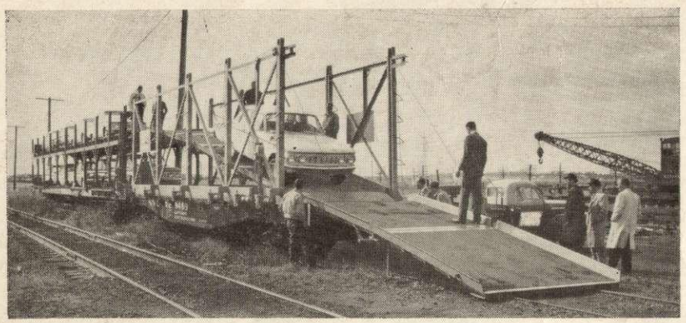
NEW YORK CENTRAL SYSTEM

Headlight

NOVEMBER 1960

EASTERN DISTRICT MANAGERS IN NOVEL CONFERENCE . . . page 6



New auto carrier . . .

to augument NYC's freight fleet is pictured here. New cars (rear) are being leased by the Central from North American Integrated Flatcar Transport Co. (NIFX markings on cars) and will carry automobiles on open racks divided into double and triple decks.

Special low rates tailored to meet competition are also being introduced for shipments using this new equipment.

Announcing the new rates, Wayne M. Hoffman, NYC Vice President—Freight Sales, said, "We plan to recapture this automobile shipping traffic which in recent years has been drifting to highway carriers."

A greater number of autos can be loaded in each of the new multi-level cars than on conventional rail equipment. The double-deck cars each carry eight standard or ten compact autos. Triple-deck cars hold 12 standard or 15 compact automobiles. Boxcars used to carry autos hold only four.

The Central also recently introduced Flexi-Van auto carriers, which can be transferred to highway wheels for shippers who prefer door-to-door delivery.

In the foreground of this photo is the device used to load and unload the new carriers. The ramp can be raised or lowered easily to permit cars to be driven from either top or bottom deck. When not in use, the ramp folds up to become a flat end of the loading unit.

Tour of new warehouse . . .

was made by officials of NYC and Sears Roebuck & Co., at Allston, Mass. Sears' President, Growdus Baker, was among the visitors to the new distribution center and key freight handling point for New England manufactured goods. It was built by New York Central Development Corp. and is being operated by the Central. Sears Roebuck, the big mail-order house, will be a major user of the facility, which shipping experts have called one of the most efficient material handling layouts in the east. An average busy week will see 75 to 100 rail carloads handled at the new warehouse. Sears' shipments will move in both rail boxcars and Flexi-Vans.

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THE COVER: Men in management jobs on Central's Eastern District pay rapt attention to discussion at session in central New York State. For more about their novel conference see page six.

Headlight

NOVEMBER, 1960

Vol. 21 — 43 — No. 10

Printed in U.S.A.

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THE HEADLIGHT is published by the New York Central System for its active and retired employes and their families. All communications should be addressed to the HEADLIGHT editorial office: Room 1156, 466 Lexington Avenue, New York 17, N. Y.

Member: American Railway Magazine Editors Association; House Magazine Institute; and International Council of Industrial Editors.

NEWS BRIEFS

NYC CARLOADINGS . . .
in September this year totaled 284,178, an increase of 12.5 per cent over the same month of last year. Most noteworthy gains were made in shipments of ore, coke and iron and steel products over the 1959 month, reflecting the effect on carloadings of the steel strike of last year. Total NYC carloadings for the first nine months of 1960 were 2,475,991—up 0.3 per cent from the same period a year ago.

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FINANCIAL RESULTS . . .
for the month of September, however, were on the loss side of the ledger, as they were in August. For the month of September this year, NYC suffered a net deficit of $2,704,341, compared with a net loss of $2,303,746 in the same month of 1959. Gross revenues this year in September were $56,046,810, against $51,361,976 in the 1959 month. For the nine months ended Sept. 30 this year NYC had a deficit of $2,516,669, compared with a profit of $3,403,765 a year earlier. Gross revenues for the nine-month period this year dipped to $513,122,300 from $515,544,682 last year.

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RAILROADS AND UNIONS . . .
agreed at a meeting in Washington Oct. 17 with Secretary of Labor James P. Mitchell to submit their differences on the work rules issue to a presidential commission. On Nov. 1 President Eisenhower signed an Executive Order establishing such a commission. The President called the agreement between the railroads and rail labor unions "a landmark in the history of labor-management relations in the United States.

"Both sides," he said, "for many years have been concerned about the problems deeply affecting the livelihood of the men who run the trains and the future of the industry itself. I am sure the American people applaud as I do the high principle which has brought railway labor and management together in this agreement which adds greatly to the substance of the fabric of our free enterprise system.

"Certainly this agreement," the President continued, "is living proof that free collective bargaining is successful if left in the hands of dedicated, capable men who desire to see it work. It is also another indication of the maturity that has been achieved in industrial relations in this country in recent years."

The commission will have 15 members who will be named by the President. Five will be chosen from among persons nominated by the railroads; five will be from among persons nominated by the operating railroad unions; and five, including the chairman, will be chosen by the President independently without nominations.

The commission's work will start next January and its recommendations, which will not be binding, are due by Dec. 1, 1961.

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FREIGHT RATES . . .
on the nation's railroads were allowed to rise by the Interstate Commerce Commission effective Oct. 24. A general increase in line-haul rates of 0.5 cent per 100 lbs. where rates did not exceed 65 cents per 100 lbs. and one cent per 100 lbs. where rates exceeded 65 cents is what the Commission approved. Also permitted are comparable increases in rates stated in amounts per ton or per car, and varying increases were applied to a few commodities, such as coal, lignite, ore and several kinds of wood. Overall, the increase is expected to yield between $130 million and $135 million a year for all the country's railroads. NYC anticipates about $9.5 million a year in increased revenues.

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CENTRAL EMPLOYES . . .
may still avail themselves of the Employe Stock Purchase Plan launched in 1955. Under the plan, NYC employes who have two or more years of service with the railroad may apply for purchase of as many shares of New York Central stock as they like, starting with a minimum of five shares and going up to one share for each $100 of annual income from the Central, with 200 shares as the maximum. The total order, of course, will depend on the individual's financial status. The stock is paid for by monthly payroll deductions over a three-year period. An application may be cancelled any time before the end of the three years. A booklet containing full details of the Plan is available on request from Treasurer, New York Central System, 466 Lexington Ave., New York 17, N. Y.

Central employes who are already members of the Stock Purchase Plan should remember to advise the Treasurer of any change in address.

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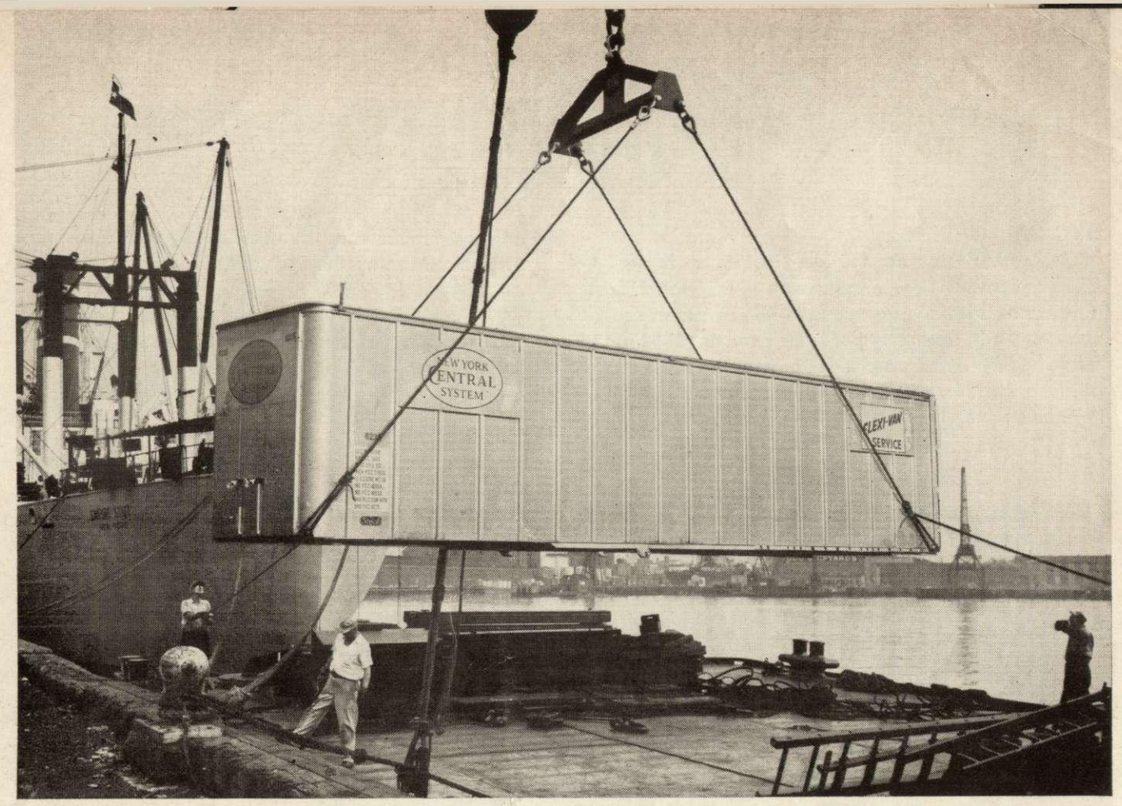
HIGHWAYS, AIRWAYS AND WATERWAYS . . .
have cost the federal government $16 billion in the last ten years. In 1959 alone, one-quarter of that amount was spent. During the same period, the nation's self-supporting railroads paid out $11 billion for taxes of all kinds, of which $4 billion was for income taxes paid to the federal government.



Latest word in railroading . . . CONTAINERIZATION

Flexible containers give Central new way to provide world-wide, door-to-door transport. Flexi-Van is a leading example

What is *containerization?* Well, for one thing, it's the latest word in the railroad man's vocabulary—but of course that's not all. Perhaps the simplest definition of what transportation people mean by containerization is "piggybacking without the highway chassis and without rubber-tired wheels." It's a concept of moving freight so that only the actual container of the merchandise is loaded onto a railroad flatcar. In this way only minimum weight is carried, the center of gravity is lowered, and maximum height is reduced—a factor that's especially important where low clearances have to be considered. But there's still more: Containerization also means using a container for freight that can easily be transferred from rail to highway vehicle, or to a water-going vessel, or an airplane.

New York Central's *Flexi-Van* is a leading example of containerization, and has already been adopted by a number of other railroads.

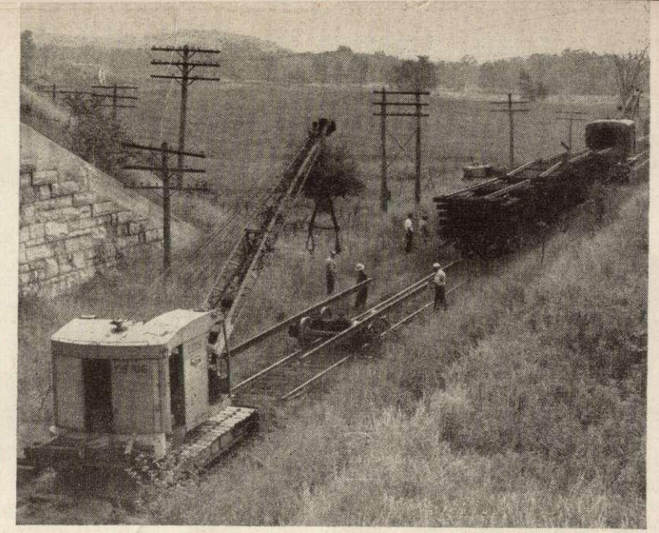
Although the word has leaped into recent prominence and leads the current hit parade of innovations in the transportation world, containerization is not basically a brand new idea. Shipping tariffs have for years recognized the existence of cargo in barrels, boxes, crates, baskets, carboys, cylinders, drums, pails, firkins and demijohns. More recently pallets and numerous other returnable containers have become widely accepted in shipping circles.

Containerization, however, represents a big advance over the simple idea of packing merchandise in a box. Containerization is a method of handling freight in units . . . a system which meets one of the pressing needs of modern transportation. It is a system which encourages tieing together all methods of transportation over land, sea and air. As a recent issue of *Modern Railroads* magazine pointed out, "It combines the virtues of piggyback with those of fishyback and birdyback." Through the design of a variety of standard containers, the needs of most shippers can ultimately be met. Everything from frozen foods and liquids to miscellaneous merchandise can be moved anywhere in the world with a minimum of handling and a minimum of damage.

For shippers, containerization means lower packing costs, reduced time in loading and unloading and reduced warehousing. In fact, the advent of the container may bring about far-reaching changes in warehousing. Future warehouses may be simple open structures holding stacks and stacks of containers.

For New York Central people, containerization means they have still another modern tool with which to produce more efficient, faster, economical service—indeed a custom-tailored service to fit shippers' needs. It is another step forward in the development of soundly diversified transportation, through which the public will reap the benefits of truly efficient, low-cost transportation, and better, more flexible service. Containerization bids well to help strengthen the railroad, and when the railroad is strengthened, its employes benefit because their futures are made more secure.

DIESEL CRANE places rack beside track to be taken up. Each rack is freight-car truck with two rails bolted to it and coupled by joining rail ends.



CRAWLER CRANE returns racks to track one by one and then takes up track panels and loads them on the racks. When six racks have been loaded the diesel crane will haul them away for loading into cars.

Better Track Panel Methods Help NYC Build New Business

Here's one you can add to your "believe it or not" file: Unused track on the Central helps to develop new traffic.

Puzzled? Let us explain: New York Central Maintenance of Way department engineers have developed a novel way of taking up unused track in panels which can be shipped easily to sites requiring new industrial tracks.

Six miles of track recently taken up on the discontinued Auburn Branch in central New York State were rushed to Harrisburg, Ill., on the railroad's Southern District, for use in a new mining spur. The new contruction was a line into Ledford Mine, a brand new strip coal mine of the Saxton Coal Co. By using these full lengths of track, complete with ties, Central track forces were able to complete ahead of schedule their work on the spur and have it ready and waiting when the new mine opened.

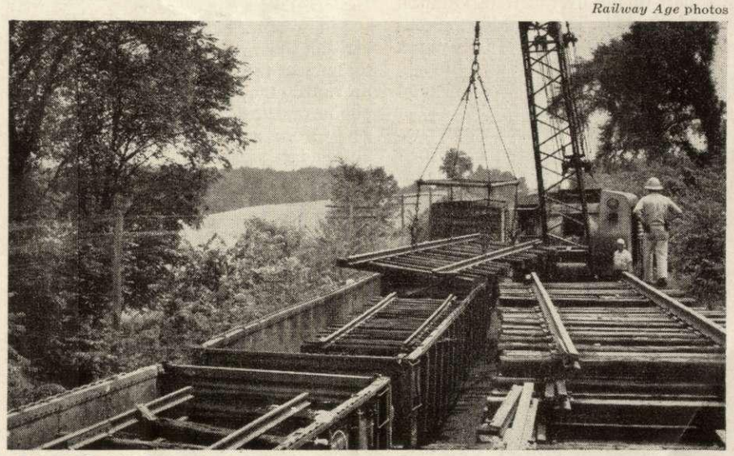
Switching these six miles of track involved 300 gondola cars carrying over 1,000 panels. Another two miles of Auburn Branch track panels were shipped at the same time to Corning, O., for installation at Peabody Coal Co.'s Sunny Hill mine.

Six principal steps are involved in the track panel system: **1.** two steel rails are mounted on freight car trucks, forming a rack; **2.** the racks are spotted by a diesel powered crane along the right-of-way where track is to be removed; **3.** a caterpillar or "crawler" crane sets the empty racks on the rail, lifts the panels from the roadbed and sets them on the racks; **4.** a rubber-tired tractor pulls the rack forward as each panel is added, until a string of six racks has been loaded, each with six panels; **5.** the diesel crane then hauls the string of loaded racks to a yard location where **6.** the panels are transferred by the diesel crane into gondola cars for shipment.

The entire panel track operation is performed by nine men—a three-man lifting gang, a three-man loading gang, and operators for the two cranes and the tractor. This team is capable of lifting and loading 60 panels of track a day.

AS PANELS are loaded, rubber-tired tractor pulls rack forward to receive next one. Six panels go on each rack at one loading.

Railway Age photos



TRACK PANELS are shifted from the racks to gondola cars for shipment to new points of use. The panels shown in these photographs were taken from NYC's Auburn Branch and shipped west for use in mining spurs in Illinois and Ohio.

GENERAL MANAGER ROBERT D. TIMPANY OPENS SPECIAL CONFERENCE FOR EASTERN DISTRICT MANAGERS

Eastern District Managers Hold Novel Conference

▶▶▶ Pittsburgh's Pirates set the baseball world on its ear this year. Good ball players though they are, how far would they have gone without the direction of an equally good manager?

You may belong to a bowling league in your town. Lots of good fun . . . plenty of exercise . . . lanes always clear when you arrive . . . never a mix-up as to which teams are matched . . . score sheets set up . . . trophies always ready for winners at the season's end. But how smoothly would your league run without a competent secretary (or whatever you call the job) to manage the countless details?

It's like that running a railroad, too. New York Central has thousands of top grade railroaders on the payroll. In the Central's many departments they master an endless variety of jobs, each producing a part of the overall transportation service NYC sells. The co-ordinated rolling of trains from one end of the System to the other couldn't result, though, without the direction of equally good managers.

Ever on the alert for new approaches and better ways of running the railroad and their individual jobs, some 300 managers in the Operating department of Central's Eastern District recently carried out a plan they expect will help them become increasingly effective managers. In groups of about 100 at a time they attended two-day sessions in Big Moose, N. Y., on the Adirondack Branch of the railroad. The conference site away from main line points was selected deliberately so the Central men involved could be free of the pressures of their daily duties during the conference. Attendance schedules were arranged so that no interruption would occur in the railroad's operations. In fact, every morning the assembled Central men received a mimeographed news bulletin showing Eastern District operating results of the previous day. Included were such items as safety; unusual occurrences; on-time performance record; the number of cars handled at the District's major yards; bad order car data; and reports of maintenance of way production.

With the entire conference stretched over a week, each group attended for two days. There were track supervisors, trainmasters, rules examiners, road foremen, police lieutenants, division superintendents, master mechanics, transportation superintendents, signal supervisors, and a host of other job titles on the list. But at Big Moose they were all addressed throughout the conference as Eastern District *managers*.

Many were old friends before they arrived; some were able for the first time to connect faces, voices and names that previously they had known only by telephone or letter. Still others were strangers to one another when they met. In unfamiliar surroundings, they moved cautiously and somewhat apprehensively at the start of what turned out to be two days and nights of close hour-to-hour association.

There was a quick and pleasant transformation as the live-in conference started highballing along. Close harmony and good fellowship soon developed and the result was a rewarding experience that is not likely to be forgotten soon.

Two-day live-in sessions sharpen ideas, point way to still better job of running the railroad

Every branch of the Eastern District's Operating department was represented at each two-day session. The Central men brought to these conferences a vast array of knowledge and experience in their own particular jobs and special fields. They went away with these intact, plus the added asset of increased knowledge and understanding of the activities and functions of other departments and of their roles as managers and leaders.

Each day started early, with breakfast at 6:00 a.m. Then Eastern District General Manager Robert D. Timpany opened the business part of the day at seven o'clock with a short talk in which he planted several provocative questions in the minds of his listeners—questions designed to start them thinking in newer, broader terms of their responsibilities as railroad managers.

They were armed with a detailed timetable (program) and assignment sheet, and a specially prepared notebook containing an outline guide of material presented by individual discussion leaders. Also included in the notebook were complete organization charts for all of the Eastern District's divisions.

Following a carefully worked out timetable, the Central men moved from one classroom to another. In each, a discussion leader conducted a 45-minute program, with the last 15 minutes devoted to questions and discussion from the audience.

Plans for the conference were over a year in the making. Indicating the degree of care with which all of the program material was prepared, the discussion leaders spent about six months working out their specific presentations before the conference opened. They rehearsed carefully and went through a number of dry-runs to help them become letter-perfect. They also polished their skill in handling visual aids—slides, charts and motion pictures.

The discussion leaders were: Fred L. Hotchkiss, District Safety Supervisor; Thomas A. Seymour, Assistant General Manager-Labor Relations; Charles T. Popma, District Engineer; Edward P. Frasher, Division Superintendent (then B&A Division, see page 14); John W. Hobb, Supervisor of Freight Transportation; Edward H. Wright, District Mechanical Superintendent; Edward M. Skelton, Syracuse Division Engineer; Robert C. Marquis, Buffalo Division Superintendent; Thomas T. Hart, District Signal Engineer; James A. Angert, General Storekeeper-East Rochester; William D. Taylor, Master Mechanic-Buffalo; Benjamin J. Gordon, Assistant District Engineer; Harold F. Levernosh, District Locomotive Inspector; Harold P. Randall, Inspector of Police; Raymond E. Mann, Freight Agent-Buffalo; and Robert L. Straw, Communications Engineer.

On the second day of each two-day period, lunch was followed by a talk by John E. Salter, District Public Relations Director, who stressed the importance of public relations as a tool in the hands of everybody who works for New York Central with which they help to shape the railroad's reputation.

Each discussion leader gave his presentation twice a day. The men in attendance were divided into units of about 25 which moved from class to class on a rigid timetable maintained throughout the entire week with the accuracy befitting good railroad men.

The first of the two days had sessions running until 8:00 p.m. after a short dinner period. The second day ended earlier so they could depart promptly for home.

John F. Nash, Vice President-Operation, visited the conference at the start of the final two days.

What did the Central managers think of their conference? A round-up of reaction among those who were there brought these, among other comments:

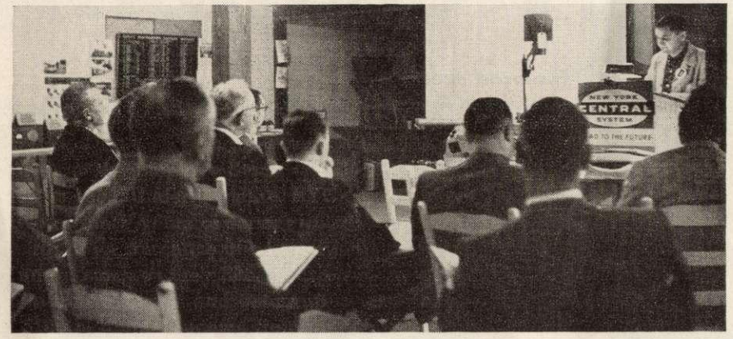
"A manager on the railroad can't be content with just keeping his department rolling the way it always has. He's got to make sure the job is done better. Every job probably can be done better, but somebody's got to lead the way. That's our job."

"You have to exercise sound judgment to be a good manager. This means getting all the facts, then analyzing them carefully and checking again before you make a decision. Guesswork may be easier, but it's not enough nowadays."

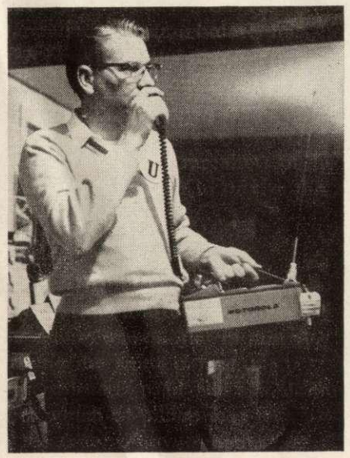
"No matter what department you're in, you can't afford to get boxed into your own little corner and ignore the rest of the railroad. Every job on the railroad is linked to every other in one way or another, and we've got to be sure and develop good general understanding of the whole System if we're going to turn in a top notch job."

"Every minute of the day sees thousands of dollars spent by the New York Central. We deal in such large amounts it's sometimes hard to believe a few hundred dollars makes a big difference. But it does, and we've got to be ready to look at every idea that might trim expenses or increase income. A suggestion that brings in just a few hundred dollars a month might very well be enough to pay somebody's wages that month."

"It's sometimes hard to accept all the new management ideas that come along. Some of them may not apply to the Central. But a lot of them will. As good managers we have to be ready and willing to look them all over—not to accept them blindly, but if they make sense, take the good out of them and apply them to the railroad job."

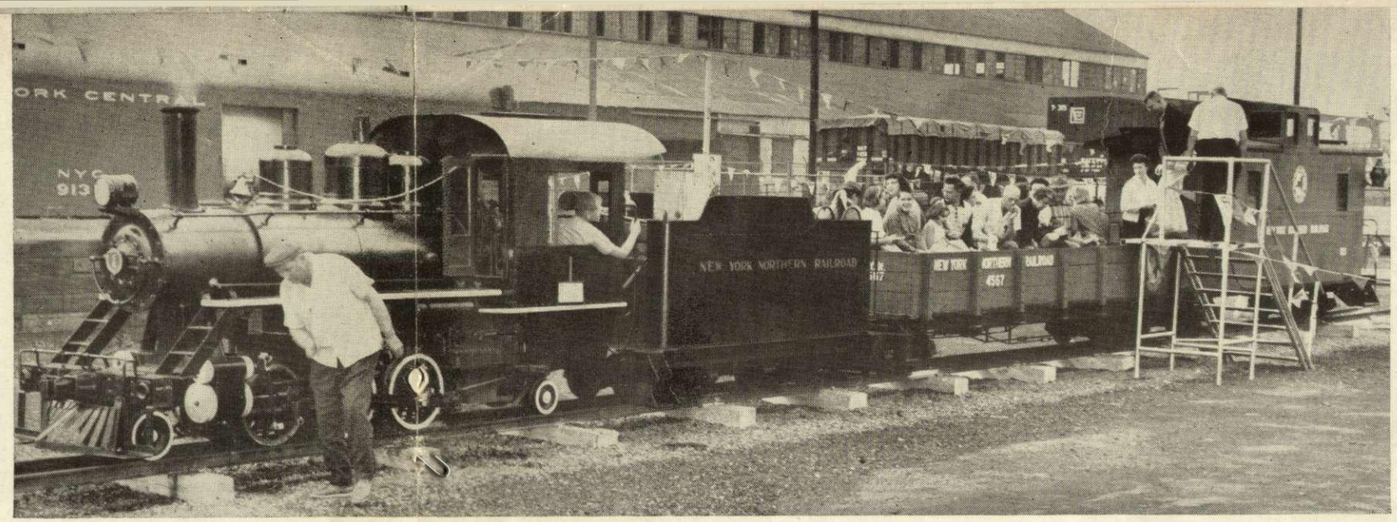


IN GROUPS of 25 NYC men moved from class to class during conference. Here J. A. Angert, General Storekeeper at East Rochester, leads discussion on "Material is Money" in the session on materials over which he presided.



SHOWING how radio is used in many NYC operations, Communications Engineer R. L. Straw demonstrates "handy-talkie" set. Several displays of equipment were available for a close-up look.

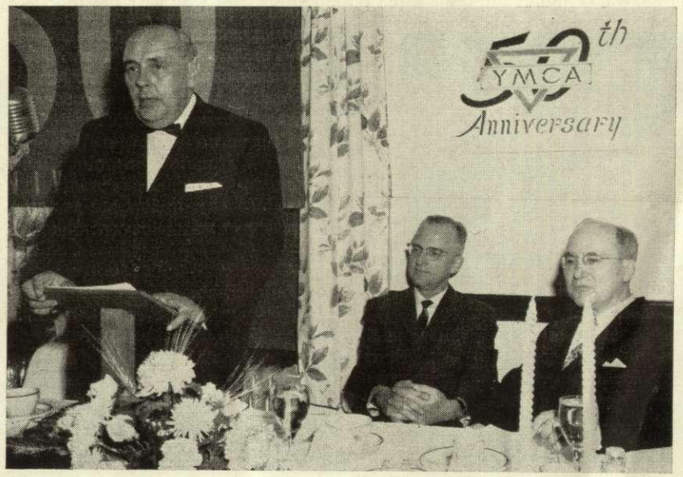
Slo-Pitch champions . . .
of 1960 in New York Central Athletic Association at Ashtabula, O., are represented here. This team won the Industrial Division of the Ashtabula YMCA Slo-Pitch Second Half Championship and in a post-season playoff series defeated the First Half Champions for the championship.



28,000 passengers . . .
were carried by this 18-gauge miniature railroad, which was highlight of multi-million-dollar railroad exhibit featured at 1960 New York State Fair. Nine major eastern railroads contributed a variety of equipment to make up free exhibit, sponsored by Railroad Community Committees of New York State. This New York Northern Railroad is smallest gauge steam railroad in world. Its Engineer was former NYC Engineman, Harry E. Richardson.

Headlight Highlights

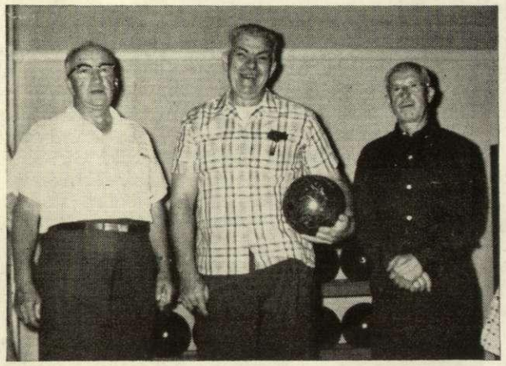
Featured speaker . . .
at meeting of Railroad Community Committee of Eastern New England is Richard H. Shackson (right), Manager of Central's Cleveland, O., Research Laboratory. Mr. Shackson's subject was "Progress on the Central." Among 40 rail industrial officials from Eastern Massachusetts and New Hampshire who attended luncheon were NYC Attorney Richard J. Ferriter (center), Boston; and Boston & Maine Director of Research & Development John H. Rourk.



Fiftieth anniversary . . .
of Pittsburgh & Lake Erie Railroad YMCA was recently celebrated at Campbell, O. Principal address at dinner was made by S. L. Brink, Assistant Grand Chief Engineer, Brotherhood of Locomotive Engineers. At head table are John W. Barriger (right), President, Pittsburgh & Lake Erie Railroad, and Donald B. Fleming, General Manager.

Railroad keglers . . .
get underway with sendoff, as Francis L. Hoffman, General Superintendent of Shop, Harmon, N. Y., rolls the first ball at opening of New York Central Harmon area bowling league. In a brief talk before the league began its first game Mr. Hoffman stated that workers for any organization are on the "right track" and never will be "derailed" in their quest for increasing fellowship through competitive sports such as bowling.

Golf trophy is awarded . . .
NYC Brakeman Cy Ashley (second right) Selkirk, N. Y., for winning NYC Railroad Golfers Asso. of Mohawk Div. annual tournament. Trophy, named after donor Brakeman John F. Gaucas (second left), is admired by Asso. officers, from left: Frank E. Davis, Sec.; Robert B. Broom, Treas.; Daniel J. Pietro, Pres.—Brakeman, Selkirk.



Beginning their 30th year . . .
in Albany NYC Athletic Association Bowling League are three past presidents of league: John Richards (left), Clerk, now pres. of American Div. of Albany City League, and only member elected to Albany Bowlers Hall of Fame; Frank De Flumer, NYC Checker, Albany; William Delaney, Tinsmith-Gangleader, Selkirk, N. Y.

Letters Bring **Pats on the Back** for NYC People

Passenger Conductor, **Wilson C. Hinkley** Harlem Division was recently lauded by a woman who had inadvertently left her purse on the 5:39 commuter train from New York to Katonah, N. Y., for his discovery of the purse and quick notification of the discovery.

A mixup in baggage was experienced by an NYC traveler arriving in New York at 11 pm. The situation was quickly remedied in the capable hands of Baggage Agent **Edward V. Quinn,** who was "extremely kind and obliging in locating and obtaining" the baggage.

An Assistant Director of Yale University, New Haven, Conn., writes the following: "Recently, when returning from a hectic trip to Milwaukee, Duluth and Minneapolis, I was unable to get air space from Chicago to New York and took the Twentieth Century instead—always an improvement over air travel." Once aboard the Century, however, he found that his American Express credit card could not be honored. The situation, further aggravated by insufficient funds, was quickly straightened out through the help of Freight Conductor **Carl L. Fitz,** Air Line Junction, O.

Commendation was recently offered by Asst. Conductor, **John D. Lyon,** on the Hudson Div., who handled a woman passenger taken ill. His quick actions made it an easy task for this woman to get her composure and remain calm.

A Vice President of McGraw-Hill Book Company, New York, while waiting for his train at Harmon, N. Y., station, had time to observe the actions of NYC Assistant Agent **Walter Hoffman,** Harmon. He was so impressed that he wrote the Central stating that Mr. Hoffman "not only seems to be extremely able, but also has the happy facility of appearing to have a personal liking for everyone with whom he is working."

On the theory that kindness or devotion to a job should never be regarded as a matter of fact, a pleased Central customer sent in a letter praising Assistant Ticket Agent **James MacAdams,** Harmon, N. Y., for his efforts in securing reservations from Grand Central Terminal to Rochester for the customer.

When an NYC passenger, travelling from Syracuse to Indianapolis, found she had left one of her suitcases at home, it was the quick service of Passenger Conductor **Raymond J. Crean,** that came to her rescue. Mr. Crean made the arrangements to have someone get the bag and forward it.

A woman passenger, who had suffered a recent accident, found the consideration, courtesy and kindness of several Central employes very gratifying. She commends Car Foreman **Frank Anderson,** Road Foreman of Engines **George Miller,** Red Cap **Ernest Powell** and Claim Agent **William Lawrence,** Syracuse.

Cementing good public relations between the U. S. Army and the Central is Agent **Robert E. Rager,** Marion, O., who prompted the following letter from Lt. Colonel M. S. DeAngelis, Marion Engineers Depot, Marion, O. "This letter is being written to express the appreciation of this depot for the exceptionally fine service Mr. Rager has provided during the past two years. During this period numerous rail problems developed, which were discussed with Mr. Rager and in each case the problems were eliminated as a result of his resourcefulness, initiative and general ability to satisfy the customer. Also, there have been any number of emergency movement situations where Mr. Rager in his calm and efficient manner demonstrated unusual ability in obtaining the desired results. "The U. S. Army demands the best possible service from commercial carriers. The New York Central System, through its local representative, has furnished that service in the past."

A triple commendation was afforded NYC for Supervisor of Waiter and Porter Services **Bert Jones;** Porter **Alfred Kyle,** Chicago, and for the NYC Sleeper-coach. All three aided in rendering a very enjoyable trip to a Central passenger travelling from Chicago to Albany, N. Y.

A regular commuter from Crestwood, N. Y., to Grand Central Terminal finds his trip, and usually his day, as made brighter by the presence of Assistant Conductor **Francis Whalen,** Harlem Division. He states that Mr. Whalen's "consistent pleasantness, his 'please' and 'thank you' and his general attitude of caring for each commuter's welfare" is greatly apperciated.

An active part in welcoming three Swedish Girl Scouts, who were guests of U. S. Girl Scouts, was taken by Central Red Cap at Grand Central Terminal **Delancey P. Hamilton.** Mr. Hamilton, who took the girls' luggage and conducted them to their Rochester train, did a great deal to make the girls feel at home in the United States.

In the following letter a pleased Central passenger quotes: "I would like to bring to your attention the very courteous treatment I received from **Paul F. Farber,** Ticket Seller at LaSalle Street Station, Chicago. If Mr. Farber can be considered typical of all your people, the New York Central should be congratulated on the high morale of its staff."

In a recent letter, the Manager of the Veterans Adiminstration Hospital, Albany, N. Y., gave special commendation to Central employes **Eugene W. Ryan,** Baggage Agent, Albany and **Wentworth R. Fribourg,** Checkman, Albany. They merited the commendation by their unusual efforts to see that a shipment of serum, marked RUSH, and addressed to the above hospital, arrived at its destination, though the directions for shipping were incomplete. They both went to considerable trouble to straighten out the matter, and Mr. Ryan even implied that he would be personally responsible for the charges due until clearance, rather than cause any delay in receipt of the serum. The letter ends: "You can well be proud to have these men as a part of your organization."

A special excursion trip from Utica, N. Y., to New York City by the St. Francis de Sales Rectory, Utica, was handled so efficiently by NYC employes, and particularly Ticket Agent **Frank Zitt,** Utica, that a spokesman for the excursion wrote a glowing letter of commendation.

A mix-up in baggage was the cause of great consternation for a Central user, and would have become very serious if it were not for the efforts of Division Freight Sales Manager at Dayton, O., **Ted J. Davis.** Mr. Davis saw to it personally that the baggage arrived at its destination, meriting the statement: "It is refreshing to find that there are still men who are willing to render this kind of special service at their own sacrifice."

Schenectady Ticket Agent **Joseph Strosberg's** efforts to arrange a satisfactory train schedule for five Schenectady children travelling alone was cause for laudatory letter from children's parents.

A letter was received from the Director of Civil Defense in Yonkers, N. Y., which commended Central employes, and specifically NYC Treasurer **Ernest G. Jerome,** for furnishing the town with flares needed during one of last season's hurricanes.

A Vice President of Westinghouse Electric Corporation, Columbus, O., wrote recently to personally thank NYC President **Alfred E. Perlman** for outstanding work done by Central people during the Pennsylvania Railroad strike. The letter mentions the superior job NYC employes did in organizing and preparing for added workload, closing: "I appreciate the spirit of cooperation evidenced by all of your people. It reflects an outstanding attitude."

Another letter caused by exemplary Central teamwork during the Pennsylvania Railroad strike was received from the General Traffic Manager of Sears, Roebuck and Co., Chicago, who stated that he, and other Sears' employes "have the highest praise for the New York Central personnel, who assisted in working out emergency measures necessary to keep freight moving." The letter concluded that: "We look forward to increased operations on the New York Central and a steadily improved partnership over the years."

Telephone Operator at New York, **Mrs. Lillian O'Malia,** was able to help a gentleman, who had been trying to contact NYC General Attorney Marvin A. Jersild, Chicago. Through Mrs. O'Malia's "excellent assistance and courtesy" the customer, calling in connection with a labor relations problem, was able to get the information he wanted.

A Harlem Division (N. Y.) commuter writes that recently a Bedford (N. Y.) to New York City train pulled a draw-bar at Golden's Bridge (N. Y.) and cut out 11 of its 14 cars, proceeding to New York with only 3 cars. In the ensuing press of business at each station, the situation was expertly handled with firmness and courage by Passenger Conductor **Larry Clark** and Assistant Conductor **Warren K. Tanner.**

When a Central passenger lost her purse in one of the cars, Hudson Division Conductor **Michael N. Palladino,** acted over and above the call of duty to lend the "lady in distress' a sum of money to tide her over.

Courtesy smooths the way ...IV

Another in a series to help you in your relationships with customers and fellow employes.

Previous installments in this series have pointed out that courtesy is like oil—it keeps our daily contacts with each other and the public running smoothly . . . it prevents friction that wastes energy and generates heat under the collar. True courtesy is simply considerate behavior towards others. One of the main places we meet others is over the telephone—both the public and other New York Central people. So we ought to let our voices speak well for our "company manners." Here are some tips on how to make the telephone help you:

ANSWER PROMPTLY AND PLEASANTLY

When the bell rings, assume the call is from a busy customer with a big piece of business who may go elsewhere if kept waiting. So get to the phone fast, with a smile in your voice!

THIS IS NEW YORK CENTRAL SPEAKING

Your railroad is known by the voice that speaks for it. Every time you send your voice over the wire to a customer, you do something about your company's public relations . . . either to build them up or tear them down.

WHY BE A MAN OF MYSTERY?

Answering the phone by saying "Hello" or "Yes" gives your caller no clue to who or what you are. It saves both your time and his to announce yourself at once—"New York Central Freight Rate Bureau, John Doe speaking."

DISTANCE DOESN'T MAKE HEARTS GROW FONDER!

Each added inch from the mouthpiece equals 120 miles of extra wire over which your voice must travel to be understood! Speak directly into the mouthpiece, with your lips half an inch away.

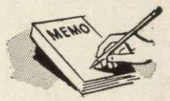
YDONCHA TRYFERRA BERTHONNA TWOTEN? SEEZIER

Slurred words, dropped syllables, are doubly difficult to understand on the telephone. Time and again, they lead to misunderstandings that take hours to correct, and may have serious consequences. Speak clearly and slowly.

AVOID THE VANISHING ACT

Try never to leave a caller hanging on the line. If you must go away to get information he wants, say how long and stick to it. Better still, take his name and number and offer to call back. (Oh yes, and then do it!)

TO GET IT RIGHT, WRITE IT DOWN



If a caller asks you to do something, or gives you a message for someone else, get it right . . . write it down! Have pad and pencil beside your telephone . . . nailed or tied if necessary to keep them from disappearing.

ALL RIGHTY SISTER! NOPE! YEP! YOU SAID IT!

Using slang, or saying "Lady" . . . "Sister" . . . "Mister" . . . "Brother" . . . are all good ways to lose friends and influence people to use some other form of transportation. If caller's name is known, use it. Anyone appreciates this courtesy. Otherwise say, "Sir," or "Madam."

THE ART OF HANGING UP

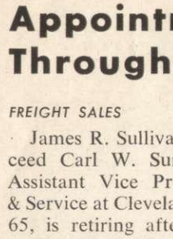
If you have been prompt, attentive, clear, courteous and pleasant all the way through a telephone talk . . . then don't spoil it all at the end. Say "Goodby" in your pleasant voice. And to be sure the caller has finished, let him say, "Goodby" first.

Appointments Announced Throughout NYC System

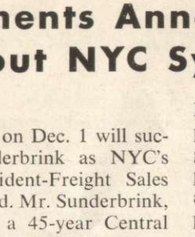
FREIGHT SALES

James R. Sullivan on Dec. 1 will succeed Carl W. Sunderbrink as NYC's Assistant Vice President-Freight Sales & Service at Cleveland. Mr. Sunderbrink, 65, is retiring after a 45-year Central career. Mr. Sullivan has been Vice President-Marketing of the Minneapolis & St. Louis Railway.

A native of St. Paul, Minn., Mr. Sullivan, 45, has been in railroading 21 years. After earning degrees at The College of St. Thomas in St. Paul and at Northwestern University he attended The Institute for Management. Starting in 1938 with the Illinois Central in the Economic Research department, he later became a Traffic Agent. Following a stint as a Lecturer in Transportation at Northwestern University he returned to the IC as a Locomotive Fireman, moving across the cab after a year to become a Locomotive Engineer. Subsequently Mr. Sullivan served the IC as Fuel Engineer, Trainmaster and Supervisor of Personnel. In 1956 he moved to the M&St.L as Chief Personnel Officer, later holding the positions of Vice President-Personnel, Assistant to the President and, more recently, Vice President-Marketing.



J. R. Sullivan



C. W. Sunderbrink

Mr. Sunderbrink joined the Central in 1916 as a Stenographer-Clerk in the railroad's off-line office in Kansas City, Mo. He was born in Blackburn, Mo. After holding various positions in Kansas City, Cincinnati, Pittsburgh and Cleveland, he was promoted to General Agent at Pittsburgh in 1929. He became Division Freight Agent at Youngstown, O., in 1935; went back to Pittsburgh in 1938 to be, successively, Division Freight Agent, Assistant to Freight Traffic Manager & Industrial Agent, and then General Freight Agent.

In 1951 he was promoted to Freight Traffic Manager at Cleveland, and was named Assistant Vice President-Freight Sales & Service there in 1956.

Robert S. Reebie has been appointed to the newly created position of Director of Industrial Planning. Announcing the new post, Wayne M. Hoffman, Vice President-Freight Sales, said, "The purpose of our new industrial planning program is to integrate the Central's transportation services into the production and distribution operations of our shippers. By creating such a department, we can offer customers our talents as transportation experts and help them meet their own problems as they relate to transportation."

Mr. Reebie, who holds degrees in aeronautical engineering, and business and engineering administration, has been with the management consultant firm of A. T. Kearney & Co., Chicago.

EASTERN DISTRICT

Edward P. Frasher and **Robert V. Brinkworth** have been appointed Division Superintendents.

Mr. Frasher is Division Superintendent, Syracuse Division, with headquarters at Rochester, N. Y., succeeding LeRoy H. Stecker. Prior to his present appointment, Mr. Frasher was Division Superintendent at Springfield, Mass. He joined New York Central in 1942 as a Fireman on the St. Lawrence Division.

E. P. Frasher

R. V. Brinkworth

Mr. Brinkworth is Division Superintendent, Boston and Albany Division, with headquarters at Springfield, Mass., succeeding Mr. Frasher. First employed by the Central as Material Inspector at Buffalo in 1941, Mr. Brinkworth was, prior to his recent position, Terminal Superintendent at Frontier Yard, Buffalo.

CENTRALINES

The New York Central Athletic Association of Manhattan softball team scored a one-to-nothing victory over the Pittsburgh & Lake Erie Athletic Association during the season, only to be defeated 11 to 5 when they journeyed to Pittsburgh the following week. At Pittsburgh, the Manhattan team was given a "Cook's tour" of the town. . . . The Detroit chapter of the National Association of Railway Business Women held its first fall luncheon meeting at the St. Clair Yacht Club recently. . . . **John B. Joynt,** NYC's Vice President–Management Planning has received the 1960 Taylor Key Award from the Society for Advancement of Management for "outstanding contribution" in the management field. He is the first railroad executive to receive the awards, which honors the late F. W. Taylor, scientic management pioneer. Past recipients include former President Herbert Hoover.

BOOKSHELF

Erastus Corning was one of the outstanding American businessmen of the mid-nineteenth century. Merchant and manufacturer, land speculator, financier and politician, he started with nothing and built a fortune of eight million dollars. Of all the many facets of his career, however, he probably is best remembered as the first President of the New York Central Railroad. He attained that position when the original ten small railroads across New York State consolidated into a single road in 1853. Prior to that he had been President of one of the ten roads—the Utica & Schenectady.

Irene D. Neu, Associate Professor of History at Southeast Missouri State College, has now written a skillful biographical study of Erastus Corning in which she tells of the man's varied and highly successful career. In the telling of the Corning story, Prof. Neu traces the pattern of domestic mercantile activity in the early middle years of last century.

Corning's early life is seen in descriptions of his rapid rise to eminence in the business, social and civic affairs of Albany, N. Y., and each aspect of his many-sided enterprises is dealt with in considerable detail.

Railroad historians have often called Corning the "architect of the New York Central" and Prof. Neu explains this as well as the process by which he later lost control of the railroad to Cornelius Vanderbilt. There is also a unique account of the activities of a state bank in the 1830's, and several chapters are devoted to Corning's extensive land speculation. The one on his iron manufacturing plant clearly illustrates his distinguishing characteristic—an ability to see where success lay and to grow up with his country. He was one of the first to recognize in the then new railroads a first rate market for iron.

Prof. Neu has done a thorough job of research and treats her material with historical detachment. Well organized and in readable style, her book is an excellent treatment of an important figure in America's economic growth—a figure whose career was tied closely to the New York Central.

Erastus Corning, Merchant and Financier
By Irene D. Neu
Cornell University Press; 212 pages $4.00

Recently Retired

Following is a list of New York Central employes who have retired from active service recently. The figure to the right of each name indicates the years of continuous service spent with the Central

NEW YORK DISTRICT

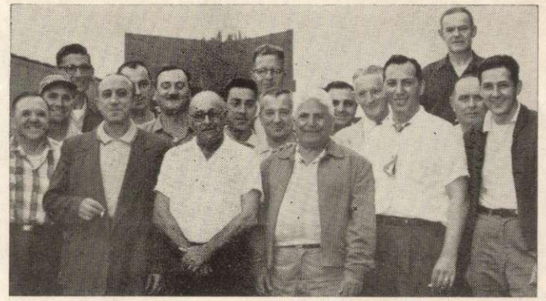
Barone, J. E., Boilermaker, Harmon, N. Y. 40
Barrett, A. J., Engineman, Harlem Division 50
Burnham, P. S., Instrumentman, New York 32
Dixon, G. W., Laborer, Weehawken, N. J. 34
Dzikas, A. P., Boilermaker-Welder, Harmon, N. Y. 39
Galbraith, J., Supervisor of Bridges and Buildings, New York 37
Hess, C. L., Barge Captain, New York 44
Johnson, J., Supervisor, New York 34
Jones, B. H., Assistant Engineer, New York 39
Kovacs, T., Cabinetmaker, Gang Leader, New York 42
Lambert, C. W., Assistant General Yard Master, New York 42
Lauber, F., Yard Conductor, River Division 44
Leonwitz, J., Boilermaker, Harmon, N. Y. 46
Lynes, E., Trucker, St. Johns Park, N. Y. 16
Malaspina, R. A., Watchman, Peekskill, N. Y. 29
McConville, E. J., Chief Weigher, Weehawken, N. J. 42
Myers, W. F., Patrolman, New York 39
New, L. G., Machinist, Harmon, N. Y. 31
Parup, M., Tugboat Master, New York 39
Patalano, F., Inspector, New York 43
Perry, J., Stevedore, Weehawken, N. J. 19
Rauch, G. A., Plumber, New York 37
Ricereto, J., Assistant Foreman, Weehawken, N. J. 45
Rogers, R. E., Coal Sales Manager, Pittsburgh, Pa. 40
Teague, E. H., Janitor, Weehawken, N. J. 36
Ward, C. C., Assistant Foreman Electrician, New York 42
Whitney, W., Tugboat Master, Weehawken, N. J. 36
Schreiber, W. F., Yard Brakeman, Hudson Division 40

EASTERN DISTRICT

Allen, C. K., Per Diem Clerk, Buffalo 35
Ames, H. R., Clerk, East Rochester, N. Y. 31
Avery, G. D., Manager, Industrial Development, Boston 48
Bator, B. W., Laborer, Pittsfield, Mass. 32
Bobst, J. E., Engineman, Pennsylvania Division 44
Costello, G. T., Switchman, Syracuse 40
Croft, G. R., Sheet Metal Worker, DeWitt, N. Y. 43
Davis, R. L., Engineman, Pennsylvania Division 24
Edel, A. A., Craneman, Buffalo 40
Eickart, H. A., Carman, East Rochester, N. Y. 15
Farron, H. J., Conductor, Syracuse Division 50
Fernane, E. J., Assistant Stationmaster, Worcester, Mass. 45
Flannery, T. V., Clerk, Rensselaer, N. Y. 49
Forbes, C. W., Engineer, Syracuse Division 44
Foster, M. D., Clerk, Buffalo 37
Fratercangelo, D., Section Laborer, Corning, N. Y. 33
Galluzzo, C., Laborer, Rensselaer, N. Y. 30
Gonyea, J. H., Laborer, Malone, N. Y. 43
Grogan, J. A., Fireman, Mohawk Division 49
Heverly, L. R., Yard Conductor, Pennsylvania Division 43
Hoch, A. F., Clerk, Buffalo 39
Johnson, H. B., Welder, Beacon Park, Mass. 30
Johnson, L. R., Section Foreman, Syracuse 45
Karpik, M. B., Inspector-Repairer, Black Rock, N. Y. 38
Krollman, J. J., Brakeman, Buffalo Division 38
Larock, G. H., Foreman, Eastern Division 48
Lawless, K. H., Stenographer-Clerk, Buffalo 38
Lee, M. F., Switchtender, Selkirk, N. Y. 16
Lewadniuk, P., Trucker, East Buffalo, N. Y. 39
Lewis, R., Conductor, St. Lawrence Division 41
Lounsbury, M. N., Checker, Albany, N. Y. 38
Lupole, S. G., Sheet Metal Worker, East Syracuse, N. Y. 31
MacEachern, F. L., Electrician, Allston, Mass. 29
Mancini, A., Crossing Watchman, Auburn, N. Y. 36
McGrady, A., Engineer, Boston Division 33
Noonan, A. S., Stenographer, Boston 46
Parry, W. H., Switchtender, Selkirk, N. Y. 44
Reed, W. D., Crossing Watchman, North Tonawanda, N. Y. 31
Ruess, H. D., Passenger Engineman, Adirondack Division 48
Smith, F. W., Leverman, Buffalo 43
Snowden, R. A., Freight Trucker, Buffalo 15
Steve, E., Trucker, Buffalo 17
Strickland, F. L., Crossing Watchman, Troy, N. Y. 29
Sweet, F. R., Conductor, Syracuse Division 42
Taylor, V. L., Brakeman, Pennsylvania Division 42
Watt, J. R., Office Engineer, Utica, N. Y. 37
Whitbeck, A., Machinist, Selkirk, N. Y. 43
Wilkinson, H., Conductor, Buffalo Division 40
Wolven, W. E., Freight Brakeman, Mohawk Division 48
Wood, H. E., Carpenter, Antwerp, N. Y. 18
Young, H. A., Yard Clerk, Buffalo 40

WESTERN DISTRICT

Carlone, C., Boilermaker, Collinwood, O. 45
Cervantes, I., Stower, Chicago 37
Cifelli, L., Laborer, Elkhart, Ind. 18



TWO CAR INSPECTORS at West 30th Street, New York, have recently left NYC with the retirements of Frank Patalano (front, glasses) and Philip Maietta (left of Patalano), as co-workers show their esteem.

LEAVING NYC with 40 years service, Machinist Leo G. New (right), Harmon, N. Y., is honored by Gen. Supt. of Shop Francis L. Hoffman.

ENGINEER Dan Trudell, Adirondack Branch closes exemplary 52-yr. career on Lake Placid-Utica-N.Y. run.

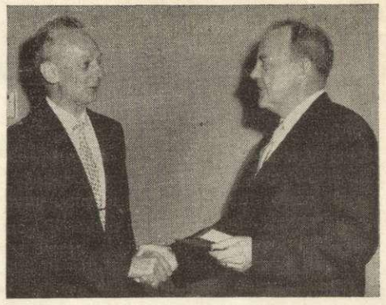
WITH retiring Electrical Foreman Charles C. Ward (center), N. Y., are Elec. Foreman Howard R. Hart (left) and Edward J. Bradley, Grand Vice Pres. of American Rwy. Supvr's Assn.

TOWER B at Grand Central Terminal, N. Y., is scene of retirement of Yard Conductor Charles W. Lambert (second right), who receives his Certificate from Frank Ward (left), Trainmaster. Mr. Lambert began his Central career in 1918 as a Yard Brakeman, also at Grand Central Terminal.

AT RETIREMENT PARTY in her honor, Margaret E. Clarke, Secretary to Auditor of Disbursements, N. Y., receives her Certificate from James H. Bowen, Auditor of Disbursements.

LONG NYC CAREER of Detective-Lieut. Garry A. Stein (left), Cleveland, is lauded by Chief of Police Paul V. Huston (center), Cleveland; and Supt. of Police Delmar W. Taylor, N. Y.

AT TESTIMONIAL dinner, Meta M. Koncana, Law department Secretary, Cleveland, receives Certificate from General Atty. Wesley A. Wilkinson.



RUPERT T. WAITE (left), Manager, Tariff Bureau, New York, receives his Gold Pass on retiring. Proffering pass is Director of Rates Charles V. Sheriff — also at New York.

Cory, G. H., Agent and Operator, Chicago 55
Crawford, S. P., Operator, Cleveland 47
Dixon, A. B., Clerk, Cleveland 17
Fruehauf, F. L., Stenographer, Cleveland 48
Hackett, C. H., Locomotive Engineer, Western Division 42
Hahn, R. H., Machinist, Chicago 44
Hasey, J. F., Clerk, Cleveland 35
Holleran, M. E., Hoist Operator, Rockport, O. 42
Johnson, G. S., Helper, Ashtabula, O. 40
Keating, H. G., Chief Bridges and Buildings Clerk, Chicago 47
Ladow, P. P., Repair Track Foreman, Elkhart, Ind. 42
Lopes, L. A., Boilermaker, Collinwood, O. 38
Neumeister, J. A., Machine Inspector, Collinwood, O. 47
Necalos, S., Laborer, Kankakee, Ill. 33
Pishioneri, C., Machinist, Collinwood, O. 31
Pitts, L., Laborer, Englewood, Ill. 33
Richert, W., Electrician, Collinwood, O. 47
Ruggles, H. E., Agent, Alliance, O. 47
Vassil, C. J., Boilermaker, Collinwood, O. 34
Voorhies, J., Manager, Scrap and Reclamation, Ashtabula, O. 48
Woods, C. L., Assistant Baggage Agent, Toledo 41

SOUTHERN DISTRICT

Bentley, E. R., Stenographer-Clerk, West Columbus, O. 32
Boettcher, C. J., Clerk, Indianapolis 44
Daniel, H., Enginehouse Foreman, Columbus, O. 48
Dodd, S. L., Yardmaster, Indianapolis 43
Doolan, R. F., Clerk, Springfield, O. 45
Evermon, E. W., Maintainer and Auto Truck Driver, Mattoon, Ill. 38
Feustel, H. C., Laborer, Lawrenceburg, Ind. 36
Forrester, E., Laborer, Harrisburg, Ill. 44
Furnish, A. H., Agent, Wellington, O. 35
Hall, F. J., Stenographer-Clerk, Indianapolis 43
Harper, A. W., Machinist Helper, Sharonville, O. 35
Harrington, O. B., Engine Dispatcher and Work Clerk, Riverside, O. 31
Ingram, S. S., Car Repairer, Duane, Ind. 11
Moore, H. M., Car Cleaner, Terre Haute, Ind. 40
Oldaker, L., Laborer, Charleston, W. Va. 42
Randall, J. H., Agent, St. Henry, O. 20
Reed, A., Laborer, Columbus, O. 18
Risley, C. O., Engineer, Illinois Division 42
Rutroff, H. P., Clerk, Dickinson, W. Va. 47
Shreve, O. M., Agent, Belle, W. Va. 35
Smith, P., Hostler, Bellefontaine, O. 40
Sullivan, R. B., Laborer, Mitchell, Ill. 13
Sweeney, S. C., Operator, Indianapolis 46
Teckman, W., Car Repairer, Nottingham, O. 42
Wetzel, N. F., District Engineer Assistant, Indianapolis 43
Whitehead, R. L., Car Inspector, Findlay, O. 46
Williams, C. B., District Freight Sales, Peoria, Ill. 46
Wisler, C., Contract Inspector, Indianapolis 42

NORTHERN DISTRICT

Banks, R., Helper, West Detroit, Mich. 16

HAPPY OCCASION is retirement of Elevator Operator John J. Minor (right), New York. With him is Mgr. of Bldg. Charles E. Crowley.

Brown, N. F., Machinist Helper, Lansing, Mich. 31
Coughlin, L. J., Engine House Foreman, St. Thomas, Ont. 48
Doelker, F. J., Inside Hostler, Jackson, Mich. 40
Donovan, P. J., Conductor, Canada Division 35
Dziewit, M. J., Car Inspector, Detroit 32
Falzone, J., Trucker, Detroit 34
Gajewski, B., Trucksmith, Jackson, Mich. 42
Genge, C. L., Accounting Engineer, Detroit 44
Gledhill, A. L., Machinist, St. Thomas, Ont. 48
Knight, J. R., Passenger Conductor, St. Thomas, Ont. 38
King, E., Crane Engineer, St. Thomas, Ont. 39
McGrath, C. P., Clerk, Detroit 34
McGrath, L., Night Foreman, Detroit 15
Miller, C. M., Signal Maintainer, West Detroit, Mich. 37
Miller, D. P., Yard Conductor, Detroit 39
Niland, K. A., Secretary, Detroit 16
Presher, C. F., Car Repairer, Detroit 23
Williams, W., Laborer, St. Thomas, Ont. 47

PITTSBURGH & LAKE ERIE

Dipaolo, J., Laborer, McKees Rocks, Pa. 18
Douglass, W. H., Fireman and Engineer, McKees Rocks, Pa. 51
Helbing, L. S., Examiner, Pittsburgh 41
Pisano, L., Foreman, McKeesport, Pa. 23
Welsh, J. B., Bridges and Buildings Carpenter, McKeesport, Pa. 31
Williams, C. H., Plumber, East Youngstown, Pa. 32
Wolff, R. E., Trainman, Aliquippa, Pa. 31

CLEVELAND UNION TERMINAL

Hoover, D. L., Head Janitor, Cleveland 31
Ruffner, R. A., Electrician, Cleveland 31

INDIANA HARBOR BELT

Beehler, H. C., Yardman, Gibson, Ind. 34
Hill, J., Assistant Maintainer, Hammond, Ind. 18
Jones, W. E., Agent, Argo, Ill. 35
Markwood, T. D., Yardman, Gibson, Ind. 35
Softcheek, J., Shop Foreman, Chicago, 21
Tolzmann, O. R., Inspector-Repairer, East Chicago, Ind. 24

CHICAGO RIVER AND INDIANA

Stapleton, T. J., Switchman, Chicago 40
Otto, W. G., Engineer, Chicago 48
Woods, W. J., Locomotive Engineer, Chicago 44

WARM SENDOFF is given two NYC employes, with retirements of Richard R. Gibson (third left), Engineer; and Russell Clark (third right, standing), Psgr. Engineman—both are on the Hudson Division.

AT HARMON, N. Y., Andrew P. Dzikas (fourth right), Boilermaker, is recipient of good wishes from his co-workers. Mr. Dzikas, whose Central career began in 1910 as a Boiler Washer at North High Bridge, N. Y., is given his Certificate of Retirement by General Superintendent of Shop, Francis L. Hoffman, Harmon, N. Y.

from the cab

Sometimes the way the world seems to be going, we get discouraged. Then something comes along to renew our hope for man's future. Such a "something" is a new motion picture entitled "The Crowning Experience" which recently opened on Broadway in New York with a gala premiere attended by celebrities from many countries and many fields of endeavor. The film will soon be playing in theaters throughout the USA and in many foreign countries.

Produced by Moral Re-Armament at its own production studios at Mackinaw Island, Mich., the film stars Muriel Smith, who created the role of "Carmen Jones" in the Broadway musical of several years ago. It is the story of an America that lives her ideology so convincingly that the conflicts of class and race are solved equipping her with an answer for all nations.

Praise for the film has been flowing in from leaders of many nations, as well as from many leading Americans. Some have described it as a "film with an idea so big it can turn the course of history."

Look for it when it comes to your town . . . seeing "The Crowning Experience" is an experience you won't want to miss.

• • •

A wag we know says success nowadays means making more money to pay the taxes you would not be paying if you had not made so much money already.

• • •

Among the many interesting items in our mail bag there was recently a letter from Freddie Mobbs, who retired last June from his job as a Conductor on the Hudson Division. Freddie writes from his retirement home in Scotland, land of his birth, to which he returned after winding up his railroad career of ?? years. While he was waiting for his new home to be finished he stayed with a sister and where do you suppose his sister's house was located? Of course—right beside the railroad: the main line running from Scotland to London. (See, a railroad man just can't get away from it.) It didn't take him long to get acquainted with some of the Scottish "rails" and to start making comparisons between their road and New York Central. Freddie's final vote: he thinks the Central is better!

As if this weren't enough railroading for a retired man, he went shopping one day to buy a birthday gift for his young niece. He decided on a jig-saw puzzle. After he bought one and took it home, he couldn't resist the temptation to work out the puzzle himself. This has elements that may make you disbelieve, but—it happened that way—when he finished the puzzle it turned out to be a picture of the 20th Century Limited streaking along the Hudson River—his old division.

— NMS

ONE OF A SERIES

Safety Memo . . .

In many areas of our railroad where accident prevention has been outstanding, we find, without exception, that our pin-pointing program has been diligently followed. On the other hand, where accidents have not been effectively reduced, a check will show the program is not being followed in its entirety, and sometimes not at all.

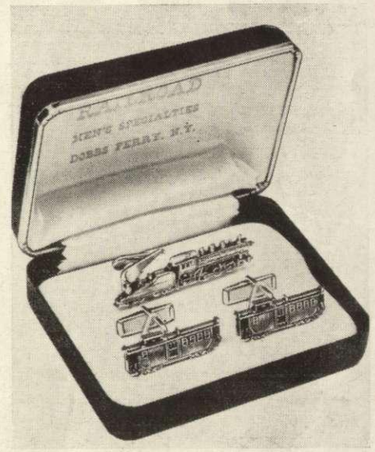
We should begin now, during the balance of November and through December, to prepare for a good start in the new year. Understanding and intensive application of the pin-pointing program, with more emphasis upon rule observance, can make 1961 our best year in accident prevention.

E. H. Bleuer
Assistant Director of Safety

Looking for Gifts With RR Motif?

Christmas shopping season is looming again, and if you're looking for a gift with a railroad motif, Railroad Men's Specialties of Dobbs Ferry, N. Y., has come up with another authentic replica of rail equipment in men's jewelry. This time it's a tie bar bearing a carefully made replica of an 0-6-0 switching engine with cuff links of a drovers caboose . . . all handsomely finished and with the design permanently etched into the metal.

This is the same firm that several months ago had a special offer to Central people for similar sets with the famous "999" locomotive tie bar. The sets are $6.60 each, including federal tax; the tie bar alone is $2.75, tax included. Orders, accompanied by check or money order (do not mail cash) should be sent to Railroad Men's Specialties, Box 328, Dobbs Ferry, N. Y.



Gala dinner...

marked observance of the 85th anniversary of the Grand Central Branch-YMCA, Oct. 20 in New York. (Although the dinner was held then, the actual anniversary of the branch's founding is Nov. 20.) Since 1875, when its first meeting was held in a basement room of the Grand Central Depot that preceded the present Terminal, the branch has served thousands of New York Central, New Haven and Railway Express Agency employes.

General Chairman for the dinner was Robert C. Hendon, Vice President-Operations of Railway Express, who is also Vice Chairman of the Branch Board of Managers. Toastmaster for the evening was Lawrence W. Horning, NYC Vice President at Washington, D.C. Before moving from New York to Washington, Mr. Horning was active in the Y's affairs for many years and served as Chairman of the branch's Board of Managers. Speakers at the dinner included W. B. Johnson, President of Railway Express; John B. Joynt, NYC's Vice President-Management Planning, who read a letter of congratulations from Central's President, Alfred E. Perlman, who could not be present; P. S. Jones, Passenger Traffic Manager of the New Haven Railroad, representing New Haven President George Alpert; Robert Curtiss, President of the YMCA of Greator New York; E. F. Bloom of the Association of American Railroads; and Earl Taraldsen, Executive Director of the Grand Central Branch. Mr. Taraldsen's predecessor in that post, Paul Danielson—widely known throughout the NYC System—who retired several years ago was present and pronounced the benediction at the dinner's close.

Over 200 members of the Grand Central Y crowded the branch's gym for the occasion.

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