



HEADLIGHT



NOVEMBER, 1953

Towers Rise for Harlem River Bridge



New York Times photo

Steady progress on towers of NYC's new \$18,000,000 two-unit Harlem River lift bridge in New York can be watched by daily commuters as they ride over old bridge. First span at left is due to be completed in 1954; second in 1956.

IHB's Blue Island Now Most Modern Rail Freight Yard

Completion of a \$3,500,000 improvement program at Blue Island, Ill., Yard (near Chicago), on the Indiana Harbor Belt Railroad, enables it to claim title as the most modern freight classification yard in the country.

Blue Island is the east-bound yard for the IHB, the only road that connects with all 28 railroads in the Chicago area. Trains made up at Blue Island head east over the Central to Detroit, Cleveland, Buffalo, Boston and New York.

New Layout Has 41 Tracks

The rebuilt yard has 41 classification tracks with capacities of 50 to 75 cars each. The yard formerly had only 30 classification tracks, which were not sufficient to handle the increased traffic through the yard in recent years. Over 3,000 cars a day are now moving through Blue Island and the number is expected to increase, perhaps reaching 4,000.

Chief feature of the new yard layout is the use of single, extra-long car retarders in place of a series of shorter ones to speed up classification operations. Retarders 115½ feet long are used at six points leading to groups of tracks. Control of these retarders is centered in a single tower. There is an additional 77-foot retarder at the crest of the hump.

Push-button routing of cars is automatically controlled by a switch machine operator in the new hump tower. Manual control of routing can be taken over at any time by the retarder tower operator.

Finger-tip Control Checks Cars

Cars roll down the hump as fast as 18 miles an hour. The retarder operator slows them down with a flick of his finger and they leave the retarder units at only four miles an hour. Both the switch machine operators and retarder tower operators have unobstructed views of all yard operations from their glass-enclosed, air-conditioned towers.

Transport Tax One of Public's Pet Peeves

The railroads and other common carriers can look for plenty of support from the public in their efforts to have the burdensome 15 per cent tax on passenger transportation repealed.

A recent Gallup poll shows the travel tax ranks high on the public's "I don't like" list. Here's how the question was put to people interviewed in the poll:

"During World War II, the government put a special tax ranging from 15 per cent to 25 per cent on such things as jewelry, furs, movie tickets, railroad tickets, etc. Which ONE of the taxes do you personally dislike the most?"

Seventeen per cent of those questioned named the tax on railroad tickets as the one they dislike most.

Only one of the excise taxes, the one on phone calls, placed higher on the public "hate" list. Thirty-nine per cent named it the prime excise tax nuisance.

This widespread public sentiment against the transportation tax is certain to be considered by members of Congress when revision of the tax laws is considered at their next session.

The wrongness of calling the transportation excise a "luxury" tax was pointed out to the House Ways and Means Committee by Clarence F. Lea, of the Transportation Association of America. The transportation of passengers and goods often involves necessity, both personal and economic, Mr. Lea pointed out.

CONCERNING THE **NEW YORK CENTRAL SYSTEM**

NYC Handles Heaviest Shipment

What is believed to be the heaviest shipment ever loaded on a single freight car on any railroad was moved recently by the Central from Chicago.

The shipment was a 450,000-pound casting made by the Continental Foundry & Machine Co., located on the Central-affiliated Indiana Harbor Belt Railroad. The casting was loaded on a 16-axle heavy duty NYC flat car which itself weighs 105,000 pounds. Combined weight of shipment and car was 555,000 pounds, believed to be the heaviest in history.

The shipment was moved out of Chicago on the IHB to Hammond, Ind., then routed over the Central's Danville branch to Ladd, Ill., where it was transferred to the Milwaukee Road for delivery to the Aluminum Co. of America at Davenport, Ia., where it will be used in the manufacture of airplanes.

The shipment stood 20 feet high, compared with 15 feet for the average box car, and was moved at 10 miles an hour. (See picture on this page.)

More Excursions Booked

Public reaction to NYC's four-day excursions from Chicago to New York City has been so favorable that two

additional dates have been announced for similar excursions. The fourth and fifth excursions will leave Chicago Nov. 12 and Nov. 26.

As with the previous trips, the four-day excursions will cost \$87 for adults and \$65.35 for children five and under 12 years of age, including tax. The charge includes coach fare for reserved seats on the Pacemaker in both directions; dinner and breakfast on the train in both directions; two nights at the Hotel Commodore; an evening of entertainment at the "Latin Quarter" night club; a sight-seeing trip to famous New York landmarks; and baggage handling charges.

Taking advantage of the Pacemaker's convenient arrival and departure times, the excursion "package" provides three full days and two nights in New York.

Century Phone Service Extended

Passengers on the Twentieth Century Limited can now make radio-telephone calls from the train anywhere between New York and Chicago to any of the 49,000,000 telephones in the United States, to ships at sea and to foreign countries. (See picture on this page.)

This expands service which has been



CALLING FROM THE CENTURY, passengers now can use radio-telephone anywhere en route between New York and Chicago. Train Secretary Chris Holmes places calls.

available for Century passengers between Buffalo and New York City since 1948. NYC was one of the first railroads in the country to provide such service.

The westward extension of phone service offers passengers one of the longest stretches of train radio-telephone service in the nation.

New hook-ups with Bell System mobile stations at Cleveland, Toledo, O., and Elkhart, Ind., and with the General Telephone Co. at Chicago make the extended service possible.

During the five years that the Century has had phone service, an estimated 36,000 calls have originated on the train to all corners of the United States, Europe, Pacific points and ships at sea. Charges vary from 30 cents or more for the local area in which the train is running to regular day person-to-person long distance rates.

The Century radio-telephone also enables passengers to receive calls en route.

Magazine Tells of Park Avenue Route

Park Avenue, famous street closely linked with the Central's history in New York City, is the subject of an article to be published in the December issue of *Holiday* magazine.

The article, illustrated with color photographs, calls the avenue the "three golden miles between Grand Central Terminal and 96th Street." It describes the development of the famous avenue from 1869, when it was



HEAVIEST SHIPMENT ever loaded on a single freight car is believed to be this 450,000-pound cast mill housing, moved recently via NYC from Chicago foundry that made it. Thirty-two-wheel flat car weighs 105,000 pounds, making total weight of 555,000 pounds.

traversed by open railroad tracks and "surrounded by factories, livery stables, saloons and breweries," through the electrification of NYC's road along the street and the eventual covering of the tracks to make one of the world's most famous boulevards.

Machines Print Tickets in GCT

To streamline the sale of coach tickets to suburban points, the Central has installed four automatic ticket machines on the lower level of Grand Central Terminal.

The machines print all types of tickets, except commutation and multiple-trip tickets, to destinations on the Hudson, Harlem and Putnam Divisions.

Operation of the machines is simple. After learning the destination and the kind of ticket the customer wants, the salesman places a matrix, on which the destination, type of ticket, fare and tax are imprinted, into a slot in the machine. The machine then prints the ticket, making a carbon copy of the transaction to simplify accounting.

Similar automatic ticket machines have been in use at two of the Central's long-distance ticket windows in the Terminal since last year.

Financial Experts Visit NYC

A close look at NYC's Cleveland Division and Cleveland's diversified industrial plants was given 150 members of the National Federation of Financial Analysts recently.

The financial analysts, who held their convention in Cleveland, toured the Central's facilities in a special train after being welcomed by Robert H. McGraw, NYC General Manager. Two gondola cars (see picture this page)



TOURING Central facilities in Cleveland area, financial analysts get good view from seats in specially outfitted gondola cars. NYC ran tour train for the group.



MOHAWK VALLEY scene is depicted on the Central's 1954 calendar, which is being distributed widely among shippers and other customers of the railroad. Reproduced here is artist John Gould's calendar painting of trains passing as youngsters watch from hill.

were equipped with special flooring and seats, to give the visitors a first-hand view of the railroad and neighboring industrial plants while commentary over a public address system singled out points of interest.

The tour covered the electric zone between Cleveland Union Terminal and Collinwood, O.; the lakefront line; and the Cleveland Short Line.

The visitors saw six NYC yards that handle over 270,000 carloads of freight into and out of Cleveland annually.

After the tour, they were luncheon guests at the Harris-Seybold Co., located on a NYC siding. Karl A. Borntrager, NYC Vice President, Operations & Maintenance, addressed the group at lunch.

ICC Approves Baggage Charges

The New York Central and other eastern and southern railroads have been granted authority by the Interstate Commerce Commission to charge 25 cents for each piece of hand baggage checked by travelers in baggage cars and 50 cents for each trunk checked. The charge does not apply to baggage which passengers themselves carry on trains.

In its decision, the Commission pointed out that free baggage checking service was started at a time when the railroads were making money on their passenger operations. Now, however, the picture has changed radically, and the passenger situation is one of continuing deficits.

In 1952, New York Central lost over \$50,000,000 on passenger service operations. Expenses incurred in handling checked baggage free of charge have been among the causes of the steadily rising passenger deficits.

Over a million pieces of baggage are checked in the baggage cars of New York Central passenger trains every year. The new charges are expected to add about \$373,000 annually to NYC's passenger revenues.

September Results Shown

The Central's operating revenues in September totaled \$69,438,123. On this volume of business NYC realized net income, or profit, of \$3,572,484.

For the first nine months of this year, the Central's total operating revenues were \$624,220,615. Net income for the first nine months was \$26,239,314.

During the first nine months 56 cents from every dollar of operating revenue went into wages for NYC employes and payroll taxes. Profit for the period amounted to only 4.2 cents for each dollar of operating revenues.

NYC Three-quarters Dieselized

The Central is three-quarters diesel-powered. Diesel locomotives are turning in 77.4 per cent of the road locomotive miles in freight service and 75.1 of the passenger road locomotive miles.

NYC is now completely dieselized east of Cleveland. A total of 2,122 units is in service throughout the System.



PRESIDENT WILLIAM WHITE OPENS SECOND ANNUAL SYSTEM STAFF MEETING, ADDRESSING ASSEMBLED COMPANY OFFICIALS

Central's Leaders Scan Gains, Sight Goals

THE Central's second annual System staff meeting was held Oct. 23 at Cleveland. Some 115 officials, from division superintendents up, attended the all-day-and-evening session.

During the 12-hour gathering they:

- Heard President William White and other top officers review progress made since last year's similar meeting;
- Studied charts and tables showing both strong and weak points in NYC's situation;
- Listened to some frank talk from an outsider; and
- Carried away a clear-cut understanding of what must be done to continue making the Central a better railroad, a better place to work, and a better investment for the people who put their money into it and thus make its existence possible.

Get Straight-from-Shoulder Picture

One of the main purposes of the meeting, as stated by Mr. White in announcing it, was to "turn the spotlight on ourselves" and get a straight-from-the-shoulder account of how the Central is doing. His remarks, and those of other officers who addressed the meeting, highlighted the following points:

We're doing better with on-time performance of our passenger trains. Eastbound, we're about 82 per cent on-time this year, compared with 77 per cent a year ago; westbound, about 87 per cent vs. 81 per cent last year. But there's still room for improvement, and we must improve.

We've improved our freight service, too. But there also, we have to do much better to hold our own and gain ground against constantly tougher competition.

Our roadbed is riding smoother, thanks to the stepped-

up maintenance we've been putting into it. There's a lot of hard work ahead to get it where we want it and keep it there. We'll be getting more of the new, mechanized equipment that makes track work easier and faster.

We're about 75 per cent dieselized. We have to make our diesels do more work for us, get more miles per month out of each unit.

On-the-job safety is an all-the-time job for everybody. The personal injury rate is still too high.

We don't have the money to keep on buying new equipment and making other improvements at the rate we've been doing. We've had to borrow heavily to make these improvements; and a railroad, just like a family, has to live within its means.

Judging from every available forecast, business is going to be harder to get in the coming year. We'll have to give even better service, and do a better job of selling, to get the traffic which brings in revenues to meet our payrolls and make earnings possible.

Outsider Gives Some Advice

Invited to address a luncheon session and give NYC's officers an outsider's opinion on railroading, noted business writer Merryle Stanley Rukeyser outlined some goals for the railroads. Predicting that they will play a vital, important part in the nation's transportation future, he urged that the railroads "find their proper niche, and then go about doing the best possible job." He criticized present-day governmental regulation of the railroad industry as being "in the spirit of 1887." He pointed out that "needless regulation makes for economic waste. And it's the public that pays the bill."

Mr. Rukeyser, who travels extensively as a writer, lecturer and economist, found room for improvement in rail

Good Points to Remember

These brief quotes from speakers at the System staff meeting highlight some of the points that received special attention:

President White (emphasizing that we must give good service on every shipment we handle): "There's no such thing as 'junk freight.' It's all good freight. There's no such thing as 'dead freight.' It's all very much alive, and very important to somebody."

Vice President Borntrager (stressing the need for additional traffic): "Nobody knows how much traffic New York Central can handle and handle well. We'd like the opportunity to find out."

Vice President Place: "Every working day of the year, we spend a million dollars to maintain our right of way and our equipment."

Vice President Baylis (commenting on the Central's share of railroad freight traffic in the eastern district): "We've been able to hold and even increase slightly our share of the rail total. But the rail total isn't increasing as fast as it should. What we need is a bigger piece of a bigger pie."

Vice President Nickerson: "One of the things our customers demand most in our passenger service is dependability—on-time performance. Also, they want a smooth ride. And they want to be treated right."

Vice President Jellinghaus (commenting on the importance of informing the public of the railroad industry's need for fair play): "Everywhere we go, people seem interested in what we are trying to get across. The people of this country are still very much interested in the railroads, if only the railroads and railroad people would speak out more often and more forcefully."

General Counsel McLean (noting the need for more railroad spokesmen who can present their company's, or the industry's, position): "To express the railroad viewpoint effectively, of course, we must first take the trouble to find out what the railroad viewpoint is on a given matter."

Comptroller Albach: "For every dollar of operating revenues the Central takes in, more than 53 cents is paid directly to Central employees in the form of wages."

passenger service. "A lot of railroad people don't seem to think the customer is very important," he said.

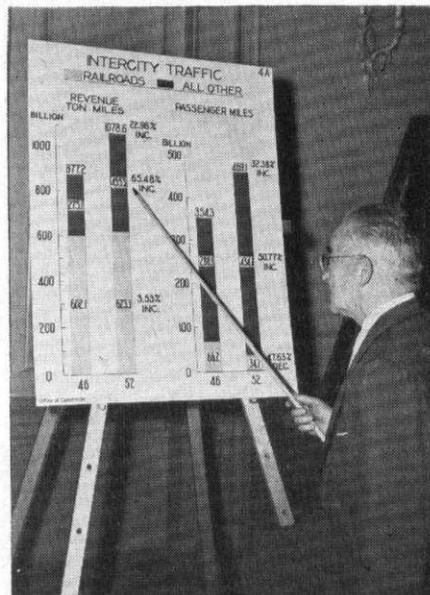
Who Are Our Competitors?

He suggested a broader view of competition. "The airlines, the trucks, the buses and the private automobile aren't your only competitors," he said. "Everybody who is trying to get a share of the consumer's dollar is your competitor."

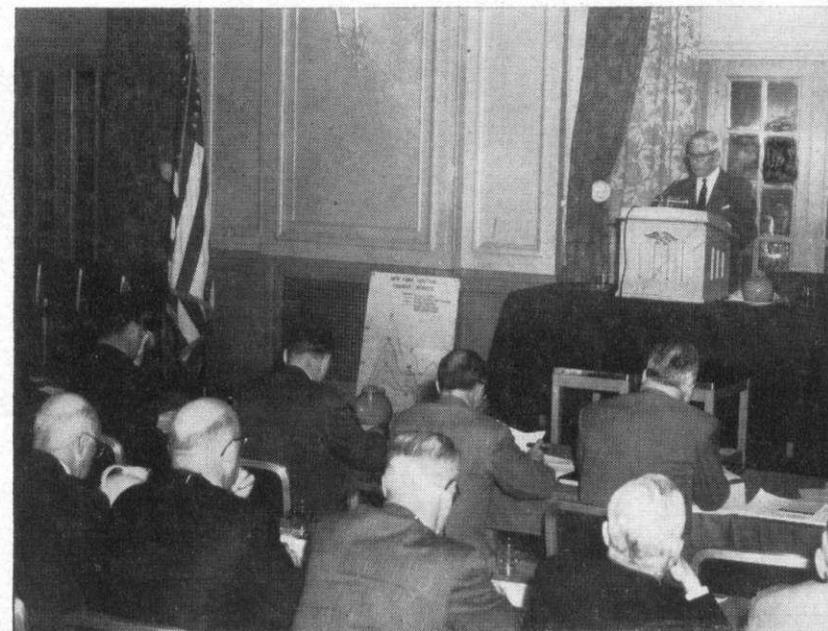
Central officers in addition to Mr. White who addressed the meeting were Karl A. Borntrager, Vice President, Operations and Maintenance; Willard F. Place, Vice President, Finance; Arthur E. Baylis, Vice President, Freight Traffic; Ernest C. Nickerson, Vice President, Passenger Services; Carl L. Jellinghaus, Resident Vice President (Detroit)—Assistant to the President; Harold H. McLean, General Counsel; George H. Albach, Comptroller.



CLOSE ATTENTION with which listeners heard outline of Central's goals is typified by this group, including (left to right) Louis T. Schmidt, Superintendent, Indiana Harbor Belt Railroad; Truman J. Lyon, Assistant District Manager of Equipment, Chicago; Harold J. Slavin, Manager of Train Operation, New York; Augustus Hart, Assistant Vice President-Transportation, New York; Joseph D. Carkhuff, Superintendent, Electric, Harlem and Putnam Divisions; Frederick B. Hank, General Manager, New York Terminal District; Harry B. Tucker, Superintendent, River Division, Weehawken, N.J.



TRAFFIC TREND, with railroads losing ground to other forms of transportation, is shown by chart to which Assistant Comptroller Joseph D. Haggerty points. At right, above, columnist Merryle Stanley Rukeysler addresses luncheon session of meeting. Below, Vice President W. F. Place outlines Central's financial situation.



Centralines

A New York Central Locomotive Engineer, John J. Kozlowski of Poughkeepsie, N. Y., was at the throttle of train used in Korean war prisoner exchange, Operation Big Switch.



Corporal Kozlowski

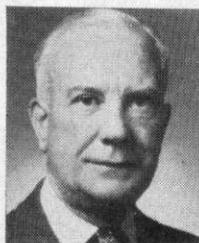
With NYC eight years before entering Army Transportation Corps, he looks forward to return to Hudson Division runs. . . . Described as "one of the busiest men in New York City," Grand Central Terminal Stationmaster Eddie Fischer is subject of feature article entitled "Traveler's Friend" in November issue of *American Magazine*. . . . Arthur L. Sayles, Assistant Superintendent of NYC's Cleveland Division, has been named Ohio district governor of Rotary International.

John J. Quinn, Signal Inspector for the Central at Pittsfield, Mass., has been named Massachusetts state legislative agent for the Brotherhood of Railway Signalmen. . . . Plans are under way for 1954 tournament of American Transportation Bowling Association, to be held in Cleveland in late February. . . . Jack Bader, Traffic department, Cincinnati, won annual golf tournament sponsored by NYC Athletic and Social Club of Cincinnati. Runners-up were Everett Banker and Paul Woltering.

Pullman Porter Carson Comedy, of Cleveland, who has been on NYC runs 33 years, has turned tour organizer in effort to help bring more business to the Central. He organized two parties of Clevelanders, sold them idea of using NYC cut-rate group travel plan to visit New York for a week end. . . . Employees in Grand Central Terminal paint shop learned of financial distress of a fellow employe who had been ill a year and a half, quickly raised \$800 to help him. . . . Francis J. Griffin, of NYC Superintendent's office, Buffalo, has been elected to his fourth term on Buffalo Board of Supervisors. . . . John E. McKim, Canada Division Fireman who earned NYC Valor Medal for saving two children's lives in path of locomotive, has received an additional award from the Canadian Humane Society.

J. J. Frawley, Vice President, New York, heads membership campaign this year at Grand Central Branch, YMCA. . . . L. W. Horning, Vice President, Personnel, was speaker at annual convention of American Train Dispatchers Association. . . . N. W. Watson, Trainmaster, Buffalo, was guest speaker at meeting of Akron, O., Lions Club. . . . Frank Slattry, NYC Traffic Representative, Dallas, Tex., is new business manager of local little theater group, New Playhouse. . . . Sidney S. Howe, NYC Claim Agent, New York, has been promoted to rank of Captain in Army reserve. . . . A. R. Schroeder, Assistant General Supervisor of the Central's Freight Loss & Damage Prevention Bureau, Detroit, will serve as instructor at Wayne University for 32-session evening course in materials handling, packaging and freight loading.

James J. Walsh, NYC's General Agent, Freight department, Saginaw, Mich., has been elected president of the Saginaw Traffic Club. . . . Things were hectic for a while in a Central-routed Railway Express car recently when 36 parakeets escaped from cages in which they were being shipped from Buffalo to a New York pet shop. It took several hours to recapture all of them. . . . G. Russell Bailey, the Central's Freight Agent at Youngstown, O., has been elected treasurer of the Ohio Kiwanis district. . . . Allyn W. Stillman, Treasurer's department, New York, was recently installed as Grand Steward of the New York State Masonic Grand Lodge.



Mr. Walsh

How's Your RIQ*

*Railroad Intelligence Quotient

Answers on page 16

- What is known as a crib in track maintenance work?
 - The space between two adjacent crossties in track
 - A ballast cleaning machine
 - The slope along the roadway outside the crossties
 - The planking between rails at a road crossing
- What did careless freight handling resulting in loss and damage claims cost American railroads in 1952?
 - \$325 million
 - \$42 million
 - \$107 million
 - \$4½ million
- Where is the Central's large Chemistry and Physical Laboratory for research located?
 - Albany, N. Y.
 - DeWitt, N. Y.
 - Beech Grove, Ind.
 - Collinwood, O.
- How many crossties are required to support a standard 39-foot rail in track?
 - 14
 - 22
 - 28
 - 24
- Which wood preservative is most widely used in the railroad industry?
 - Zinc chloride
 - Creosote
 - Pentachlorophenol
 - Sodium chloride
- How are tank cars usually unloaded?
 - Through a valve at the side of the tank
 - Through the dome
 - Through an outlet at the bottom of the tank
 - Through a pipe at the end of the tank
- How much is the average daily railroad payroll in the United States?
 - \$5,000,000
 - \$8,500,000
 - \$10,250,000
 - \$15,840,000
- What annual event brings heavy passenger traffic to the Peoria and Eastern Railroad, principally a freight carrying line?
 - Saratoga Races
 - Indianapolis Speedway Race
 - World Series
 - Miss America Contest
- What railroad has the longest stretch of four-track line in the world?
 - Atchison, Topeka & Santa Fe
 - Atlantic Coast Line
 - New York Central
 - Missouri Pacific
- When was the first attempt made to provide sleeping accommodations on a regular passenger train?
 - 1836
 - 1900
 - 1795
 - 1852

New York Central Association of Credit Unions held semi-annual meeting in St. Louis last month. H. B. Fisher, of NYC Employes Credit Union, Charleston, W. Va., is president of group, which represents 30 credit unions on the NYC System. H. A. Johnson, Cleveland, is vice president, and W. W. Van Buren, New York, is secretary. Next meeting will be held in Cleveland in February. . . . St. George Association of NYC employes in New York will hold first annual communion breakfast Nov. 22. Communion service will be at Church of Incarnation at 9:30 a.m.; breakfast later at Prince George Hotel. Andrew Schuttinger, Clerk at St. John's Park Freight Station, heads association. Herbert Rogers, Freight Tariff Bureau, is secretary; James Mason, Accounting department, heads committee in charge of affair.



PASSPORT OFFICE in New York was important stop during days of preparation for trip. Fred and his wife had to apply in person for passports; had no difficulty since both are native U.S. citizens.



PACKING was a big job as the Hotchkisses prepared for trip to Holland to visit some of the flood victims who were helped by funds collected by Dike Train originated by Fred last spring.

Dutch Want to See Dike Train Conductor

THE home of Fred Hotchkiss in Mt. Vernon, N. Y., buzzed with excitement early this month as suitcases and trunks were packed, passport applications were filled out and steamship passage booked to Holland.

Fred is the NYC Harlem Division Conductor who conceived the idea of the Dike Train last spring when disastrous floods were ravaging Holland. Fred's co-workers jumped in to run the train and NYC provided the equipment. The Dike Train collected \$10,000 for Holland Flood Relief from communities on the Central.

Last month Fred received a letter from Ir F. Q. den Hollander, President of the Netherlands Railways. Many of the people who had been helped by Dike Train funds wished they could thank Fred personally, the letter said. Since it wasn't possible for all of them to come to the United States, Mr. den Hollander invited Fred and his wife to visit Holland as guests of the Dutch railroad so that he might have an opportunity to receive their appreciation in person.

Fred showed the invitation to NYC President William

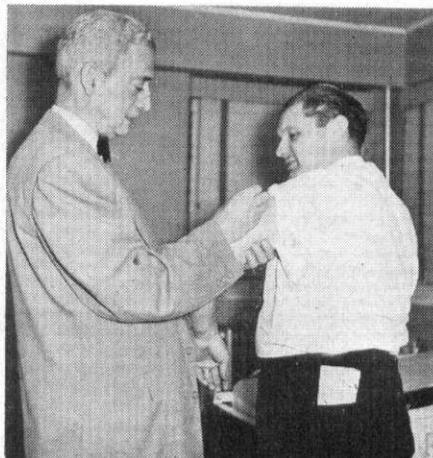
White, who had enthusiastically okayed the Dike Train plan last spring. Mr. White thought a visit to Holland by the Hotchkisses would be an excellent thing for Dutch-American friendship. He gave Fred some good news: the Central would arrange and pay for the ocean voyage to enable Fred and his wife to accept the invitation. Also, since the trip was really a follow-up of Fred's Dike Train efforts, his pay would go on while he was away.

Sailing from New York Nov. 14 on the Holland-America liner "Nieuw Amsterdam," Fred and Mrs. Hotchkiss will spend about three weeks visiting the Netherlands as ambassadors of the Central. After a brief stop in Paris they will return on the French liner "Liberte."

Replying to Mr. den Hollander's invitation, Fred wrote, "It was a privilege to have been of a little assistance to so fine a people. I would rather feel that in making this trip we are carrying from the people of the New York Central to the people of your railroad and country the sincere hope and prayer that your land will never again suffer such a tragedy."



WHEN invitation to visit Holland was received from Dutch railway president, Fred went to NYC President William White to show letter.



VACCINATION is required for permit to enter Holland. Fred and his wife visited family doctor for their shots.



HOTCHKISS CHILDREN (from left) Harold, 10, Marcia, 16, and Fred, 15, note on map points Mom and Dad will visit in Holland.



Four young engineers

... get some tips on railroading from veteran Howard Knapp of NYC's Electric Division. Asked "What's your secret ambition?" when they appeared on a television program, all four had confided they want to be locomotive engineers. A few days later they made good progress toward fulfilling their wish when they were taken on tour of Grand Central Terminal, including (above) cab of an engine.



Safety steals show

... as NYC float wins first prize for industries in "Brighter Niles Day" parade, held recently in Niles, Mich., to mark city's progress during last quarter-century. The float carried an "angel of safety" who operated a working model of a grade crossing gate and warning signal. The signal flashed brightly each time the "angel" lowered the gate across a short stretch of track which was mounted in real ballast on float.



Winners

... in annual golf tournament held by NYC Athletic Association of Manhattan were (from left) E. W. Jordan, retired Special Representative-Accounting department, Class C; L. P. Gagliardi, Assistant to General Attorney, Class A; and H. L. Porter, Assistant Comptroller, Class B.



Time out

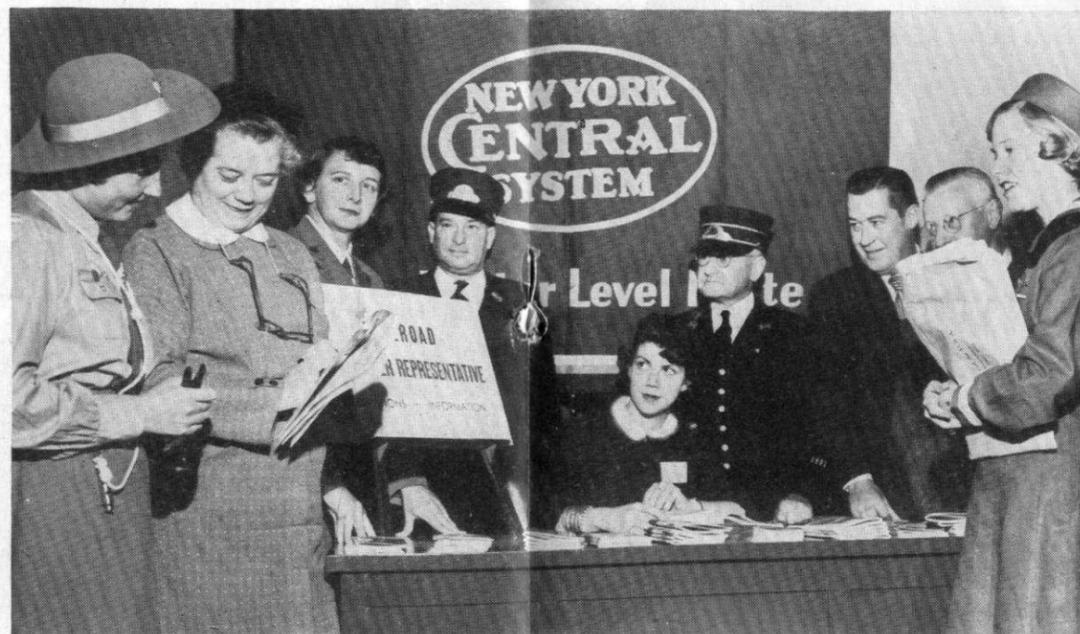
... from his job of caring for all the clocks in Grand Central Terminal was used by Jake Bachtold to visit recent display of antique clocks in Terminal. Here he holds 16th century fire clock which burned knotted rope or candles in sections to mark hours. Flame also provided illumination.



Trophy

... awarded in contest for best marksmanship among NYC police was won by Lines East-Boston & Albany team. L. G. Wagar (left), Chief of Police at New York, accepted trophy on behalf of winning team from J. D. Roosa, Superintendent of Property Protection.

HEADLIGHT HIGHLIGHTS



To assist

... the 8,000 Girl Scouts and Girl Scout Leaders who met in Cincinnati recently for annual convention, the Central set up booths at meeting halls to provide transportation information. NYC representatives supplied information for all railroads serving the city. Helping Passenger Representative Pat Willard (seated) are Orpha Han (second from left), Assistant to General Passenger Agent; Brakeman L. A. Sprague (behind sign); Conductor L. W. Lite.



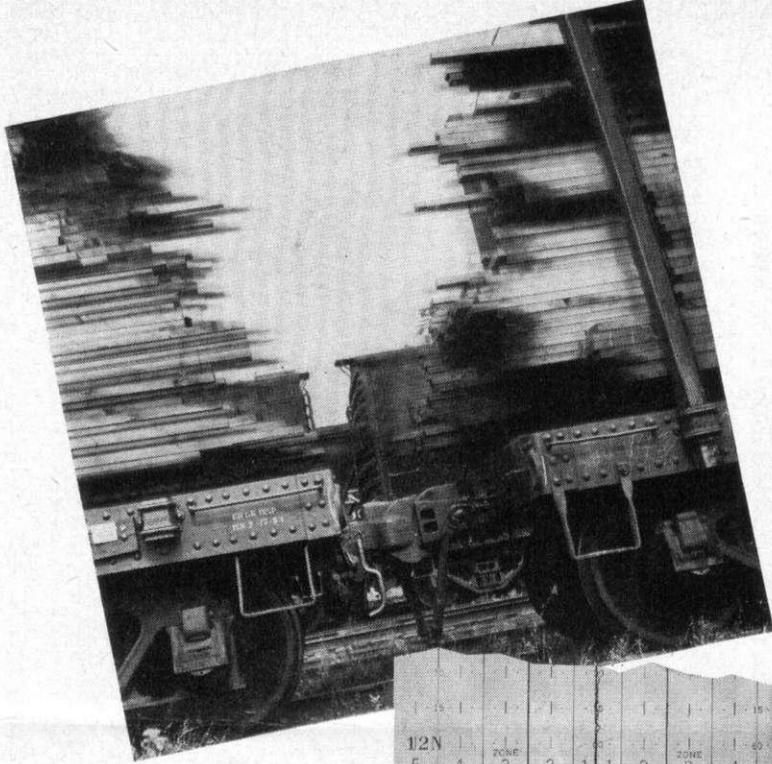
Feeling good

... are D. E. Mumford (left), Manager of Safety, and A. W. Laskoske, General Manager of NYC's Michigan Central district at Detroit. Smiles were prompted by a National Safety Council Merit Citation to the Michigan Central for its on-the-job safety record in 1952. During the year MC had only 5.35 accidents per million man hours worked. Plaque was presented at Detroit luncheon.

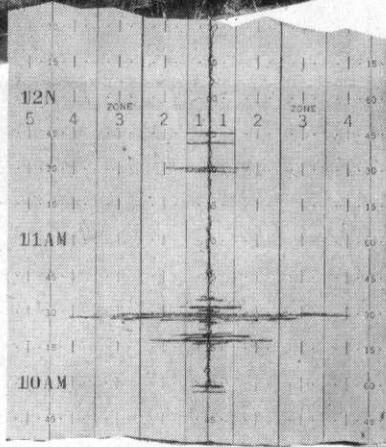
IMPACT

IS THE VILLAIN

These men know how to fight it



IMPACT of cars coupled too fast causes damage. Tape from impact registers shows these cars met at nine miles an hour, badly shifting loads, weakening the braces and leaving shipment easy target for further damage. Valuable time must be taken to re-load and rebrace shipment.



CRASH . . . bang . . . crunch . . . and a damaging over-speed impact sends another shipment on its way to become a sales argument for the Central's competitors.

Over-speed impacts in switching freight cars ruin more than the freight and cars. They hurt NYC's reputation for good service and lead shippers to try another railroad or use truck transportation. It doesn't take a crystal ball to see what that does to the Central's business, and to Central people's jobs.

Two-thirds of the damage to freight is caused either by rough handling of cars as they are switched or by poor loading. Years of careful research have proved conclusively that freight is likely to be damaged if cars are coupled at more than four miles an hour. When it happens, a chain reaction sets in and the Central gets hit with the chain. Both the shipper and receiver of damaged freight wind up mad at the railroad.

Good record can be built with care

One of the best damage-free records on the System is held by the Niagara Falls, N.Y., yard. In their locker room, the yard crews proudly display the honor roll certificates won by their performance.

Speaking for his fellow railroaders as well as himself, Conductor Joe Dooley, dean of the yard, says, "We've got a good record here at the Falls and we aim to keep it that way. I've worked here 47 years and I never get tired of doing a good job. That goes for the other men, too. We know our Freight Agent, Tony Gehring, has an easier time getting more business when damage is low."

Watching a jet plane zoom over head, Joe continued, "This may be the age of speed, but in freight yard switch-

ing I believe you have to combine speed with safety—both for the freight and the men."

Engineer Don Groth is proud of the way he can make a diesel do his bidding in the Falls yard. "She does only what I tell her," says Don of diesel yard switcher No. 8586. "Before I ease her up to a cut of cars, I make it my business to know what's in the cars. Maybe some yard crews don't realize what's happening inside the cars because they don't know what's in them. If they did, they'd realize their work affects many people, even themselves."

Pointing to a box car on an adjoining track, Don said, "Take that car, for instance. It's loaded with cartons of bottled beer. Just think how many throats would go dry if I coupled onto it too fast."

The Niagara Falls yard is a flat switching yard, where switch engines are used to move cars from track to track. At DeWitt, east of Syracuse, N.Y., the Central operates one of its biggest classification yards, where gravity, controlled by retarders built into the track, make it possible to switch hundreds of cars every day and make up several trains at once.

Retarders aid fast train make-up

In Tower A on DeWitt's west-bound hump, Jim Donnelly has at his finger tips one of the mechanical developments that make modern high-speed railroading possible—the control panel of a car retarder.

Looking out the window to his right, Jim can see cars as they start to roll down the hill. A teletyped list at his hand tells him what's in the car and to which track it should be switched.

First, a carload of motor parts, then three cars of paper weighing about 30 tons apiece. Next over the hump comes a carload of sugar—71 tons of dead weight picking up momentum with every turn of the wheels.

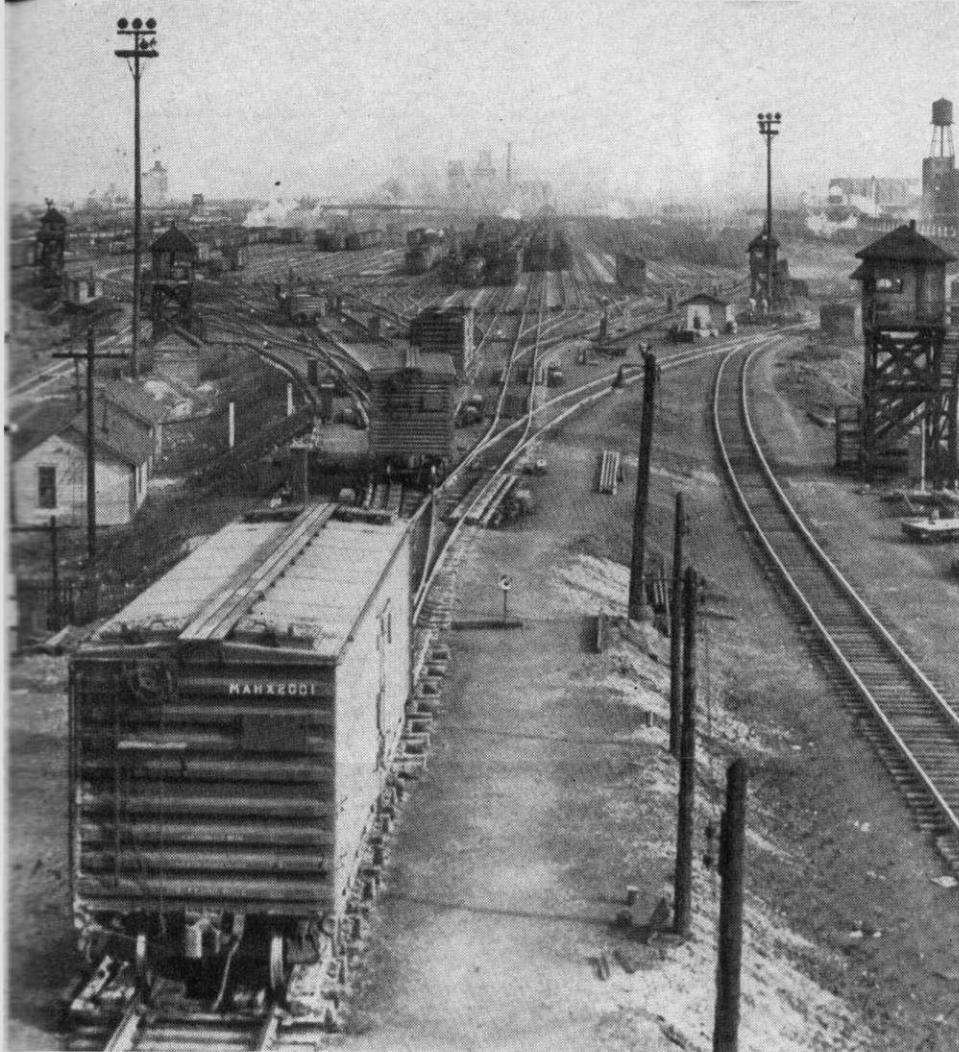
With a flick of his finger Jim increases the retarder action and slows down the car so that when it reaches switch points in the yard, other retarder operators will be able to control its speed easily and guide it in for a safe coupling.

Each car is different

"It's not just a matter of sitting here pushing buttons, either," says Jim. "Every car is different and so is each day. I push from 700 to 800 through here every day. When it's hot they roll easy. When it's cold they're stiff. When it's wet they're still different."

Running his hands over the control levers on the panel before him, Jim concludes, "These retarders are a great thing. We can work fast with them and do a good job as long as we control them. But when the machines start controlling the men, then we're headed for trouble."

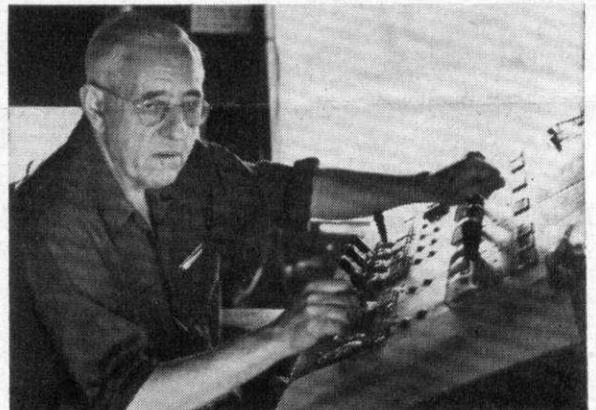
The story is the same all over the System in big classification yards and in small switching yards. How the cars are handled depends on the men on the spot. When they deliver the goods in sound condition, the customers are satisfied. And satisfied customers, in railroading as everywhere else, are the soundest foundation of good business and good jobs.



RETARDERS (under car wheels) make modern high-speed freight service possible. Cars roll off hump (artificial hill) fast and are slowed to safe coupling speed by this device, which squeezes wheels to tracks. System aids rapid train make-up.



"IT'S UP TO US to handle cars without damage," agree Niagara Falls Conductors Larry Snyder (left) and Joe Dooley, discussing problem over lunch.



FINGER TIP control of cars in DeWitt, N. Y., yard is exercised by Towerman Jim Donnelly, who operates retarder as cars roll over the yard hump.



MIDDLE MAN in damage claims is Niagara Falls Agent Tony Gehring. "If the boys let me down in the yard I have a tough time reselling a shipper."



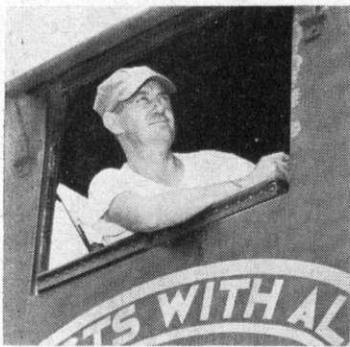
HONOR ROLL certificates hung in locker room by Yardmaster Frank Salata prove Niagara Falls crews know how to cut damage by safe switching.



"EASY DOES IT," says Conductor Dooley as he signals Engineer Don Groth in for a safe coupling. "We weren't hired as welders," he adds, "so we don't try to weld these cars together at high speed; just couple them without damage."

Where Does the Wanderlust Call You?

Asked: "What place on earth would you most like to visit?" four Central employes gave the following replies:



Elmer W. Rose, Locomotive Engineer, Blue Island Yard, Chicago: "I've always had a hankering to visit France. I'd love to see Paris and the sidewalk cafes. I've read about many of the famous historic places in France and I'd like to see them for myself. And I'd like to wind up my visit with a stop at the Folies Bergere."



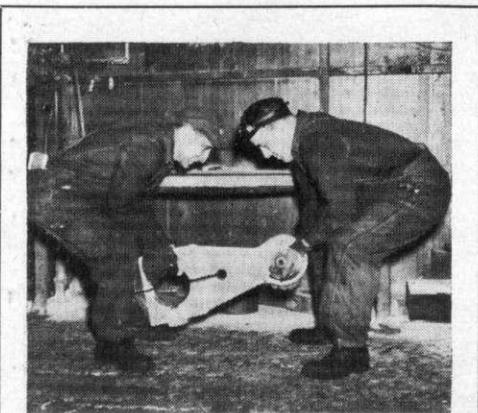
C. B. Anderson, Brakeman, Selkirk, N.Y.: "I'd stick to the good old USA. I've heard a lot about Arizona and Nevada and I'd like to visit those two States. Their scenery and climate interest me and so does the fact they have no State taxes. I might even try my hand at the tables in Las Vegas and Reno and try to break the bank."



Don "Tiny" Groth, Locomotive Engineer, Niagara Falls, N.Y.: "For a swell trip I'd take my family and my own 287 pounds and 5'18" to the west coast, with a stop at Yellowstone Park. I'm curious about the California climate. On some real cold days here at the Falls I could be tempted to head this engine west and keep on going."



Carolyn Mason, Chief Telephone Operator, Chicago: "Most of all, I'd like to visit the Vatican. Then, I'd like to see some of the many famous shrines I have heard about. I have a great curiosity about many shrines both in this country and abroad. As a fourth-generation railroader, no one has to give me a sales talk on traveling."



What's RIGHT in this picture?

Practicing safety gives these men a lift. They have a firm grip on the safety rules of their jobs as well as on the piece of machinery they are moving.

They help each other move this locomotive crank arm because it's too heavy for one man to handle alone—weighs 150 pounds.

To protect their hands from cuts or pinches they put on gloves before starting the job. After making sure they won't dislodge anything else by moving the arm, each checks to be certain he knows what the other plans to do, and when.

To lift properly, they bend their knees, keep their shoulders back and use their leg muscles in order to avoid back strain.

P. E. Crowley Dies; Was NYC President

Patrick E. Crowley, who was the Central's President from 1924 through 1931, died recently at his home in Mt. Vernon, N.Y. He was 89 years old.

Mr. Crowley was born in Cattaraugus, N.Y., where he began his railroad career in 1877 at the age of 13 as a Station Messenger for the Erie Railroad. His father was Agent for the Erie at Cattaraugus. After learning telegraphy the son became a Station Agent too.



Mr. Crowley

In 1889, he joined the Rome, Watertown & Ogdensburg Railroad as Dispatcher, shortly before that road became a New York Central subsidiary.

Mr. Crowley held executive posts at Corning, Syracuse and Albany, N. Y., before he was appointed Vice President of the Central in 1916. He became President in April, 1924, following the accidental death of Alfred H. Smith.

Some of the highlights of Mr. Crowley's tenure as NYC President were the erection of the 34-story New York Central Building in New York City; opening of a new passenger terminal in Buffalo; and construction of the \$25,000,000 Castleton Cut-off across the Hudson River south of Albany, N. Y., permitting through trains to avoid the steep grades and heavy traffic of the Albany area.

Pats on the Back

Letters have been received by the Central commending:

John W. Daniels, Train Porter on the Empire State Express, for his helpfulness to a college student who thought he had lost his wallet. Porter Daniels lent him \$10 and had a wire sent to NYC police, who called student's home, found wallet had been left on dresser there.

P. J. Desilets, General Agent; **R. W. Billsborough**, Passenger Representative; and **A. Cohen**, Chief Clerk, all of NYC's Denver, Colo., passenger office, for help in arranging a trip to Massachusetts for a mother traveling with small children. "The trip was pleasant for me and a thrill for my children because of your excellent service," wrote the mother.

Otis Sadgwar, Red Cap, Grand Central Terminal, for his courtesy to a passenger requiring wheel chair service to board a train, including taking the passenger past the giant Kodak Colorama in the Terminal concourse.

L. W. Williams, Harlem Division Conductor, for his efforts which resulted in recovery of a lost wallet within two hours, before the commuter-owner discovered he had lost it.

Myer Roth, Hudson Division Conductor, for helping a passenger find her husband, who had boarded train at different station.

W. A. Greene, Red Cap, Grand Central Terminal, for his courtesy to a family whose daughter needed a wheel chair.

Central Is Subject As Teachers Study

THE Central was host recently to 20 public and parochial school teachers in Ashtabula, O. The teachers visited NYC facilities there to learn about railroading from behind the scenes.

The tour was sponsored by the Ashtabula Chamber of Commerce as part of the Business-Industry-Education program, in which business firms are urged to open their doors to educators so they may take back to their students an accurate picture of how various industries operate. Similar tours have recently been conducted by the Central in Buffalo, Pittsburgh and a number of other on-line cities.

Highlight of the Ashtabula tour was a motor launch trip around NYC's ore docks, where every year huge Hulett unloading machines take millions of tons of iron ore from the holds of Great Lakes vessels in one of the nation's biggest ore operations.

Starting at Signal Station "OD" at 9:30 in the morning, the teachers, guided by NYC Agent Ralph Dean and Trainmaster William Frazier, spent until three in the afternoon visiting the ore docks, shops, yards, stations and offices. They interrupted the tour only for a noon luncheon, at which they had an opportunity to ask Mr. Dean and Mr. Frazier questions about any phase of railroading.

After seeing the inside of a diesel cab, the teachers moved along to the engine shop and watched the various parts of a diesel locomotive fitted together. They examined the costly equipment necessary to keep NYC motive power in top condition. They also watched a locomotive getting a bath in the automatic washing machine.

Most often heard among the teachers' remarks during the tour was the comment: "I never realized it took so much to run a railroad."



SHOWING teacher how to run a diesel, Verne Dorsey, Road Foreman of Engines at Ashtabula, O., explains throttle operation to Isabel Day during Business-Industry-Education Day tour of NYC.



DESCRIBING his part in keeping Central locomotives in top working form, Claude Shephard, Machinist in NYC's Ashtabula engine repair shop, shows teachers how he uses a hydraulic press.



WHEELS that keep Central trains rolling interested the touring teachers. L. A. Faulkner, General Foreman, explained car wheel design to them as they inspected the operations of the Car Shop.



HIGH SPOT of teachers' tour was cruise in motor launch around NYC's Ashtabula ore docks. Huge unloading machines in background transfer iron ore from Great Lakes ships to NYC trains.

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.

Abbott, Ernest C., Pattern Shop Foreman, Elkhart, Ind.	37 11
Albert, William J., Telegrapher-Leverman, South Bend, Ind.	25 8
Allan, John N., Conductor, Canada Division	45 9
Amell, Andrew, Carpenter, Albany, N. Y.	23 10
Aselstynne, Frank L., Conductor, Detroit Division	46 7
Baird, William J., Erecting Shop Foreman, St. Thomas, Ont.	45 4
Banks, Andrew J., Blacksmith, Beech Grove, Ind.	29 2
Baran, John, Painter, McKees Rocks, Pa.	39 10
Barner, John A., Carman, Avis, Pa.	43 8
Barnes, Clyde M., Locomotive Engineer, Michigan Division	43 9

Barnhart, Edgar N., Crossing Watchman, Terre Haute, Ind.	47 11
Barnum, Edwin A., Agent, Lyons Falls, N. Y.	39 3
Bassett, Charles E., Electrician, W. Albany, N. Y.	31 0
Bennett, Earl, Store Helper, Columbus, O.	29 11
Bier, Golden E., Assistant Chief Clerk, Beech Grove, Ind.	38 11
Bolin, Riley R., Conductor, Ohio Division	34 10
Booker, John C., Conductor, P&E Division	45 11
Bovee, Rodney L., Brakeman, Buffalo Division	31 1
Bowerman, Albert D., Locomotive Engineer, Rochester Division	52 1
Boyer, Charles W., Molder, Elkhart, Ind.	10 9
Branagh, James F., Locomotive Engineer, Adirondack Division	51 7
Brostrom, Knut A., Caller, Chicago, Ill.	28 0
Brown, Edward A., Conductor, Springfield, Mass.	46 1
Brown, Henry S., Locomotive Engineer, Utica, N. Y.	52 2
Brunson, Harry M., Car Repairer, Bellefontaine, O.	39 1
Bruso, Peter M., Locomotive Engineer, Albany Division	46 10

Burke, Alvie J., Locomotive Engineer, Schenectady, N. Y.	52 5
Carcich, John F., Flootman, Weehawken, N. J.	26 5
Cashmore, George A., Chief of Police, Pittsburgh, Pa.	37 2
Castellano, Charles, Section Laborer, Syracuse Division	19 2
Ceelich, Tony, Laborer, Cleveland, O.	10 9
Christy, Thomas S., Assistant Superintendent Communications, Cincinnati, O.	42 8
Clausen, John H., Painter, River Division	45 1
Clossey, Martin, Locomotive Engineer, Buffalo Division	58 4
Coalson, Edward D., Locomotive Engineer, Auburn, N. Y.	40 3
Connors, Patrick T., Locomotive Engineer, Worcester, Mass.	48 1
Cooper, Harley H., Assistant Engineer, Albany, N. Y.	37 3
Cronican, Ruth C. Mrs., Secretary, New York, N. Y.	36 1
Davis, Thomas J., Porter, New York, N. Y.	25 10
Decker, Fred, Signalman, Selkirk, N. Y.	49 2
Dickson, Arthur, Conductor, St. Lawrence Division	46 2
DiLauri, Giuseppe, Section Foreman, St. Lawrence Division	52 7
Dinham, William H., Locomotive Engineer, Harlem Division	47 1
Dohleman, Louis C., Section Foreman, Lawrenceburg, Ind.	27 5
Dombrowski, John A., Section Foreman, Gardenville, N. Y.	46 4
Dombrowski, John H., Signal Maintainer, Toledo, O.	44 0
Donahue, Dennis J., Assistant Chief Train Dispatcher, Toledo, O.	49 8
Drefke, Albert C., Locomotive Engineer, Albany Division	46 2
Dunforth, Patrick, Locomotive Fireman, Mohawk Division	46 1
Dunn, James, Storehouse Foreman, McKees Rocks, Pa.	34 5
Dunn, Mary A., Janitress, Cincinnati, O.	27 5
Ellis, George S., Locomotive Engineer, Boston Division	42 9
Engel, Carl W., Foreman, Buffalo, N. Y.	34 8
Ernst, Arthur H., Assistant Foreman, Brightwood, Ind.	27 1
Fabing, George, Brakeman, Dewitt, N. Y.	48 5
Fabio, Nick, Section Laborer, Pittsburgh, Pa.	25 7
Fanning, William C., Locomotive Engineer, St. Lawrence Division	50 8
Ferguson, Charles R., Switch-tender, Jackson, Mich.	10 0
Fidler, William F., Electrician, Bucyrus, O.	30 11
Fischer, Herbert A., Locomotive Engineer, Rochester, N. Y.	48 9
Flagler, Truman C., Locomotive Engineer, Harlem Division	46 9
Fleming, John E., Ticket Agent, Coraopolis, Pa.	56 4
Flickinger, Howard, Car Inspector, E. Youngstown, O.	37 3
Fredericks, Frank J., Brakeman, Collinwood, O.	48 9
Fritz, Gae, Policeman, Rochester, N. Y.	35 2
Fryer, Jacob L., Locomotive Engineer, Pennsylvania Division	46 4
Furman, George E., Brakeman, Toledo Division	40 5
Gange, Veto, Section Laborer, Cleveland Division	28 2
Germain, G. Louis, Elevator Operator	47 4
Gilbertsen, Earl A., Accountant-Clerk, Chicago, Ill.	32 9
Gillan, Murrell M., Conductor, St. Lawrence Division	40 3
Girkin, Dan, Coal Dock Operator, Worthington, Ind.	27 6
Gleasure, Frank, Locomotive Engineer, Boston Division	46 3
Gracz, Joseph B., Machinist, E. Buffalo, N. Y.	32 2
Grandal, Manuel, Marine Fireman, New York, N. Y.	34 11
Grant, Harry E., Locomotive Engineer, Boston Division	42 10
Green, Theodore L., General Manager, Chicago, Ill.	51 7
Groves, Charles F., Car Oiler, Mattoon, Ill.	35 6
Hartsel, Guy L., Train Dispatcher, Cleveland, O.	30 11
Hauser, Anthony P., Machinist, E. Buffalo, N. Y.	35 10
Hendrickson, Burr W., Electrical Worker, Rochester, N. Y.	33 11
Hennessy, William E., Locomotive Fireman, Mohawk Division	53 9
Hennigan, John J., Chief Train Dispatcher, Syracuse, N. Y.	45 1
Henry, John, Triple Valve Cleaner & Tester, E. Buffalo, N. Y.	40 1

Hess, Roy J., Conductor, Buffalo, N. Y.	25 1
Hill, Clarence B., Conductor, Jackson, Mich.	40 6
Hofstetter, Samuel A., Locomotive Engineer, Detroit Division	36 9
Hooghkerk, Lyman G., Locomotive Engineer, Albany Division	46 1
Horne, Clarence H., Conductor, Ohio Division	34 10
Huber, Frank, Car Inspector & Repairer, Wesleyville, Pa.	31 3
Hudson, Milo A., Conductor, St. Lawrence Division	42 9
Humphrey, James, Cook, New York, N. Y.	19 3
Jamison, William A., Assistant Chief Clerk, Campbell, O.	36 3
Jewell, Wells H., Carpenter, Jersey Shore, Pa.	27 11
Johnson, Harry W., Locomotive Engineer, Boston Division	48 7
Jones, John O., Signal Mechanic, Harlem Division	37 3
Kanaley, John C., Brakeman, Syracuse Division	49 10
Kangiser, Fred A., Yardman, Gibson, Ind.	35 5
Karst, Frank J., Brakeman, Hudson Division	44 2
Kaufmann, William G., Machinist, North Bergen, N. J.	43 0
Kent, Walter J., Agent, Cornwall, N. Y.	33 3
King, Fay C., Locomotive Engineer, Worcester, Mass.	41 1
Kinsella, Daniel F., Locomotive Engineer, Syracuse Division	51 0
Knauff, Harvey L., Machinist, Buffalo, N. Y.	30 8
Knight, Frederick G., Locomotive Engineer, Dewitt, N. Y.	49 1
Knox, Gloster, Parlor Car Porter, New York, N. Y.	33 1
Kogel, Gustave, Locomotive Engineer, River Division	48 3
Kogut, Andrew, Machinist, Dewitt, N. Y.	38 4
Konis, Frank H., Machinist, Rensselaer, N. Y.	48 9
Konoff, Tom V., Boilermaker Helper, Rochester, N. Y.	35 10
Koss, Florian, Machinist, Collinwood, O.	31 8
Kraft, Francis, Signalman-Telegrapher, Hudson Division	46 10
Kulovitz, Nicholas, Coach Cleaner, Chicago, Ill.	28 2
Kurrasch, Jesse A., Machinist, Kankakee, Ill.	46 6
Kushweek, Andrew, Section Laborer, Battle Creek, Mich.	12 5
Lahey, John J., Machinist, Mattoon, Ill.	26 5
Lammert, Henry J., Electrical Foreman, Beech Grove, Ind.	36 9
Landis, Bruce A., Locomotive Engineer, Erie Division	43 11
Lane, Thomas F., Yardmaster, Black Rock, N. Y.	32 8
Larison, Harry J., Locomotive Fireman, Pennsylvania Division	51 9
Lawrence, Arthur N., Brakeman, Dewitt, N. Y.	47 10
Lehr, Amelia E. Miss, Steno-Clerk, Evansville, Ind.	42 2
Lewis, Clyde R., Car Oiler, Dickinson, W. Va.	33 6
Libby, Leland A., Locomotive Engineer, Western Division	47 2
Lilley, Charles J., Chief Clerk, Cleveland, O.	44 0
Lipsev, Forrest T., Section Foreman, Vermontville, Mich.	35 6
LoBuono, Giovanni, Section Laborer, Chicago, Ill.	33 3
Logan, Thomas, Machinist Helper, Beech Grove, Ind.	40 3
Losch, Stanley R., Machinist, Air Line Junction, O.	25 8
Lounsbury, Harvey, Electrical Worker, Corning, N. Y.	35 5
Lutz, Harvey S., Gang Foreman, Collinwood, O.	27 3
McAlevy, Joseph G., Locomotive Engineer, Mohawk Division	35 10
McIntosh, Ford K., Crossing Watchman, Waterloo, Ind.	37 5
McLaughlin, Grover G., Machinist, W. Detroit, Mich.	47 0
Maglione, Ralph, Laborer, Selkirk, N. Y.	18 1
Mahlke, Fred J., Brakeman, Elyria, O.	43 5
Maneval, Charles W., Locomotive Fireman, Pennsylvania Division	47 8
Mangan, John D., Pipefitter, Collinwood, O.	34 3
Marcell, Frank C., Locomotive Engineer, Boston Division	49 7
Marcinkiewicz, Anton, Truckee, Chicago, Ill.	30 2
Marcum, Charles, Machinist, Columbus, O.	30 0
Markovich, Jacob, Car Oiler & Packer, McKees Rocks, Pa.	30 0
Martinovich, Nicholas V., Locomotive Engineer, Boston, Mass.	50 8



RETIRING after 46 years with New York Central, Harlem Division Engineman T. C. Flagler also retired as head of Lodge 880 of the Brotherhood of Locomotive Firemen & Enginemen.



CONDUCTOR Arthur Brown, who won a national award in 1952 as "the most courteous railroader in the country," has retired after 46 years with the Boston & Albany Railroad.



CONGRATULATIONS were expressed to John Reiber when he retired as General Chairman, NYC System Council 45 of the International Brotherhood of Blacksmiths, by NYC and union officials. From left to right: Andrew Sehnert, Mr. Reiber's successor as General Chairman; John Pelkofer, General President of the Brotherhood; Mr. Reiber; L. W. Horning, NYC Vice President, Personnel; Michael Fox, President, Railway Employees department, American Federation of Labor. Testimonial dinner was held in Buffalo.

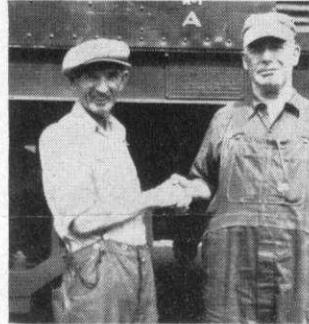
Buffalo Courier Express photo

Maryan, William J., Locomotive Engineer, Syracuse Division 41 0
 Maul, Jacob, Section Laborer, Saginaw, Mich. 25 1
 Meehan, William H., Locomotive Engineer, Albany, N. Y. 51 9
 Meier, Ernest, Locomotive Engineer, River Division 48 9
 Meinzer, Gustave A., Crossing Watchman, Cleveland, O. 23 0
 Minor, William J., Machinist, Columbus, O. 33 11
 Morris, Carl E., Locomotive Engineer, Mohawk Division 36 0
 Mowers, Adrian M., Locomotive Engineer, St. Lawrence Division 47 6
 Mundkowsky, Julius M., Conductor, Erie Division 43 7
 Myers, George C., Hostler, North Bergen, N. J. 46 8
 Neal, Thomas F., Clerk, Boston, Mass. 41 11
 Nettle, Leo R., Section Laborer, Welland, O. 39 7
 Newsom, Herbert L., Painter, Beech Grove, Ind. 39 10
 Nochajski, John W., Carman, E. Buffalo, N. Y. 25 11
 Novak, Louis, Boilermaker Helper, Cleveland, O. 39 5
 Nugent, William J., Locomotive Engineer, Albany Division 47 1
 O'Brien, James J., Machinist Helper, Beech Grove, Ind. 35 11
 O'Brien, John H., Locomotive Engineer, Syracuse Division 47 10
 O'Donnell, Michael J., Locomotive Fireman, Batavia, N. Y. 49 6
 Ohnezeit, Herman W., Assistant Ticket Agent, Beaver Falls, Pa. 35 0
 O'Keefe, William J., Locomotive Engineer, New York, N. Y. 47 1
 Padula, Domenic A., Electrical Worker, Rensselaer, N. Y. 28 11
 Palka, John, Machinist Helper, E. Buffalo, N. Y. 33 2
 Parish, Howard B., Locomotive Engineer, Detroit Division 35 7
 Pasqualitti, Raffaele, Section Laborer, Castleton, N. Y. 44 5
 Paternostro, Pietro A., Section Foreman, Electric Division 37 5
 Paul, William J., Conductor, Harlem Division 50 9
 Pepper, Thomas P., Telegrapher-Leverman, Cleveland, O. 24 9
 Peter, Henry G., Capital Expenditure Accountant, New York, N. Y. 35 6
 Phares, Ross W., Section Foreman, Phoenix, N. Y. 46 8
 Pickert, Lee D., Assistant Agent, Boonville, N. Y. 40 2
 Pirone, James T., Laborer, Newberry Jct., Pa. 10 3
 Plegier, Frederick W., Car Inspector, E. Youngstown, O. 43 6
 Popoff, Lazar, Laborer, Dewitt, N. Y. 26 8
 Preston, Hugh A., Locomotive Engineer, Michigan Division 36 4
 Prince, William F., General Water Supply Foreman, Jersey Shore, Pa. 44 0
 Purdy, Alvah L., Locomotive Engineer, Detroit Division 34 4
 Randerson, Charles, Locomotive Engineer, Buffalo Division 41 0
 Redding, Horace W., Locomotive Engineer, Canada Division 44 0
 Reed, Franklin D., Locomotive Engineer, Selkirk, N. Y. 46 10
 Rice, Robert L., Ironworker Foreman, Weehawken, N. J. 41 3
 Riker, William T., Conductor, Ohio Division 37 1
 Riley, John F., Hostler, Albany, N. Y. 35 8
 Rodgers, George, Car Inspector, E. Youngstown, O. 36 0
 Rod, Eugene B., Locomotive Engineer, Boston Division 51 3
 Ross, David H., Carman, Beech Grove, Ind. 24 2

Sales, Charles F., Locomotive Engineer, Syracuse Division 52 2
 Sartori, August, Trucker, Buffalo, N. Y. 26 5
 Sayer, Ray C., Section Laborer, Three Rivers, Mich. 41 6
 Schad, Robert, Machinist, Jackson, Mich. 43 7
 Schmitt, Eugene, Sheet Metal Worker, McKees Rocks, Pa. 26 11
 Schreck, Louis A., Locomotive Engineer, Rochester Division 41 11
 Sermiller, Michael, Car Inspector, Junction Yards, Mich. 26 11
 Sharp, Ernest E., Locomotive Engineer, Indiana Division 44 3
 Sheetz, LeRoy, Extra Gang Foreman, Newberry, Ind. 45 0
 Shepler, Paul D., Signal Inspector, Pittsburgh, Pa. 43 10
 Sholenberger, Herbert, Locomotive Engineer, Albany Division 46 4
 Simonds, Charles D., Locomotive Engineer, St. Lawrence Division 49 11
 Slough, Francis E., Switchman, Elkhart, Ind. 42 3
 Smeed, Scott M., Telegrapher, Toledo, O. 38 10
 Smith, Edward R., Cook, Chicago, Ill. 16 2
 Smith, George F., Locomotive Engineer, Mohawk Division 52 6
 Snyder, Harry, Car Repairer, Detroit, Mich. 31 1
 Sobczak, Joseph, Freight Carman, E. Buffalo, N. Y. 24 9
 Spaziani, Biagio D., Section Laborer, Selkirk, N. Y. 22 9
 Stack, Edward L., District Supervisor, Enslewood, Ill. 42 5
 Stone, John A., Locomotive Engineer, Boston Division 46 3
 Stone, Wesley R., Locomotive Engineer, Watertown, N. Y. 47 2
 Street, Herbert S., Locomotive Fireman, Beacon Park, Mass. 37 8
 Strumvke, Fred, Sand Blast Operator, Harmon, N. Y. 42 5
 Subo, John, Sheet Metal Worker, Dewitt, N. Y. 38 6
 Sullivan, Michael, Checker, New York, N. Y. 31 0
 Sullo, Frank, Machinist, North White Plains, N. Y. 44 0
 Sutton, Henry E., Conductor, Toledo Division 42 10
 Swartz, Fay V., Locomotive Engineer, W. Springfield, Mass. 46 11
 Switzer, John D., Assistant General Freight Agent, Detroit, Mich. 37 10
 Symington, William, Section Laborer, Chester, Mass. 20 4
 Szocinski, Louie T., Section Laborer, Gaylord, Mich. 34 6
 Thornton, Edward J., Brakeman, Mohawk Division 46 0
 Todd, George H., Locomotive Engineer, River Division 47 9
 Travis, Guy, Signal Maintainer, River Division 50 7
 Treadway, William L., Locomotive Engineer, Mohawk Division 40 10
 Tuott, Henry F., Assistant Station Master, New York, N. Y. 49 9
 Urbik, John M., Master Trucker, Chicago, Ill. 33 1
 Vaillancourt, Morris J., Car Inspector, Albany, N. Y. 34 11
 Van Vranken, Arthur S., Clerk, Utica, N. Y. 41 2
 Vincenzo, Bertilano, Section Laborer, Buffalo, N. Y. 26 4
 Wachtler, William G., Signal Supervisor, Electric Division 42 2
 Wagner, Otto J., Freight Agent, Lyons, N. Y. 41 0
 Wagner, Walter A., Assistant Auditor Freight Accounts, Detroit, Mich. 45 11
 Walling, Floyd E., Conductor, Pennsylvania Division 52 6
 Wanamaker, Norman, Loc. Fireman, Syracuse Div. 30 6



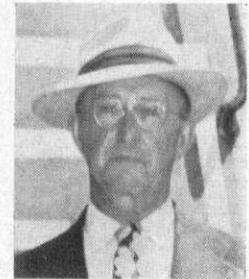
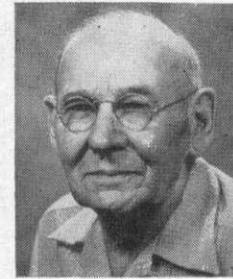
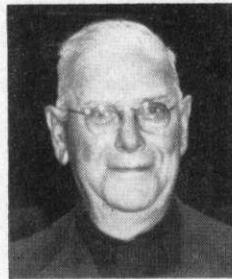
G. H. TODD (left) was met on last run as River Division Engineer by W. J. Harris, Assistant Superintendent.



JOHN J. LONNEE (left), Conductor, Windsor, Ont., was greeted on retirement by Engineman B. P. Skill.



Buffalo Courier Express photo
 THESE MEN ran up a total of 240 years with NYC before retiring. From top to bottom: Martin Clossley, Jim Cragham, Elmer Seitz, Bill Scott and Fred Hall. All were in engine service at Buffalo.



RECENT RETIREMENTS include (left to right) John Zabriskie, Locomotive Engineer, Weehawken, N.J.; Scott Smeed, Telegrapher, Toledo, O.; Tom Haines, Road Foreman of Engines, Syracuse, N.Y.

Ward, Burnett P., Chief Clerk, Watertown, N. Y. 51 4
 Ward, Joseph J., Car Inspector, Rochester, N. Y. 28 0
 Walsh, Michael J., Locomotive Engineer, Syracuse Division 43 0
 Waterbury, Frank H., Machinist, W. Albany, N. Y. 23 10
 Weller, Walter M., Traveling Auditor, New York, N. Y. 44 2
 Weiss, Frank, Boilermaker, Collinwood, O. 33 10
 Wendt, William J., Tankman, Toledo, O. 30 7
 West, Joseph C., Business Car Porter, Pittsburgh, Pa. 32 0
 Whipple, John J., Coal Passer, Rochester, N. Y. 39 3
 Wickham, Orville, Boilermaker, Selkirk, NY 11 0
 Wickmiller, Harvey A., Conductor, Toledo, O. 30 4
 Wilkins, Earl C., Engineer Draftsman, Cleveland, O. 47 7
 Williams, Joseph, Carman, Chicago, Ill. 36 1
 Williams, Vincent, Loc. ENGR., Gibson, Ind. 41 2
 Willson, Arthur E., Loc. ENGR., Canada Div. 42 11
 Wilson, Roswell W., Waiter, Buffalo, N. Y. 30 9
 Wilson, Joseph J., Second Cook, Chicago, Ill. 11 10
 Wilson, Robert A., Telegrapher, New York, N. Y. 14 5
 Wilson, William, Painter, Weehawken, N. J. 36 9
 Winger, Claude R., Laborer, Urbana, Ill. 30 0
 Winston, Percy H., Locomotive Engineer, Hudson Division 52 10
 Wolf, Frank, Pumper & Tankman, Galien, Mich. 24 8
 Wolfe, Anna L. (Mrs.), Chief Telephone Operator, Chicago, Ill. 11 10
 Wood, Thomas F., Checker, New York, N. Y. 36 1
 Wright, Samuel, Car Cleaner, Albany, N. Y. 34 11
 Zabriskie, John D., Locomotive Engineer, River Division 50 7
 Zeman, John R., Inspector Foreman, Toledo, O. 42 6
 Zembowski, Leo, Car Repairer, W. Detroit, Mich. 34 2
 Zimmerman, Eben L., Conductor, Victoria, Ont. 37 8
 Zuckerman, Mark, Carman, Cleveland, O. 28 0



RETIRING as Signal Supervisor, River Division, Fred Constable (left) received testimonial book from J. W. Curran, Assistant Signal Supervisor, New York District.



GIFT from fellow employes was presented to Scott Spencer (right) when he retired as Transportation Inspector, Elkhart, Ind., by C. R. Hoffman (left), Road Foreman, and W. G. Chase, Assistant Superintendent.

Between
you and me

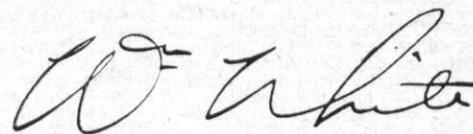
A WAY TO BE THANKFUL

I was in Great Britain last summer, and two things about their railroads impressed me. One was the uniform courtesy that people show toward each other, and the other was good housekeeping. These are not peculiar to railroads; it seems to be a national trait for people to be courteous and cleanly. People do not throw litter around anywhere. If they have something to throw away, they keep it until they find a receptacle where it can be deposited. They seem never to be in a mad rush to overtake and get ahead of someone else.

Inquiring about these things, one is led to believe that these desirable traits arise from adversity. People are not blessed with material things, as are we, but they make their lives a little brighter and austerity a little easier by making life more pleasant for them-

selves in little ways. I am told, also, that courtesy and cleanliness are taught to children. It becomes inherent, then.

With all the blessings bestowed upon Americans, and for which this month we set aside a day of Thanksgiving, couldn't we all give evidence of thankfulness, not only on one day but every day, by practicing courtesy and good housekeeping? We can make our personal lives brighter and our work more pleasant.



President

25 Years Ago

From the *New York Central Lines Magazine* of November, 1928:

- The Twentieth Century Limited was completely re-equipped with specially designed cars "said to be the finest ever built." Fold-away walls made it possible to arrange two to four room suites in the cars, which incorporated all of the latest developments in passenger car construction.
- Kenneth Stilwell, Yard Clerk at Erie, Pa., won freight claim prevention contest for suggestions on ways to save perishable freight from damage.
- Careful handling of cars in freight yards was considered the greatest need of the country's railroads in their fight against freight damage.
- Latest feminine fashion was a dress designed from the lines of the New York Central Building in New York City. A popular women's magazine applauded the design, said the building's architecture was highly adaptable to dress design.
- Charlie Hogan, who piloted 999 on its famous speed run, was honored at a "Charlie Hogan Night" by the Capitol Chapter of the NYC Veterans Association in Albany, N. Y.
- Adirondack chapter of NYC Veterans Association held its first annual smoker. Chapter president Lou Hassell led 200 who attended in a standing pledge to

direct all their efforts towards improving their safety record.

- NYC announced participation in campaign sponsored by American Railway Association to prevent accidents caused by falling.
- A special NYC train toured Michigan farm areas demonstrating latest mechanical improvements for farmers.
- The first of five rotary kilns made for an Arkansas oil refinery started its journey from Sharon, Pa., via NYC. The kiln was 100 feet long, 16 feet high, 12 feet in diameter and weighed 173,000 pounds.
- A solid train of 40 cars of Buick automobiles was routed NYC from Flint, Mich., to Boston.
- Builders at work on the tower of the new New York Central Building in New York greeted the German dirigible Graf Zeppelin flying over them on its arrival after trans-Atlantic flight.
- A Central special train carried President Coolidge to inspect flood damage in his native State of Vermont.
- A 16-car NYC special carried New York State American Legionnaires to Legion convention in San Antonio, Tex. This was believed to be longest convention train in history.
- Bowling leagues throughout NYC System opened fall season.
- NYC Police department team, led by Chief Jim Roosa, defeated Westchester County police team in pistol shooting contest at Ossining, N. Y.
- Autumn dance given by Athletic Association of Chicago Junction Railroad

was attended by more than 7,000 persons.

- Conductor Henry F. Myers was awarded Central's Medal of Valor for saving a boy's life from the path of an approaching train on the Hudson Division.

Answers

... to "How's Your RIQ?" on page six: 1. a; 2. c; 3. d; 4. b; 5. b; 6. c; 7. d; 8. b; 9. c; 10. a.

If you had all ten correct, you are outstanding. Seven to nine gives you a rating of excellent. Four to seven is fair, but one to three is not so good.



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