller, Carl, Laborer, Collinwood, O. | 18 | 6 |
| Moore, John T., Conductor, Illinois Division | 40 | 8 |
| Newberry, Jesse C., Section Foreman, Farmer City, Ill. | 34 | 7 |
| Nowak, Walter, Machinist, Black Rock, N. Y. | 27 | 9 |
| Nowicky, Joseph, Carpenter, New York | 38 | 0 |
| O'Brien, James V., Conductor, Buffalo Division | 29 | 7 |
| Olson, John A., Carpenter, New York | 28 | 1 |
| Ott, David D., Machinist Helper, West Albany | 38 | 10 |
| Ozebek, Maximillian, Car Inspector-Repr., Nottingham, O. | 30 | 1 |
| Park, George T., Machinist, Collinwood, O. | 45 | 3 |
| Brewster, Charles N., Locomotive Engineer River Division | 44 | 2 |

**RETIRED** recently is James J. Sherry (upper left), who left his post as Designer in the Terminal Engineer's office in New York. Mr. Sherry had been in Central service since 1907. At upper right, Signal Supervisor H. R. Patterson (left) presents a certificate of service to Signal Foreman J. J. Faber at Buffalo. Mr. Faber capped a 45-year System career. At bottom left, Asistant Electrical Foreman D. J. Smith (left) accepts his service certificate from Electrical Superintendent F. E. Edwards at Harmon, N. Y. Mr. Smith came to the NYC in 1907. At bottom right, Service Bureau Supervisor W. P. Wildman (left) and General Car Distributor George D. Stahley congratulate retiring Clerk Anna G. Griffin at Indianapolis, where she ended her NYC career recently.

| | | |
|---|---|---|
| Brooks, Cloyde J., Agent, Bellefontaine, O. | 47 | 10 |
| Brown, Walter J., Special Car Distributor, New York | 50 | 11 |
| Cartier, Euclid H., Travelogue Auditor, New York | 29 | 7 |
| Christensen, Marinius I., Barge Captain, New York | 34 | 0 |
| Evarts, Samuel W., Engineer Draftsman, Cleveland | 40 | 6 |
| Frost, Julian H., Conductor, Ohio Division | 43 | 6 |
| Hains, Robert N., Locomotive Fireman, Syracuse Division | 43 | 1 |
| Hoke, Miles R., Car Repairer, Brightwood, Ind. | 32 | 9 |
| Lacy, William H., Locomotive Engineer, Toledo Division | 45 | 1 |
| Olson, John A. Carpenter, Buffalo Division | 29 | 7 |
| Paulin, James A., Section Foreman, Western Division | 23 | 2 |
| Peterson, John A., Doorman, New York | 30 | 1 |
| Phelps, Raymond, Bridge Operator, Ashtabula, O. | 48 | 3 |
| Phillips, Lloyd A., Electrician, Kalamazoo, Mich. | 35 | 7 |
| Pixley, Roy, Locomotive Engineer, Toledo Division | 40 | 8 |
| Powell, Edwin O., Brakeman, Toledo Division | 42 | 7 |
| Prorok, Stanley, Inspector and Repairer, Buffalo | 45 | 4 |
| Przasnyski, John, Laborer, Selkirk, N.Y. | 20 | 7 |
| Puthoff, Julius H., Car Inspector, Niles, Mich. | 27 | 4 |
| Ranney, John C., Division Passenger Agent, Grand Rapids, Mich. | 47 | 7 |
| Reardon, Daniel J., Car Inspector, Worcester, Mass. | 40 | 2 |
| Rittenhouse, Howard A., Car Repairer, Mattoon, Ill. | 35 | 8 |
| Robinson, Floyd M., Laborer, Rochester, N.Y. | 22 | 5 |
| Rodenbucher, Andrew, Section Foreman, Cleveland Division | 31 | 8 |
| Romanko, Daniel, Mail Porter, Springfield, Mass. | 30 | 0 |
| McConnell, Floyd P., Machinist, Niles, Mich. | 28 | 4 |
| McConnell, George E., Sheet Metal Worker, West Albany | 33 | 2 |
| McGivney, Peter H., Machinist, Beacon Park, Mass. | 22 | 3 |
| McKiernan, John A., Locomotive Engineer, River Division | 50 | 5 |
| McKnight, Thomas, Machinist, Collinwood, O. | 30 | 2 |
| McMinnis, William, Locomotive Engineer, Toledo Division | 48 | 7 |
| McNabb, George J., Assistant Signal Maintainer, St. Thomas, Ont. | 38 | 3 |
| McShall, John A., Section Laborer Electric Division | 26 | 3 |
| Macdowall, Fred'k W., Locomotive Engineer, Erie Division | 32 | 9 |
| Magliocchetti, Fred S., Section Laborer, St. Lawrence Division | 32 | 1 |
| Marchionda, Gaetano D., Section Foreman, New Castle, Pa. | 40 | 8 |
| Marlatt, Ezra A., Conductor, Western Division | 38 | 1 |
| Mavreff, Andrea K., Car Cleaner Gang Leader, Detroit | 21 | 6 |
| Miller, Charles, Assistant Foreman, New York | 38 | 2 |
| Miller, Gustave, Train Dispatcher, Pittsburgh | 48 | 6 |
| Mills, George F., Car Cleaner, Syracuse | 31 | 0 |
| Molon, John, Tender Frame Man, West Albany | 28 | 3 |
| Monaco, Louis F., Section Laborer, St. Lawrence Division | 32 | 7 |
| Morrissey, John T., Locomotive Engineer, Hudson Division | 43 | 7 |
| Murphy, James H., Conductor, Adirondack Division | 47 | 9 |
| Nardacci, Tommasso A., Section Laborer, Mohawk Division | 21 | 7 |
| Noyes, Lewis J., Conductor, Ohio Central Division | 39 | 9 |
| O'Donnell, John A., Trucker, Buffalo | 22 | 11 |
| Patterson, Clayton E., Telegrapher, Clay Bank, O. | 25 | 0 |
| Peacott, Edward, Brakeman, Worcester, Mass. | 36 | 6 |
| Pelham, Albert J., Locomotive Engineer, River Division | 45 | 2 |
| Podnar, Joseph, Carman Helper, Collinwood, O. | 34 | 4 |
| Poulton, Samuel, Conductor, Buffalo Division | 37 | 3 |
| Rattray, Thomas, Machinist, St. Thomas, Ont. | 24 | 6 |

Let's Know the Facts

# Safety: An All-Time Job

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

WITHIN the last month a letter has been sent to every employe of the New York Central System, dealing with a familiar subject, the subject of safety.

In sending this letter, I knew you would be sorry to learn that so far we haven't measured up to our 1950 goal of improving the NYC safety record by at least 15%. A year ago, when the Central and the nation's other railroads decided to join in a campaign to make 1950 the safest year on record, we all looked forward with great hope to making that goal a reality. While some portions of the System have succeeded in doing so, the over-all showing with respect to personal injuries has fallen short of the mark.

### Still Not Too Late

There still is time to improve the record for 1950. In the weeks that remain of this year, we can gain back much of the ground we have lost up until now. And, by making the start towards safer work, greater caution, and keener alertness right now, we will be on the way to a safer 1951 and greater safety throughout the future.

For any railroad man or woman—and for all the members of any railroad family—safety is more than a "matter of record." The charts and statistics are impressive, but safety to the railroader means the difference between good health and painful, possibly crippling injury. For his family it means the difference between peace of mind and worry.

By calling November "No Accident" month, and working to make it that in fact as well as in name, we are not limiting our safety effort to a 30-day period. Rather, we are stopping to remind ourselves again that safety is an all-day, all-night, year-'round job that we can never stop working at.

### Winter Hazards Ahead

November seems a particularly good time to call attention again to the need for caution at work. Cold weather is coming on, and so are snow and ice. We have to be extra careful, especially in our outdoor work. Slipping and falling are winter hazards that can bring painful, even tragic, results. So are fires, meant to bring warmth but not destruction.

No one likes to be scared into something, even something that is good for him. It is true, though, that a good, healthy fear of accidents has kept many a man safe in his work habits. The man who has learned to start every job with the thought, "Am I doing everything possible to take the risk out of this piece of work?" is the man who has a "No Accident" month every month.

### It Takes Teamwork

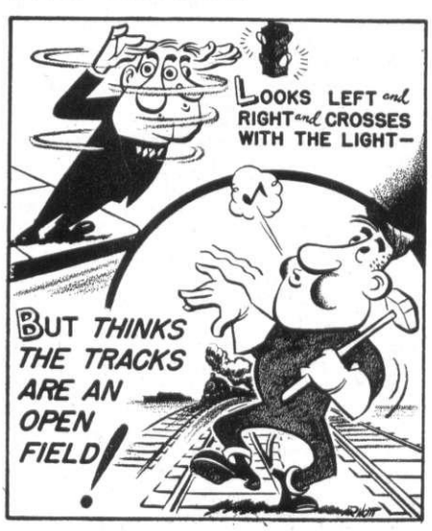
Safety, like so many other endeavors, requires a combination of individual effort and teamwork. Every individual must look out for his own safety, must make sure he's doing his job the safe way. Then, he must be careful not to endanger any other person.

The fourth Thursday of this month, we celebrate the traditional American feast of Thanksgiving. All of us—each in his or her own way—will find special things to be grateful for on that day. Let us hope that among those things for all of us will be the good health, soundness of body, and peace of mind that are the rewards of constant attention to safety.

G. Metzman

President

## BEN BUNGLE

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HEADLIGHT

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## Information

It's no secret that one failure often receives more attention than a great many successes. Or, as someone has put it, "Good will, like a good name, is won by many acts—and lost by one."

Our customers expect good service; if they didn't, they wouldn't be customers. Very little business, passenger or freight *has* to go New York Central. To persuade it to go NYC instead of some other way, we have to offer something; namely, the very best we can give in service and courtesy.

One feature of service which our passengers rightly expect, and which it is to our advantage to give them, is that we explain to them any serious train delays or other unusual occurrences that affect train service.

There was an occasion recently when a train had to be routed over a different branch for part of its run. According to a newspaper account, nothing was said to the passengers. They enjoyed the unfamiliar scenery, but they would have enjoyed it more, and felt better about the delay involved, if they had been told where they were and why.

The Central's policy of keeping passengers informed, as outlined by President Metzman, has won much praise for NYC when carried out. Let's be sure we follow it every time.

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