



HEADLIGHT



DECEMBER, 1951

Holiday Greetings

TO ALL MEMBERS OF THE NEW YORK CENTRAL FAMILY

As another Christmas approaches, I wish all of you the full happiness of the holiday season, and an abundance of blessings in the New Year.

You have my deep gratitude for your loyalty and cooperation in the past, my appreciation for the conscientious efforts which I know you will exert in facing our problems in the future. The coming year will bring many new challenges and new opportunities, demanding the best that each of us has to offer.

For many people of the New York Central family this year, a shadow will be cast on the Christmas observance by the absence of loved ones in the armed services. To the 3,735 Central men and women in uniform, I am sure the holiday wishes of the rest of us go out in a special way. We are grateful for the job they are so unselfishly doing. As members of a great railroad team, important to the national defense, we pledge them every support that the faithful and efficient carrying out of our assigned tasks can give.

With crisis and tension so dominant in the world at this time, the coming of Christmas is especially welcome. The global scene is bleak, and we find little evidence that the message of the Prince of Peace is prevailing. But the return of our greatest feast reminds us that the bright light which first shone in the East nearly 2,000 years ago is still shining for men of good will.

We are fortunate to live in a land which still allows Christmas to be celebrated, which still values the things for which Christmas stands. From this fact let us take a faith reborn and a hope rekindled that we yet will discover a way to the peace which was promised on a starry night in Bethlehem many years ago.



G. Metzger
President

CONCERNING THE **NEW YORK CENTRAL SYSTEM**

New Toledo Freight Service

NYC's Freight Traffic Department has given midwestern merchants an innovation in merchandise freight service with the inauguration of a new type pool car service for Toledo, O., stores.

Central freight representatives at Toledo worked with the Toledo Chamber of Commerce and the newly organized Toledo-Maumee Valley Shippers Association to set up the new service (see picture).

The purpose of the pool car arrangement is to consolidate less-than-carload merchandise shipments from New York consigned to the 16 Association members, forwarding it as a carload shipment in the Association's name.

The pool shipments are handled in a Pacemaker freight car, arriving in Toledo from New York the first evening and placed for unloading at six o'clock the next morning. With this expedited service, the merchandise usually is on the shelves of Association members' stores two days after it leaves New York manufacturing plants.

Through the pooling of their freight shipments, the Toledo merchants expect to save about \$200,000 a year in freight costs.

The pool car service started with

three carloads a week, but it is expected to reach the point soon where daily service will be required as tonnage increases and other merchants in the Toledo area join the plan.

10-Months Earnings Slim

Ever since last February, the crippling effects of that month's "sick" strike have left their mark on the Central's financial showing for 1951. Not until last month, when the October figures were in, did NYC get back "into the black" for the year.

Even then, the amount on the right side of the ledger was painfully small in comparison with the amount of business that had to be done to earn it. Net income at the end of 10 months of 1951 was \$3,866,556.

To earn this sum, the Central had to take in \$667,043,102 in operating revenues. In other words, for every dollar taken in for freight and passenger service, the Central showed a profit of just over half a cent.

This compares with an average profit of six cents on each dollar of sales registered by all manufacturing industries last year.

Helping to offset the last of February's \$10,000,000 deficit was a long-

awaited increase in the payment to be received for hauling U. S. Mail. The increase—granted by the Interstate Commerce Commission to all railroads because of greatly increased mail handling costs—is expected to mean about \$9,000,000 a year in additional revenue to the Central. Since the increase is retroactive to Jan. 1, 1951, one-third of the amount, or \$3,000,000, was included in the October income account.

Transformer Cars Ordered

Always on the alert for new business, NYC makes a point of having special equipment available to handle unusual shipments. One type of special car frequently called for is a transformer car—really a flatcar with a depressed center, permitting the loading of giant electrical transformers.

The Central plans to acquire four new transformer cars of 168-ton capacity, and six 125-ton cars. These will augment the present fleet of 37 such cars which range in capacity from 90 to 168 tons.

Electrical manufacturers located on the Central and plants in territory near Central lines are steadily increasing their output of transformers, and future traffic prospects in the field appear excellent. The new transformer cars will enhance the Central's competitive position for handling such shipments.

Each transformer shipped usually requires from 15 to 20 carloads of collateral material needed in the installation and operation of the transformer at its destination.

New Steel Rail Ordered

NYC has placed orders for new steel rail amounting to \$8,920,000.

The orders, placed with four major steel producers, call for a total of 111,500 net tons of rail to be delivered during 1952.

New Machine for Wheel Turning

To keep them in good repair, wheels on passenger locomotives are turned twice a year, and on other motive power units they are turned once a year. Wheel turning is the process of shaving the high spots from worn wheels until the standard specified contour has been restored. The process up to now has involved removing the wheels from the engine and turning them on a special lathe.

On Diesels, removal of the wheels has meant dropping the traction motors



TOLEDO SHIPPERS accept first consignment of merchandise handled under new pool car plan described on this page. G. L. Ankney (left), and Eugene Wallace, receive carton shipped in first car from James L. Robinson (right), NYC Freight Agent in Toledo.

with the wheels on a drop pit table. The wheels then are transported to the wheel shop for the turning operation. The whole procedure keeps a locomotive out of service about two days.

Recently a device was perfected which will permit the turning of engine wheels without removing them. The locomotive runs onto the machine in its ordinary layover period, and the wheels can be turned in a short time from below as the engine stands in place. It is anticipated that five turnings will be obtained from a pair of wheels with this machine before the wheels are scrapped. The lathe method allowed an average of three turnings before scrapping.

Two of the new wheel turning machines are to be installed in NYC locomotive shops, one at DeWitt Yard in Syracuse, N. Y., and the other at Collinwood, O., Electric Shop.

Over 1,400 pairs of wheels will be turned every year at DeWitt and nearly the same number of wheels at Collinwood.

New Timetables Issued

New passenger timetables went into effect on December 2 on the Central.

Changes in schedules include new arrival and departure times for the Cleveland Limited, which will leave Cleveland at 9:00 p.m., and arrive in New York at 7:55 the next morning. On its west-bound run, the all-Pullman train will leave New York at 7:50 p.m., 20 minutes later than its former schedule, arriving in Cleveland at 7:30 a.m.

Running time of the Cincinnati Mercury has been cut, with the streamliner leaving Cleveland at 7:50 a.m. and arriving in Cincinnati at 1:55 p.m.

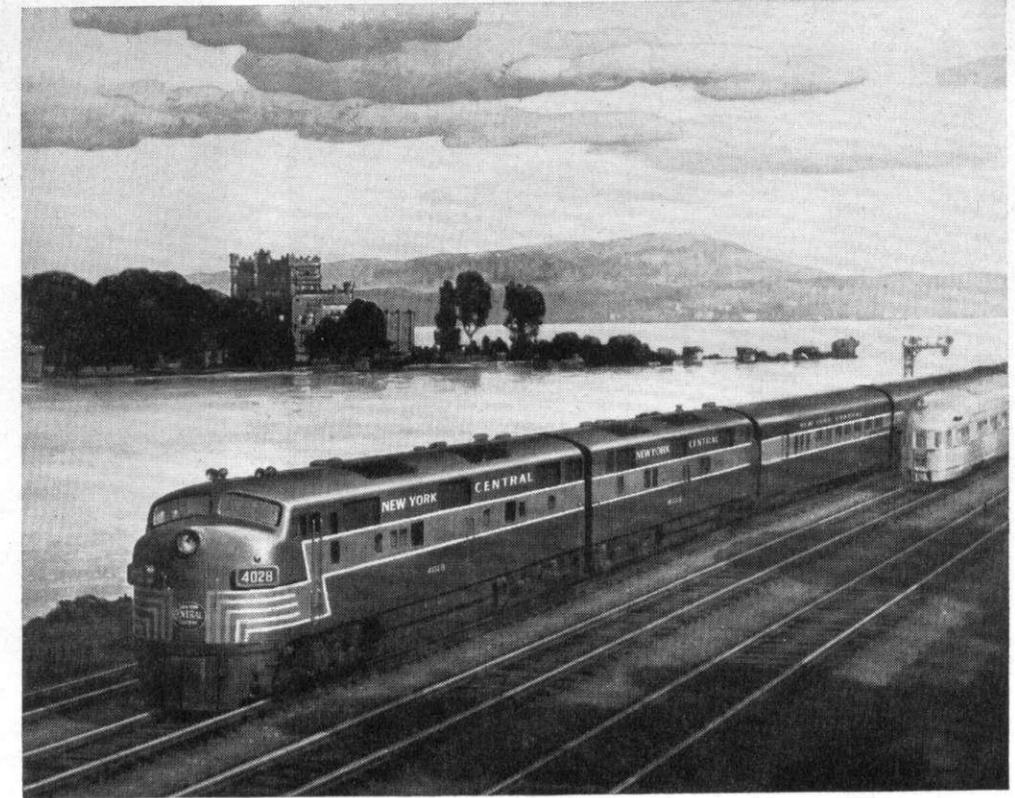
Beeliner service between Detroit and Midland, Mich., has been speeded up by 16 minutes on its north-bound run. The Beeliner still leaves Detroit at 8:15 a.m., but arrives at Midland at 11:59 a.m., instead of 12:15 p.m., as it did on its previous schedule.

YOU CAN HELP

... get business for the Central if you know any college students who will be going home for Christmas.

The Central is cooperating with other railroads to make it possible for students to obtain special low fares for their holiday trips. Round-trip coach party rates are available to groups of 25 or more, and savings run up to 45% compared with the purchase of separate one-way tickets.

Groups must travel together on the going trip, and they must all board the train at the station where their school is located. But on the return trip they may travel together or individually.



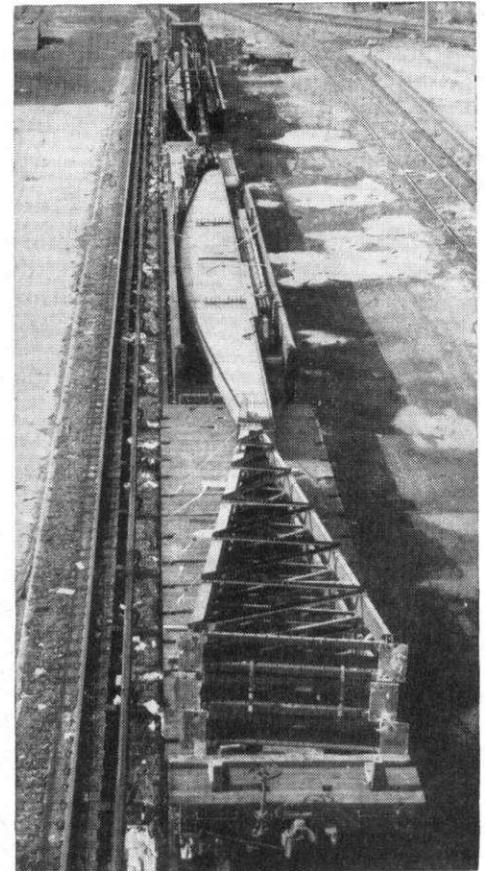
SCENIC WATER LEVEL ROUTE of the Central is depicted on the company's 1952 calendar, soon to be distributed to shippers as a year-long reminder of NYC service. Hudson River view shows NYC streamliners passing Bannerman's Castle, near Beacon, N. Y.

Other changes include extension of the New England Wolverine from Boston all the way to Detroit, instead of terminating at Albany, N. Y., and the Chicagoan is now scheduled to make a regular stop at Ashtabula, O.

Sharonville Yard Improvements

The Central is going to revise the grades at the freight yard in Sharonville, O., so that cars can be moved over the hump by a Diesel engine and a hump trailer. Presently the operation requires two locomotives.

At the same time, electric car retarders will be installed on the descending grade and a new yard office building will be erected.



LONG SHIPMENT made recently over NYC was this 50-ton dismantled crane, hauled from Port Morris Yard in New York to Cincinnati. Loading and bracing took six days. The two main pieces, each 98 feet long, were placed in open-end gondolas, with their ends resting on flatcars. Six cars were needed to move the crane and its accompanying material.



A SMILE and an extra moment of patience are tools used by Eleanor Miller in Grand Central as she helps Sergeant Graham L. Mahin plan his Christmas trip home to Encino, Cal.



CAROLERS add to festive air of many railroad stations during the holiday season. Pittsburgh & Lake Erie Athletic Association Chorus sings in the Pittsburgh station every year.



SMALL STATIONS are as busy as big terminals at Christmas time, as this view of Lake Placid, N.Y., platform shows. Travelers depend on NYC to make holiday trips pleasant and safe.



TUCKERED OUT, this young passenger typifies the way many folks feel after Christmas celebration. Central's job is to provide them with restful travel home after hectic holiday season.

NYC Plays An Important Role In Annual Yuletide Celebration

CHRISTMAS time is travel time in America. Central's passenger trains carry more travelers during the end-of-year holiday season than in any like period. Christmas is the time of year when most people like to be with their families. The railroad, of course, is always on hand to make this possible for those who have wandered from the old homestead.

In the last half of December, railroad stations and trains bustle in their own special way. Many stations are appropriately decorated, and in some of them programs of carol singing add to the festive atmosphere. The warmth and bright lights of stations and trains offer a comforting invitation out of December's uncertain weather to many infrequent travelers who may easily become confused as they try to accomplish long lists of last minute chores and catch a train at the end of the list.

Ticket Seller Eleanor Miller, stationed in busy Grand Central Terminal, says, "I like the Christmas season. It brings a happy feeling to the whole Terminal. I think it gives us passenger traffic people a chance to lend a helping hand to many people who travel only once a year, when they go home for Christmas. I always try to give them a little extra patience in helping them pick out the best train or accommodation."

This year, as usual, NYC will provide about 100 special trains and extra sections of regular trains to handle Yuletide travelers, and hundreds of extra cars will be added to regularly scheduled trains. Thousands of college students in and near Central territory will be homeward-bound for their holiday from classrooms. There will be families off to spend the holiday with grandmother, and older folks on their way to be with their youngsters for Christmas. With all the extra

holiday traffic, there are always people who must travel on business, and this year the regular holiday rush will be augmented by large numbers of service men and women who will be racing home for Christmas on furlough.

Herman W. Fechner, Central Conductor who works between New York and Buffalo, is looking forward to the holiday season this year. Mr. Fechner, who was Conductor on the late President Roosevelt's funeral train in 1945, says, "I know a number of boys in the service personally. I know what sacrifices they have to make. I'm looking forward this year to helping these fellows along and making their Christmas trips as pleasant as possible."

While NYC coaches and Pullmans are crowded with holiday travelers, baggage cars on the Central will bulge with extra loads, and mail and express cars will carry out one of the season's biggest jobs, moving a tremendous mass of mail and packages to their destinations in time for the great day. The Christmas card tradition has grown to vast proportions, and holiday mail adds hundreds of extra pouches to the regular mail load carried on the Central every month. Express shipments are stepped up during the period as gifts are exchanged by those who cannot be together. The gifts that find their way into express cars on the Central are very likely merchandise that reached retail counters through NYC freight service weeks ahead of the Christmas shopping spree. The same trains carry carloads of Christmas trees that will stand in sparkling glory in homes throughout Central territory.

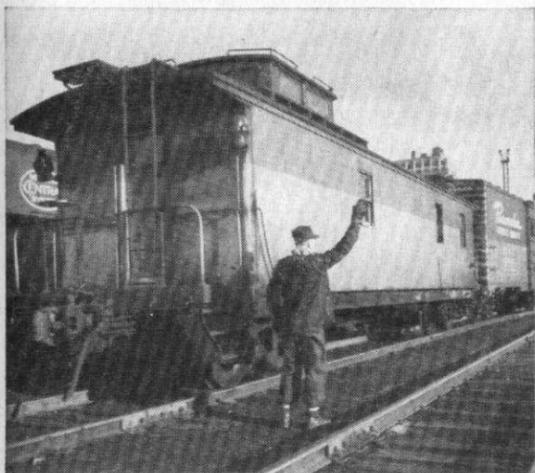
NYC plays a big part in the celebration of Christmas. Heavy holiday traffic presents railroaders with an opportunity to build some good will for themselves and their important industry, and at the same time spread some of the season's good cheer. A helping hand with a passenger's extra suitcase; a question answered with a cheery smile; a friendly greeting to a guest about to have dinner on the train . . . all these things and many other small gestures add up to making passengers feel at home on the Central. When our customers do feel at home, they are sure to remember their pleasant NYC journeys when the time comes again to write "ticket home" on the Christmas shopping list.



MAIL CARS carry extra loads during holiday season as Christmas cards carry good wishes back and forth across the nation. Bulk of first class mail goes through railway postal service.



PACKAGES fill terminals to bursting point when Christmas rush gets under way. The holiday season is busiest time of year for express as tradition of exchanging gifts is practiced.



FREIGHT TRAINS are important performers in the Christmas story, carrying merchandise needed in retail shops for year's peak shopping spree.



EXTRA CARS, like these in the passenger yard at Boston, are added to trains all over NYC System to handle heavy Christmas season traffic. Holiday travel calls for addition of about 100 trains to regular passenger train schedules.

Centralines

A Central man has been elected mayor of Watertown, N. Y. He is John Newman, Stationmaster at Watertown since 1925. In 1950 Mr. Newman won nation-wide fame when he was hailed as the "Man of the Year" in the railroad industry by the Federation for Railway Progress and awarded a gold medal at a dinner in his honor held in Washington. Mr. Newman's courtesy and friendliness, and his devotion to his duties as Stationmaster were brought to public attention by a resident of Watertown in a letter to the Federation . . . Eldorus G. Burns, of Warren, Mass., recently passed tests for a driver's license with flying colors. A few days later he celebrated his 90th birthday! Mr. Burns, a Conductor, retired from Central service in 1931, after 46 years with the Boston & Albany Railroad.



MR. NEWMAN

The New York Central Employees Holy Name Society in New York held a dance recently in the grand ballroom of the Hotel Biltmore. The group plans to use the money raised through the dance to provide a member's son with an education for the priesthood . . . NYC's year-and-a-half old passenger station in Toledo, O., brought praise from the administrator of St. Vincent's Hospital there. Sister Mary Farley, in charge of the institution, returned to Toledo recently after an absence of several years. She publicly congratulated the whole community on the station, calling it "a tremendous civic improvement."

Recent Central speakers: J. F. Nash, General Manager of the Boston & Albany Railroad, addressed the 27th New England Conference in Boston. Tracing New England railroading from its beginnings in 1826 with The Granite Railroad, Mr. Nash pointed out the steady progress through the years which has made the railroads the major link in America's transportation chain. Despite the great economic obstacles presently in their way, Mr. Nash declared that, "given an even break," the railroads are ready to compete with other means of transportation with the ultimate result of making this country's transport system still greater . . . J. F. McCook, Division Engineer at Chicago, spoke to the Northern Indiana Chapter of the Railway and Locomotive Historical Society at a recent gathering in South Bend, Ind.



MR. NASH

Many men have proudly watched as their sons followed in Dad's footsteps, but few of them have been privileged to enjoy that experience in the way that L. A. Wilson, of Michigan City, Ind., has. Mr. Wilson started as a Fireman on the NYC in 1880, retiring with 46 years' service in 1924 as a passenger Engineer. Still in excellent health, he is approaching his 92nd birthday. He was followed in railroad service by his son, A. H. Wilson, of Niles, Mich., who also became a passenger Engineer. A month ago the younger Wilson joined his father in retirement after 48 years with NYC . . . In Chicago, Mrs. Edna Anderson, the wife of a Central man, recently won \$1,000 by correctly identifying Princess Elizabeth in a Famous Person Photo Contest sponsored by the Chicago Sun-Times. On the day she won the prize, Mrs. Anderson was the fifth person questioned over the telephone about a picture which had appeared in the Chicago newspaper, but she was the first one to give the right answer. Mr. Anderson is a Mail Clerk with NYC in Chicago . . . At a dinner of the Indiana Harbor Belt Railroad Pioneers in Hammond, Ind., gold pins were presented to new members of the group by J. W. Stahl, Pioneer president. Principal speaker at the dinner was L. W. Horning, Vice President, Personnel & Public Relations.

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Railroad Quiz

(Answers and score ratings on page 13)

- The Central recently built a new speedy Diesel washer at Collinwood, O. How fast do the cars pass through the washer?
 - Mile an hour
 - Mile a minute
 - Two miles an hour
 - Four miles an hour
- According to recent amendments to the Railroad Retirement Act, before completing what length of service is a railroad employe covered under provisions of Social Security?
 - Five years
 - Ten years
 - Seven years
 - Fifteen years
- Not long ago, the Central put into use the biggest turntable east of the Rockies. Where is it?
 - Avis, Pa.
 - Englewood, Ill.
 - Collinwood, O.
 - Buffalo, N.Y.
- About how many individual meals were served last year in NYC diner cars?
 - 6 million
 - 5 million
 - 3½ million
 - 4½ million
- Where is the world's smallest commercially operated railway?
 - Ontario
 - Switzerland
 - Italy
 - Hawaii
- Before the railroad era, it cost 20-25¢ per ton mile to transport freight overland. What are freight operating expenses per revenue ton mile by rail shipment?
 - 2.065¢
 - 2.194¢
 - 1.09¢
 - 3.263¢
- What is the function of a track pan?
 - Holds refuse
 - Holds supplies
 - Holds water
 - Shields electricity
- Hopper cars used on the Central come in three carrying capacities. Which of the following does not apply?
 - 80 tons
 - 50 tons
 - 55 tons
 - 70 tons
- What is the look-out above the roof of the caboose commonly called?
 - Cupola
 - Crow's nest
 - Sky-light
 - Cupalo
- In recognition for achievement in what field of railroad endeavor is the Harriman Award conferred?
 - Claims prevention
 - Punctuality
 - Safety
 - Dining service

Railroads' Radio Show Rates High

The Railroad Hour continues to be one of the most popular Monday evening radio programs. Sponsored by the railroads of America every Monday at 8:00 p.m., eastern standard time, on the coast-to-coast network of the National Broadcasting Company, the show stars movie baritone Gordon MacRae and featured guests in new adaptations of favorite musical comedies. A special holiday program has been arranged for Christmas Eve with soprano Lucille Norman as guest.



PRIZE-WINNING specimens and trophies they have won are displayed by Mr. and Mrs. Fred Snyder at their Yorktown Heights, N.Y., rabbitry. The Snyders sell some of the pelts from their stock to individuals who want to have coats tailored from them like the attractive one shown at right.



Bunnies Bring Fun, Fame

AS an Easter gift in 1948, Fred J. Snyder, Central Conductor on the Putnam Division, gave his wife a pair of American Chinchilla rabbits, not realizing that the progeny of his gift would soon bring the Snyders wide fame as breeders of some of the finest rabbits in the eastern United States.

At Christmas time in 1948 the Snyders went to their first rabbit show, and when they saw some of the rabbits competing for prizes they realized the excellence of some of those they had bred themselves.

They began to visit other rabbitries and studied everything they could find about rabbit breeding. By the next spring they felt some of their specimens were potential prize winners. Entering three rabbits in a show in Dutchess County in New York State, the Snyders carried off three first prizes and a "best-of-breed" citation.

In another year the Snyder rabbitry had produced 13 contestants and at Madison Square Garden in New York all of them placed, four winning "best-of-breed" awards.

Conductor Snyder's chief interest is in developing fine breeding stock. Not all the rabbits can be prize winners, though, and many of them provide pelts for fur coats, a side of his hobby Mr. Snyder hopes to develop after his retirement from the Central.

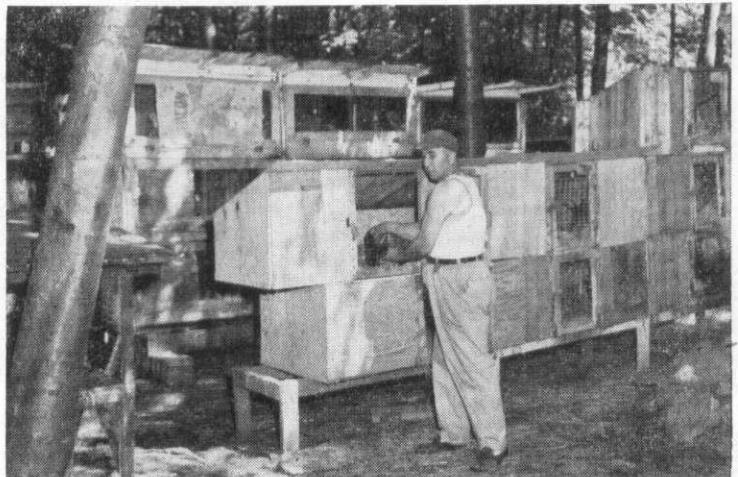
High grade rabbit of certain breeds has become very fashionable for coats in England and has begun to attract women in this country. The Rex breed produces outstandingly beautiful garments. Queen Elizabeth of England wore an ermine Rex to Princess Elizabeth's wedding, and the furriers of England presented the Princess with a Chinchilla Rex coat before her recent Canadian tour.

Pictured on this page is a rabbit coat modeled at Russeks, fashionable shop on New York's famous Fifth Avenue. Rabbit coats have excellent wearing qualities and great beauty. Their price, however, is usually quite low compared with other popular furs.

Painstaking work by both Mr. and Mrs. Snyder has brought their rabbitry an outstanding reputation across the nation. They have one of the finest collections of Rex rabbits in the east, with nine varieties of color. Their collection also includes prize specimens of Giant Chinchilla, American Chinchilla, Red New Zealand, White New Zealand, and Californian.



FEEDING is an important factor in breeding fine rabbit stock. Careful attention is paid to rabbits' diet by Mr. Snyder, pictured here as he passes their dinner to rabbits in coop.

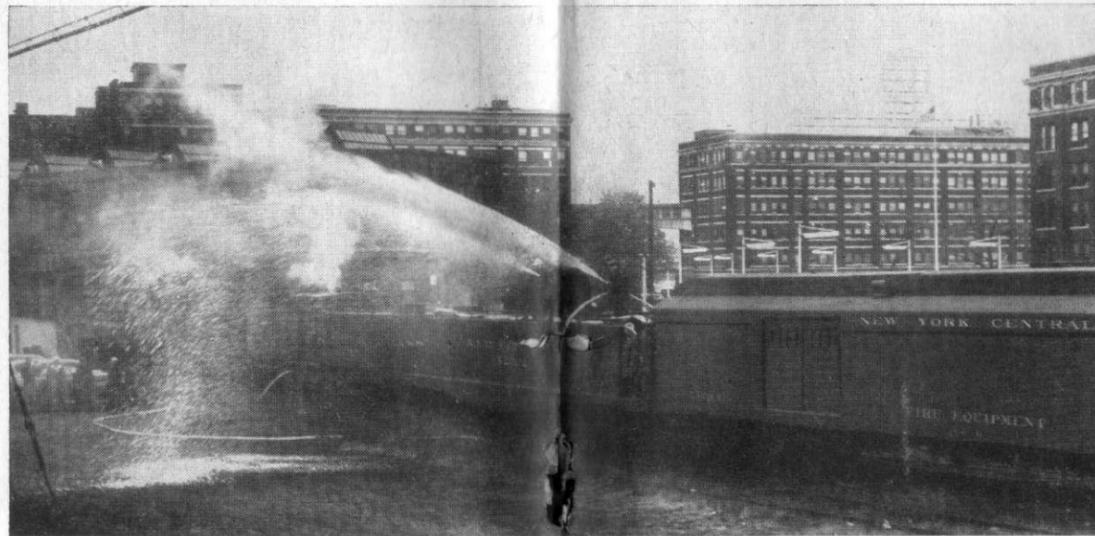


ROWS OF COOPS were designed and built by Conductor Snyder himself. Most of his off-the-job hours are spent working with his rabbits, which are classed among finest in the country.



Christening

... Central's recently inaugurated streamliner, Cleveland-Cincinnati Mercury, at ceremony in Cleveland Union Terminal is Elinore C. Prize, a Central Secretary there. Other participants (left to right): H. H. Harwood, General Passenger Agent, Cleveland; Conductor C. A. McKitrick, Cincinnati; Car Supervisor Frank Frericks, and Passenger Representative W. A. Schmid, of Cleveland.



Fighting Fire

... during a recent civilian defense drill in Schenectady, N. Y., this Central train sprayed chemical extinguishers over the scene of a simulated atomic explosion at giant General Electric turbine plant. The fire-fighting train raced from nearby Albany, N. Y., to take part. Five thousand civil defense workers engaged in drill, during which new radiological monitoring devices were used for the first time in the country to detect location and force of an atom blast.

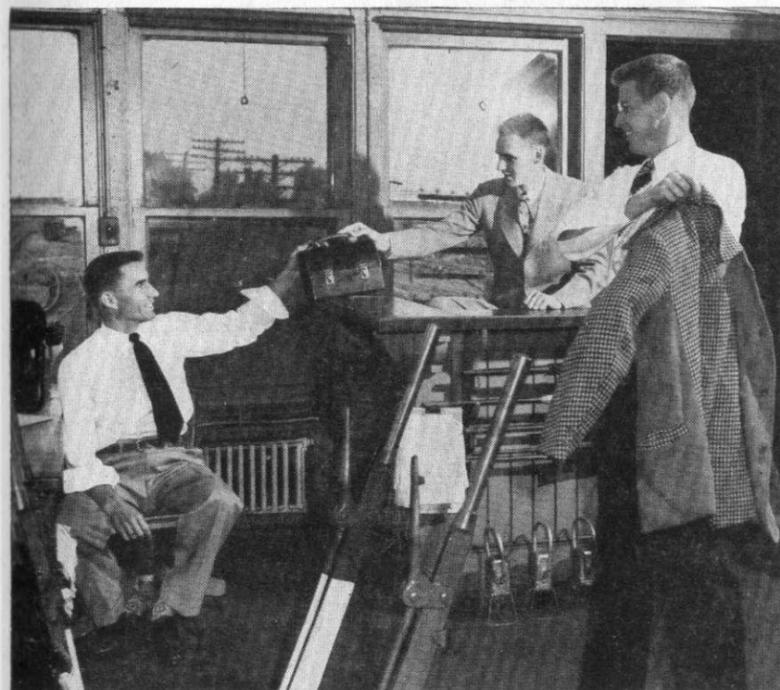


Unveiled

... at a recent ceremony, this marker at Rensselaer, N. Y., commemorates centennial of Hudson River Railroad's first train from New York to Rensselaer. L. E. Pangburn (left), NYC Superintendent at Albany, N. Y., joins Margretha Vail, dressed in 1851 costume, and R. J. Koke, of New York Historical Society, representing historical groups which presented marker to the Central as a gift.

Photographer by Acme

HEADLIGHT HIGHLIGHTS



Three Look-Alikes

... are really there, as staff at SS-6 Jordan Signal Tower at Syracuse, N.Y., know. The three Dusinger brothers all are regularly assigned at the Tower, and on Saturdays and Sundays, relieve each other. Left to right, Charles A., at desk, receives lunch box from Edward P., while Richard A. smilingly looks on.



Interested

... in trains, these youngsters learn about model railroading in train room set up by Rochester, N. Y., Police Athletic League as part of youth training project. They learn about inner secrets of a Diesel locomotive model here from Officer Clarence G. DePrez, in charge of the train room, which NYC helped to decorate.



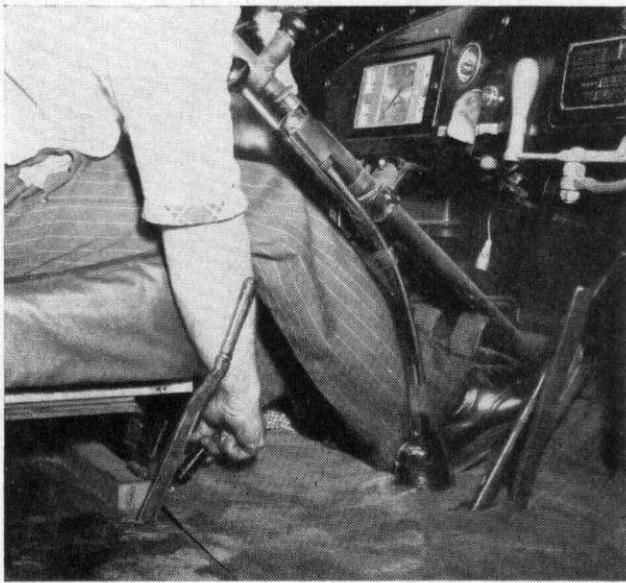
Pretty Girl

... is Mary Lou Nondorf, who was crowned Miss Indiana Harbor Belt of 1951 at the Hammond Centennial celebration. Mary Lou is a Per Diem Clerk in the office of Superintendent of Freight Transportation at Gibson, Indiana.

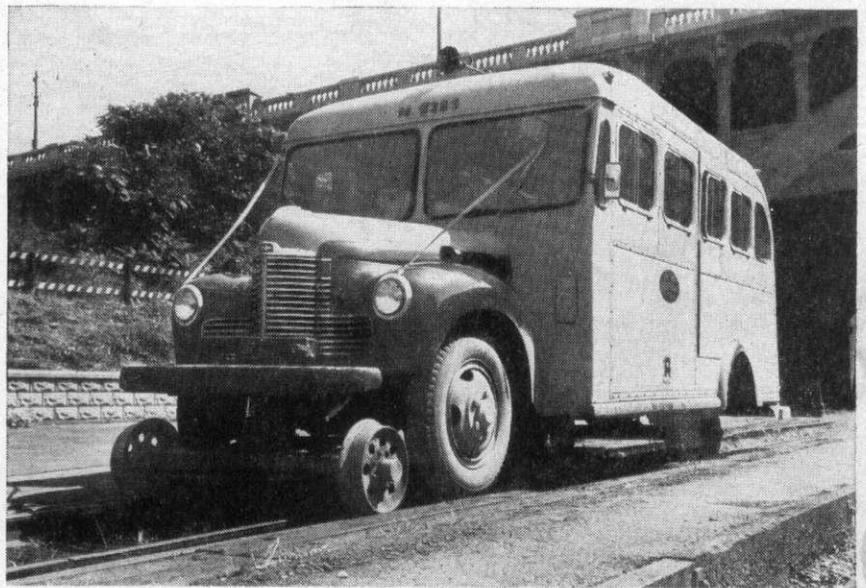


Even the Marines

... can't resist the lure of rail tradition. General Sir Leslie Hollis, Commandant of the British Marines, fulfilled a long-standing dream during a recent visit to this country by accompanying a run of famed Empire State Express in its engine. Above, Sir Leslie "handles" Empire's electric controls at Grand Central Terminal.



LEVERS within easy reach of Driver Peter Weidman's hand set in motion rail-auto car's novel devices.



FLANGED WHEELS guide rail-auto car on tracks. Car increases mobility of inspectors by cutting their dependence on regular train schedules.

New Type Rail Car Is Boon On Inspection Trips

Track inspectors and other Central men often must make trips which cannot be fitted into regular passenger train schedules. To get them where they need to be with a minimum of difficulty, NYC has experimented successfully with a novel type of rolling stock.

Called a rail-auto car, it consists of a small bus to which have been added retractable flanged wheels to allow operation of the vehicle over standard gauge railroad tracks. The cars can also be driven on ordinary roads.

One rail-auto car is in use at Jackson, Mich., where it is driven by Peter Weidman. The other is used at Toledo, O., operated by John Zacharias. Both cars have proved their value to inspectors of the maintenance-of-way, building and bridges, communications, and land and tax departments.

The cars are equipped with two complete transmissions,

one forward and the other reverse. A lever on the floor, beside the driver's seat, activates the desired transmission. The cars are capable of moving as fast backward as they are of going forward, with gear shift positions following the same pattern as in a standard automobile. If necessary, they can travel 60 miles an hour, but are rarely driven above 35.

When running on rails, the weight of the car is distributed about 40% on the flanged steel wheels and the remaining 60% on the regular rubber tires. Traction and braking power are supplied by the rubber-tired wheels. The flanged wheels serve merely as guides, and are raised and lowered through a hydraulic mechanism operated by a lever near the driver's seat. With the guide wheels in place, a turn of a knob on the steering shaft locks the steering wheel, avoiding the possibility of derailment by a sudden turn of the wheel.

Central Men Promoted To New Posts In Equipment, Other Departments

Gordon T. Wilson has been appointed Engineer of Car Equipment at New York, following the retirement from active service of **E. P. Moses**.

Mr. Wilson joined the Central in 1921 as Special Engineer in the Motive Power department at Buffalo. After serving in various capacities in the Equipment Engineering department, he was appointed Assistant Engineer, Car Equipment, a post he has held since 1945.



MR. WILSON



MR. MOSES

Mr. Moses spent his entire railroad career of 46 years in New York, where he joined the company in 1905 as a Draftsman. He became, successively, Car Inspector, Chief Equipment Inspector, and Engineer-Rolling Stock. He was made Engineer of Car Equipment in 1949.

Appointment of **Walter Goldstrom** as Chief of Police on the Pittsburgh & Lake Erie Railroad was announced recently. A Captain in the P & LE Police department since 1920, Mr. Goldstrom succeeds the late Robert Toussaint, who had been Chief since 1919. Chief Toussaint died several weeks ago.

John J. Bowes has been named Trainmaster at Syracuse, N.Y. Mr. Bowes has been with NYC since 1941, when he became a Yard Clerk on the Boston & Albany. In 1948 he became Special Agent and later the same year was made

Club News

At Buffalo

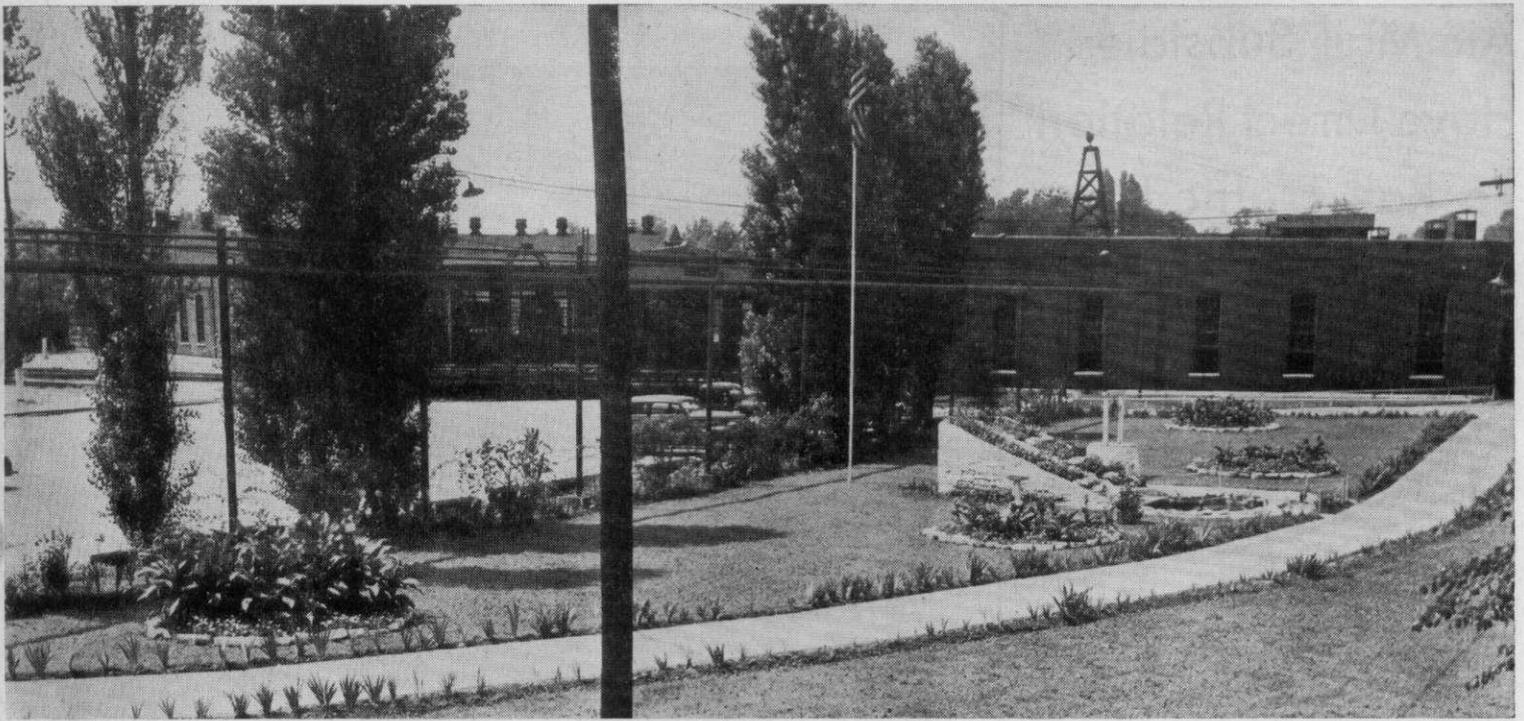
Members of the East Buffalo Shop Social Club held their 1951 annual outing at Sturms Grove. Present membership numbers 70, and the club, organized in February of this year, has for its object provision for the welfare of members and their families, as well as social activities.

At Weehawken

The Board of Directors of the Credit Committee on the River Division adopted a resolution to join a new System-wide credit union association with headquarters in Cleveland.

Assistant Trainmaster. Mr. Bowes became a Trainmaster on the B & A in January of this year.

Michael J. Quinn has been appointed Storekeeper at Sharonville, O., and **E. M. Powers** has been named Division Storekeeper at Bellefontaine, O.



NEAT APPEARANCE OF MT. CARMEL, ILL., ROUND HOUSE TESTIFIES TO SUCCESS OF HOUSEKEEPING PROGRAM OF THE MEN THERE.

Mt. Carmel Men Shine as Housekeepers

TO some people a railroad engine terminal probably is just a place where locomotives spend their time when they are not running on the road. There are others, however, to whom railroad engines are friends and working companions, almost taking on human qualities, and to whom the terminal is the engines' home. The men employed at NYC's round house in Mt. Carmel, Ill., fall in the latter class. They take great pride in their railroad jobs, in the equipment they work with, and in the way they take care of it.

Under the leadership of V. L. Strohl, former General Foreman at the engine house and now Assistant Master Mechanic at Indianapolis, the Mt. Carmel men some time ago developed a housekeeping program which has attracted wide recognition and made the Central's engine terminal an industrial showplace in the Illinois community. Present General Foreman at the terminal is R. C. Imbler, who is following Mr. Strohl's plan and helping the men there to keep up the good work.

The engine house men figure they spend their working hours at the terminal and see no reason why they should not make their at-work surroundings as pleasant as they

do their homes. They decided to do something about it.

They tackled their housekeeping chores with an enthusiasm that spilled over into their regular railroad duties and produced an outstanding spirit of cooperation in all operations. They cleaned up not only the inside of their buildings, but with plants and shrubs brought from their homes they cultivated attractive gardens on the terminal grounds. Every man in the round house takes part in the housekeeping program, from Laborer to Foreman. They have even devoted many hours of their own time to maintaining the neatness of the place.

No one is assigned specific chores. When a clean-up job needs to be done, all the men on all three shifts simply pitch in and do it.

Other departments of the Central at Mt. Carmel have caught the housekeeping fever from the round house men and tidied up their surroundings. But the engine terminal crew of more than 100 men stand out for their remarkable performance in transforming their shop into a place which reflects the greatest credit on them as good railroaders and good housekeepers.



TIDY YARD at Central's Mt. Carmel engine terminal has become a community showplace, thanks to the cooperative efforts of every NYC man who works there. This photo shows clearly the model yard maintenance practiced by the round house crew, who even devote their own time to keeping the terminal in top shape.

Air Mail Subsidies Have Direct Relation To Rail Traffic Loss

The statements below are excerpts from a statement made by E. R. Jelsma, staff director of the Senate subcommittee studying domestic land and water transportation.

There is a direct relationship between the mounting railroad passenger deficits, the desperate need for a healthy and stable railroad passenger service in the interest of commerce and the national defense, and the policy of subsidies to the airlines in the form of exorbitant air mail payments. These payments are the essential factor in the ability of airlines to compete for potential railroad passenger traffic. With the government footing the bill, airlines go after the very traffic that may mean the difference between weakness and strength to the nation's railroads.

Subsidy payments to the airlines and the rate of pay for the carriage of air mail are two distinctly different things and should be so treated. Each should be justified on the basis of its own merit or demerit. Air mail payments should be made on as accurate and reasonable a cost formula as can be worked out. Thereafter, if the total income from passengers, freight, air mail, etc., is not enough to carry the airlines along, the question of subsidy might then be considered. But whatever subsidy is paid must be judged on the relative contribution made by all transportation agencies to the national economy and the national defense, and the effect of such subsidies on each. Only on these grounds can the extent and direction of subsidy be justifiably established.

The Bomb and YOU

Civil Defense an Individual Responsibility

(This is the fifth in a series of articles on how to protect yourself and family in case of atomic attack. Suggestion: Clip it out and save it.)

Civilian defense authorities in all states, working with various state departments and local city and county governments, are taking all possible steps to effect immediate mobilization of resources in time of emergency.

Advanced planning is now being completed by groups concerned with public health, safety, police, public utilities, welfare, housing, agriculture and markets. This work includes making inventories of manpower, equipment, hospital, housing, and welfare facilities; the training of auxiliary police and firemen, air raid wardens, welfare workers, and the organization of emergency teams ready to move at once into disaster areas.

Your local city or county civil defense officials are responsible for the organization and operation of civil defense activities where you live. They work in cooperation with state-wide groups. But the success or failure of the program in your locality will depend largely upon the efficiency of the local organization and the teamwork and spirit of

civic cooperation in the community in which you live.

Here is how you can help:

If you have special skills, such as first aid experience, register at once with your local civil defense office so that you can do your part as the volunteer organization is expanded and made ready to meet any emergency.

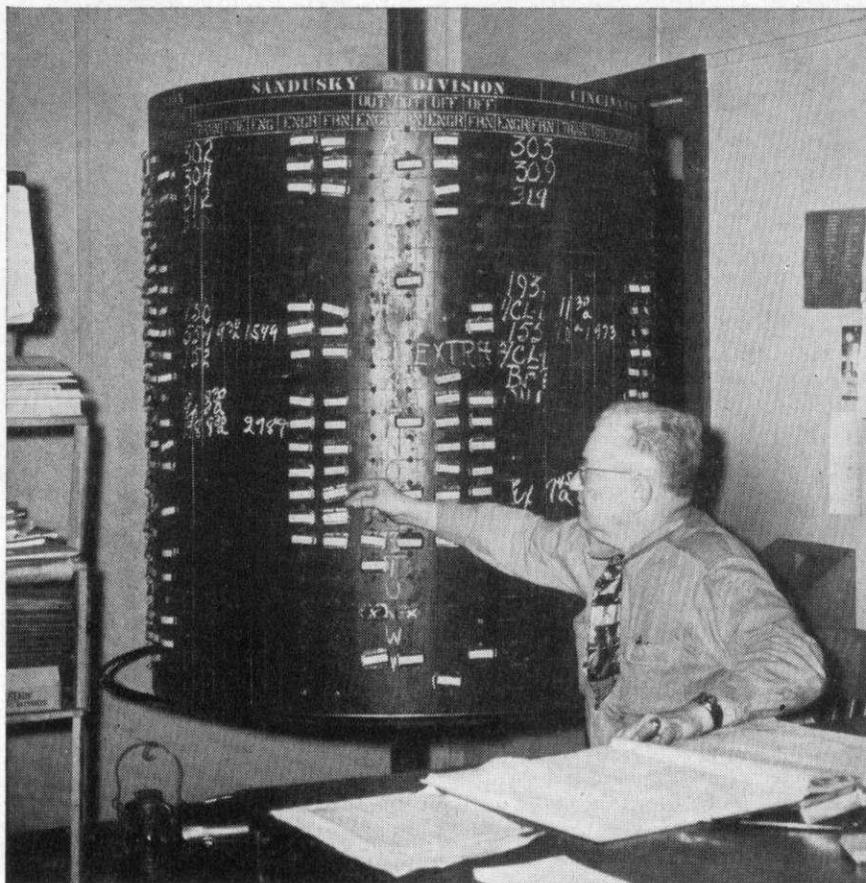
Cooperate with the civil defense workers in charge of your block or the building in which you live. Get to know your local warden.

In time of disaster, follow instructions, keep calm, don't try to telephone or drive away in your car.

Don't start or repeat rumors, particularly in time of real or threatened emergency. Don't believe everything you hear. Rely only on official information through the press, radio, or your local civil defense organization.

It is estimated that effective civil defense measures can save as many as 50% of the lives which might otherwise be lost in time of atomic disaster.

We all hope that time will never come. Meanwhile, civil defense is everybody's business today, tomorrow, and in the months ahead.



Within Easy Reach of His Desk

... Engine Crew Dispatcher W. H. Andrews demonstrates novel crew board used at Bellefontaine, O. Board was designed by John J. Mellen, now Master Mechanic at Indianapolis, when he was General Foreman at Bellefontaine in 1918. Revolving on a ball bearing center, the device is visible through wall windows from Road Foreman's office and also from Engineers' registration room. When it was completed, a window and part of a wall had to be removed in order to move in the board.

Central Man Wins Silver Star for Korean Gallantry

Corporal Ralph H. Hildebrand, of Sidney, O., has been awarded the Silver Star for gallantry in action in Korea. Before entering the Army he was a Central Signal Helper on the Ohio Division.

The 22-year old Paratrooper was one of ten men who received decorations at ceremonies held recently at the Headquarters of the 187th Airborne Regimental Combat Team. He was cited for actions during an attack on Inje, on the east coast of North Korea.

Corporal Hildebrand, a machine gunner, saw that his company was pinned down by concentrated enemy small arms fire. Disregarding danger to himself, he moved his gun into an exposed position and started firing. His action enabled other members of his outfit to advance abreast of him. As they did so, the Corporal picked up his machine gun and used it as an assault weapon.

Corporal Hildebrand's father is also a Central man. He is G. H. Hildebrand, Signal Maintainer at Sidney, O.

Steady Growth in Christmas Cards With Railroad Flavor

The railroad train is becoming an increasingly popular theme for Christmas greeting cards. Until about ten years ago such cards were rare indeed. In recent years, however, greeting card publishers have been adding more and more railroad items to their Christmas season offerings.

This year thirty firms are producing railroad Christmas cards. Their combined output includes many different designs to delight railroad fans. Yuletide travelers on station platforms, toy trains laden with candy canes and gaily wrapped presents, sleek streamliners speeding toward the Star of Bethlehem, and Santa Claus at the throttle of a steam locomotive are a few of the numerous designs that have special appeal to those who are railroad minded.

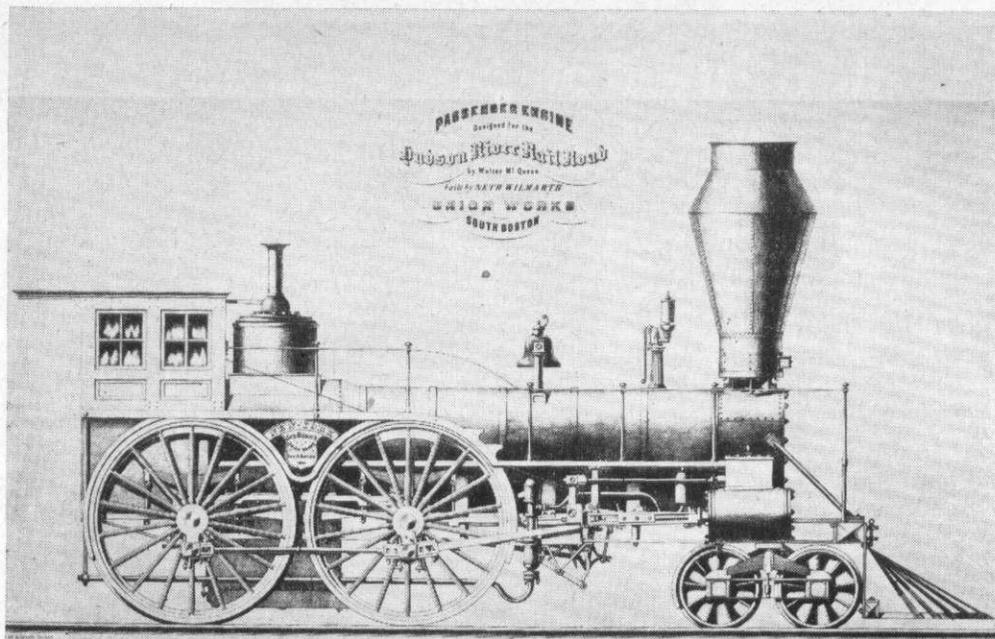
Deaths

John A. Friedel, 69, retired Chief Clerk, Cleveland; joined NYC 1900, retired 1946.

Charles L. Haddix, 25, Yard Clerk, Pittsburgh & Lake Erie, killed at Fort Bragg, N. C., when his parachute failed to open.

Alfred Herbster, retired General Car Foreman, Englewood, Ill.; joined NYC 1894, retired 1941.

A. C. Massey, Yard Conductor, Indianapolis; joined NYC 1919.



Her First Trip Made History

The old-fashioned engine pictured here is a curio now, but just a hundred years ago she made an historic run, pulling the first railroad train from New York to East Albany, N.Y.

The event caused a great public celebration. As a matter of fact, the train was named "Celebration Special." The Mayor of New York, Ambrose Kingsland, joined the party making the first trip and was met at the Albany end by Governor Hunt of New York State. Newspapers across the nation carried descriptions of the event.

Christened "New York," the wood-burning engine had 15- by 22-inch cylinders and 78-inch driving wheels. She was designed for high speed, which in those early days of railroading meant

between 25 and 30 miles an hour. One of the foremost locomotive designers of the time, Walter McQueen, designed her.

The locomotive's wheels were painted bright red, and its brass fittings were highly polished. The cars she pulled were a vivid yellow, with red and gold lettering. The train presented a brilliant spectacle as it moved northward along the river bank, blazing a trail for the Diesel power giants which were to follow a century later.

When the Headless Horseman rides through the Hudson Valley, and Rip Van Winkle joins his cronies for a game of ten pins, the shrill pipe of this old engine's whistle doubtless echoes against the Catskills, adding her voice to the pageant of history.

Franklin R. Robinson, Chief Clerk, Indianapolis; joined NYC 1919.

Ray Wendt, General Agent, Davenport, Ia.

John B. Cook, retired Agent, Boggs-town, Ind.; joined NYC 1923, retired 1945.

Edmund M. Crawford, retired Engineer, P. & L. E.; joined NYC 1921, retired 1945.

William E. Keitch, 52, retired Conductor, Utica, N. Y.; joined NYC 1928, retired 1950.

George Knobloch, 76, retired Receiving Clerk, Utica, N. Y.; joined NYC 1913, retired 1942.

Henry J. Lynch, 76, retired Engineer, Utica, N. Y.; joined NYC 1896, retired 1943.

Benjamin Reese, retired Inspector of Police, Cleveland; joined NYC 1920, retired 1947.

Tillman P. Ballard, 54, Conductor, Utica, N. Y.; joined NYC 1920.

Conrad K. Brodhead, 78, retired Superintendent, New York City; joined NYC 1903, retired 1943.

Quiz Answers

Check your choices with the answers given below. If you answered all ten correctly, you've arrived; if you got 7 to 9 correct, you're getting there; 4 to 6, you're off to a fair start; 1 to 3, better get up some speed.

1. a (Mile an hour)
2. b (Ten years)
3. b (Englewood, Ill.)
4. d (4½ million)
5. a (Ontario: Portage Railroad)
6. c (1.09¢)
7. c (Holds water)
8. a (80 tons)
9. a (Cupola)
10. c (Safety)

Monthly Roll Shows Recent NYC Retirements

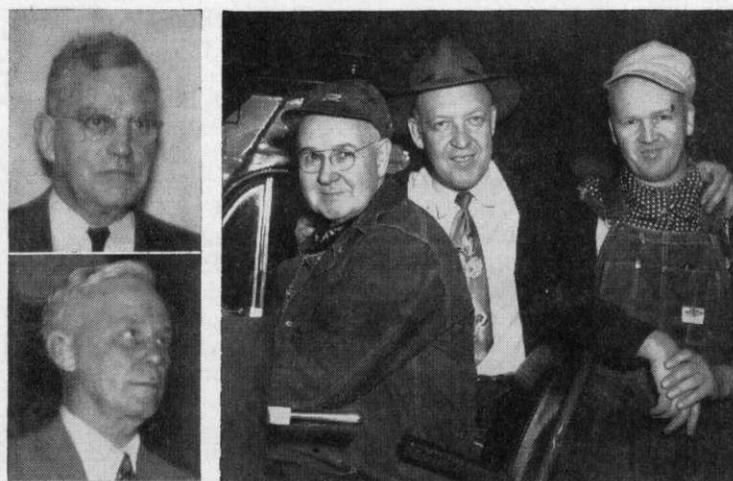
Following is a list of New York Central employees who have retired from active service recently. The figures to the right of each name indicate the years and months of service spent with the Central.

Abernethy, Harry D., Assistant Signal Engineer, Cleveland	34	9
Ackley, Thammar A., Pumper, East Gary, Ind.	21	11
Ames, Elwood A., Locomotive Engineer, Erie Division	45	5
Anderson, Amanda A., Chief Clerk, Indianapolis	41	6
Anderson, Charles A., Gang Foreman, Collinwood, O.	31	0
Archer, Aaron V., Accountant, Ayres, George E., Head Clerk, New York City	48	4
Babcock, Chester A., Chief Clerk, New York City	44	10
Bartelson, Samuel J., Locomotive Engineer, St. Lawrence Division	48	3
Bartkowiak, Andrew, Boilermaker Helper, Gardenville, N.Y.	25	5
Barton, Earl E., Local Treasurer, Pittsburgh	48	7
Batiste, Francis, Conductor, Canada Division	29	8
Behrman, Edward H., Locomotive Engineer, Illinois Division	47	5
Benes, Andrew J., Brakeman, Hudson Division	44	10
Berg, Charles F., Clerk, Detroit	29	10
Berkey, Fred, Section Foreman, Elkhart, Ind.	18	11
Betcher, Clinton T., Ticket Clerk, Sidney, O.	28	7
Biery, Charles W., Agent, LaPorte, Ind.	45	9
Bivens, Paul J., Division Storekeeper, Bellefontaine, O.	37	3
Bjalobok, George A., Machinist Helper, McKees Rocks, Pa.	34	0
Blass, Grant, Conductor, Harlem Division	45	6
Boice, John A., Local Attorney & Tax Agent, Lansing, Mich.	18	4
Boyd, Edward R., Freight Agent, Warren, Pa.	48	3
Brawner, Clarence A., District Passenger Agent, Dallas, Tex.	38	7
Britton, Samuel E., Laborer, Suspension Bridge, N.Y.	29	1
Brooks, John E., Carpenter Foreman, Jackson, Mich.	35	5
Buchanan, Ray A., Agent, Fort Wayne, Ind.	45	1
Callahan, William F., Assistant to Freight Traffic Manager, Boston	40	8
Carey, James F., Trainman, Albany Division	44	3
Carstensen, Hans P., Locomotive Engineer, Toledo Division	42	2
Celizic, Frank, Crane Operator, Collinwood, O.	47	6
Chitwood, Lloyd, Car Inspector, Brightwood, Ind.	29	2
Christman, Pearl A., Brakeman, Bucyrus, O.	38	1
Church, Rorie E., Conductor, Gibson, Ind.	31	3
Ciccione, Giovanni, Section Laborer, Alliquippa, Pa.	21	2
Cionti, Nicola, Boilermaker, West Albany, N.Y.	39	0
Clapp, Lloyd A., Chief of Tariff Bureau, New York City	45	1
Clark, Guy J., Leading Signal Maintainer, Chester, Mass.	46	6
Collier, Christopher C., Crossing Watchman, Springfield, O.	35	0
Collins, Richard J., Assistant Agent, Chicago	39	6
Cone, Walter C., Conductor, Western Division	45	2
Cook, Earl A., Conductor, Detroit Division	31	10
Cookingham, Harold W., Laborer, West Albany, N.Y.	24	0
Craft, Gordon H., Chief Road Foreman of Engines, Springfield, Mass.	41	0
Crotser, Arthur B., Chief Train Dispatcher, Cleveland	48	4
Cunningham, Wilson P., Engine House Foreman, Newell, Pa.	12	2
Curtis, Wray O., Conductor, Western Division	42	8
Dalton, Henry H., Locomotive Engineer, Ohio Division	50	4
Daubert, Harry G., Machinist, Collinwood, O.	31	8
Davy, John J., Supervisor, Buffalo	35	6
DeLong, Ira E., Locomotive Fireman, Hudson Division	25	7

Demarest, Fred B., General Car Inspector, Indianapolis	45	2
Dempsey, Daniel, Car Cleaner, Riverside, Mass.	29	1
Dickey, John S., Signal Foreman, Pittsburgh	44	9
DiFlorio, Nick, Boilermaker, West Albany, N.Y.	38	2
DiMaio, Gabriele, Crossing Watchman, Pittsburgh & Lake Erie	46	5
DiPaulo, Antonio, Section Foreman, North Tonawanda, N.Y.	32	10
Downs, LeRoy L., Machinist, Utica, N.Y.	32	8
Driscoll, Thomas C., Conductor, Syracuse Division	40	0
Easterday, William O., Store Helper, Beech Grove, Ind.	24	8
Eaton, Richard E., Agent, LaGrange, Ill.	40	3
Ehrman, Willibald M., Car Clerk, Erie, Pa.	43	7
Eriac, Frank, Boilermaker, Collinwood, O.	20	0
Everett, Millard V., Telegrapher, River Division	41	9
Eyerman, Frederick A., Conductor, Syracuse Division	50	6
Fedurek, Albert, Car Cleaner, Detroit	23	0
Ferrigno, Samuel, Crossing Watchman, Syracuse Division	30	5
Fiorello, Adelo, Machinist, West Albany, N.Y.	33	2
Fish, George A., Machinist, West Albany, N.Y.	26	2
Flasche, Henry W., Machinist, Collinwood, O.	30	10
Forsyth, William A., Conductor, Ottawa Division	22	10
Fredrickson, Carl A., Signal Maintainer, Erie, Pa.	34	7
Fries, Vitus, Coach Repairer, Beech Grove, Ind.	37	2
Froehlich, John, Locomotive Fireman, Mohawk Division	34	6
Fronczak, Joseph B., Machinist, West Albany, N.Y.	38	4
Fuchs, David G., Plumber, McKees Rocks, Pa.	24	6
Gent, Louis M., Clerk, New York City	41	6
George, James B., Machinist Helper, Columbus, O.	27	1
Gibson, Guy C., Section Foreman, Louisville, Ky.	36	5
Giminiani, Patrick D., Machinist Welder, West Albany, N.Y.	38	0
Giles, George H., Section Laborer, Petrolia, Ont.	33	1
Girardi, Dominick, Section Laborer, Troy, N.Y.	24	5
Girvan, Charles F., Stationmaster, Utica, N.Y.	50	2
Glasser, Charles, Foreman, New York City	37	0
Gosnell, Hanlon, Locomotive Engineer, Canada Division	46	0
Granger, Rocco, Section Foreman, Buffalo Division	33	3
Gregg, Darrell V., Laborer, Harrisburg, Ill.	15	9
Hamilton, William V., Ferryboat Fireman, New York City	33	6
Hanley, Leonard L., Freight Handler, Chicago	24	8

Hayden, William F., Assistant Baggage & Mail Agent, Pittsburgh	41	1
Heidtmann, Albert W., Assistant Engineer, New York City	44	3
Helminiak, Jim, Section Laborer, Toledo Division	29	3
Henderson, George A., Locomotive Engineer, McKees Rocks, Pa.	31	6
Hennessy, William C., Machinist, West Albany, N.Y.	45	4
Holtz, Charles W., Machinist Helper, Gardenville, N.Y.	32	9
Hopper, James J., Assistant Chief Clerk, Utica, N.Y.	46	6
Houghton, Rufus A., Supervisor of Track, Columbus, O.	49	6
Hunter, John W., Locomotive Engineer, East Youngstown, O.	31	4
Hart, Albert M., Conductor, Harlem Division	58	3
Irving, William J., Sheet Metal Worker, West Albany, N.Y.	33	4
Jablonski, Wladyslaw, Car Repairer, Selkirk, N.Y.	32	3
Jackson, Ellsworth S., Assistant to Manager, Freight Transportation, Buffalo	39	0
Jagminas, Joseph, Stevedore, Chicago	28	8
Jenney, Richard, Conductor, Pennsylvania Division	44	9
Johnson, Louis N., Assistant Supervisor of Track, Mahaffey, Pa.	50	1
Jones, Daniel W., Traveling Freight Agent, Columbus, O.	51	7
Jones, David J., Chief Clerk, East Youngstown, O.	32	0
Kaccia, Pasquale, Section Foreman, Electric Division	44	4
Kain, Valerie R. C., Stenographer, Pittsburgh	33	1
Karsznia, Frank, Car Inspector & Repairer, Wesleyville, Pa.	38	8
Kelly, Millie E., Clerk, West Albany, N.Y.	45	1
Kerwin, James A., Conductor, Michigan Division	46	8
Kielar, Valentine, Laborer, Jackson, Mich.	26	3
Kilborn, Ernest J., Car Repairer, Rochester, N.Y.	24	11
Killen, Harrison J., Conductor, Toledo Division	38	2
Killian, John F., Machinist Helper, Gardenville, N.Y.	31	4
Kinter, Eugene R., Gang Foreman, Linndale, O.	44	4
Klinkhammer, Michael J., Locomotive Engineer, Michigan Division	44	2
Komanowicz, Karol, Steel Car Repairer, West Detroit, Mich.	37	8
Koontz, Clarence E., Locomotive Engineer, Toledo Division	45	0
Kovalk, Charles, Blacksmith Helper, McKees Rocks, Pa.	41	9
Krauss, Eugene C., Chief Clerk, Cincinnati	28	3
Lachat, Maurice P., Section Laborer, Clearfield, Pa.	48	6
Lally, Joseph S., Assistant Supervisor, Bridges & Buildings, Rochester, N.Y.	47	4
Lamb, James, Mine Superintendent, Indiana, Pa.	27	0

Laraby, Earl D., Telegrapher, Pennsylvania Division	44	10
Lasher, Francis O., Gang Foreman, Wesleyville, Pa.	46	4
Lenz, Harry J., Machinist, Palatine Bridge, N.Y.	28	1
Leone, Pasquale, Boilermaker Helper, Avis, Pa.	31	10
Leoni, Antonio, Section Laborer, Lyons, N.Y.	32	3
Linch, Walter, Car Repairer, Kankakee, Ill.	37	10
Livingston, William G., Section Laborer, South Anderson, Ind.	23	5
Lopez, Pedro, Tugboat Fireman, New York City	30	6
Lostumbo, Domenico F., Car Inspector & Repairer, Port Morris, N.Y.	29	3
Lucas, William, Car Repairer, McKees Rocks, Pa.	27	0
MacPhee, Peter, Assistant Foreman, Boston, Mass.	41	4
McCabe, Martin J., Sheet Metal Worker, Cleveland	28	0
McCormick, Andrew D., Conductor, Niles, Mich.	39	0
McCullough, Curtis E., Water Service Foreman, Terre Haute, Ind.	44	9
McElroy, William R., Laborer, Collinwood, O.	24	2
McGee, William A., Assistant Engineer, Cleveland	42	2
McGowan, Lewis F., Chief Clerk, New York City	35	1
McGranahan, Elmer L., Locomotive Engineer, Erie Division	45	7
McGregor, William A., Conductor, Terre Haute, Ind.	31	10
McMillan, Hugh G., Assistant Engineer, New York City	41	5
McInroy, William H., Agent-Telegrapher, Pennsylvania Division	52	4
McKain, Clarence H., Conductor, Kalamazoo, Mich.	29	11
McQuade, Harold R., Machinist, West Albany, N.Y.	39	10
McWhirter, Daniel B., Brakeman, Peoria & Eastern	31	2
Marleau, Fred J., Telegrapher, Toledo, O.	33	4
Marshall, David W., Engineering Accountant, Cincinnati	40	6
Maurer, Frederick H., Gang Foreman, Beacon Park, Mass.	29	1
Melms, William A., General Inspector, Detroit	40	0
Mench, Owen R., Supervisor of Track, Watertown, N.Y.	49	0
Merkel, Charles L., Locomotive Engineer, Buffalo Division	46	4
Milligan, James W., Car Inspector, Dickerson Run, Pa.	37	4
Monda, William A., Sub-Foreman, Detroit	33	0
Montrose, James M., Conductor, Detroit Division	45	11
Moon, John S., Section Laborer, Sandusky, O.	21	10
Moses, Edwin P., Engineer, Car Equipment, New York City	46	6
Moulton, Clarke B., Freight Claim Agent, Boston, Mass.	40	6
Musello, John, Boilermaker, West Albany, N.Y.	32	9
Natsoules, Vangelos E., Carpenter, Detroit	31	5
Neblung, Edward F., Chief Clerk-Cashier, LaPorte, Ind.	44	8
Nelson, Robert G., Ticket Clerk, Toledo, O.	34	0
Noon, Thomas A., Fuel Inspector, Buffalo	28	9
Nowling, Bert, Laborer, Brightwood, Ind.	37	5
O'Brien, Thomas F., Real Estate Engineer, New York City	26	5
Ott, John P., Carpenter, Erie, Pa.	27	2
Panaro, Samuel C., Janitor Foreman, Buffalo	42	5
Papero, Pasquale D., Section Foreman, Gardenville, N.Y.	37	10
Parmington, Clarence A., Telegrapher-Leverman, Syracuse Division	52	2
Patterelli, Nicholas, Section Laborer, Canastota, N.Y.	26	1
Petz, Albert, Switchtender, Collinwood, O.	32	2
Pheggar, Charles W., Freight Car Inspector, McKees Rocks, Pa.	45	6
Pisciotti, Bartolo, Trucker, New Printup, Cecil F., Traveling Freight Agent, Atlanta, Ga.	26	10
Prince, James A., Engine House Foreman, McKees Rocks, Pa.	31	8
Quarneri, Dominic B., Boilermaker Helper, West Albany, N.Y.	31	3
Quinn, Solomon D., Machinist, West Albany, N.Y.	36	5

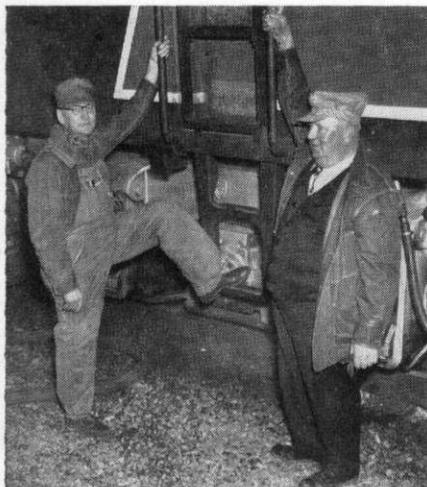


E. W. JORDAN (upper left), Accountant, and E. H. Sartain (below), Signal Foreman, both of New York, have retired. Walter Bronson's sons (right) see his last Hudson Div. run.

Radoslovich, Matthew A., Barge Captain, New York City	29 2
Rehklau, Marvin C., Assistant Valuation Engineer, Cleveland	47 5
Reim, William C., Towerman, Worcester, Mass.	33 10
Relyea, William, Machinist Helper, West Albany, N.Y.	29 10
Rendine, Michael, Boilermaker Helper, West Albany, N.Y.	27 1
Reynolds, Charles R., Inspector & Repairer, Corning, N.Y.	34 3
Rickard, Willard L., Division Foreman, Erie Division	29 2
Roberts, John G., Conductor, Canada Division	45 7
Robertson, William H., Car Repairer, Harrisburg, Ill.	26 1
Rogers, John C., Assistant General Yardmaster, Detroit	31 6
Roy, Arsene A., Traveling Freight Agent, Worcester, Mass.	46 1
Royce, Fred L., Wire Chief, Syracuse, N.Y.	47 1
Sarver, Harry B., Section Laborer, Marysville, O.	28 6
Sawoniuk, Maksym, Coach Repairer, Beech Grove, Ind.	31 0
Scata, Giacomo, Laborer, East Rochester, N. Y.	24 6
Schmid, John G., Machinist, Harmon, N. Y.	24 0
Schmidbauer, Matthew J., Sheet Metal Worker Helper, West Albany, N.Y.	38 9
Schmidt, Paul C., Locomotive Engineer, Detroit Division	45 10
Schmidt, Edward M., Yardmaster, Pittsburgh	41 7
Schmitz, Joseph F., Locomotive Engineer, Mohawk Division	48 11
Schneider, Andrew C., Receiving Clerk, Pittsburgh	41 9
Schuetter, Louis, Car Inspector, Niles, Mich.	42 6
Schultz, Otto A., Checker, Chicago	33 7
Schumann, Ernest W., Brake-man, Syracuse Division	45 3
Scott, Charles F., Machinist, West Albany, N.Y.	45 0
Secor, Fred D., Locomotive Fireman, River Division	50 1
Seidler, William C., Car Inspector, LaPorte, Ind.	33 7
Sheeran, Charles J., Conductor, Michigan Division	45 3
Sherbrook, Harry E., Conductor, Detroit Division	44 5
Shothhafer, Leo F., Conductor, Hudson Division	45 10
Shuler, James H., Machinist, West Albany, N.Y.	40 9
Shultz, John O., Machinist, West Albany, N. Y.	31 0
Shumaker, John, Conductor, Mohawk Division	41 1
Siebert, Edward, Blacksmith Helper, West Albany, N.Y.	34 3
Sigond, George L., Engineer Draftsman, Albany, N. Y.	49 4
Silvestri, Sam, Freight Trucker, Buffalo	28 2
Size, James A., Machinist Inspector, St. Thomas, Ont.	45 7
Slavin, William J., Locomotive Engineer, New York City	44 10
Slyer, Thomas J., Foreman, West Albany, N. Y.	29 0
Smith, Harry, Assistant General Yardmaster, Selkirk, N.Y.	46 7
Smith, Francis U., Brakeman, St. Lawrence Division	35 4
Snyder, Harmon L., Switch-tender, Air Line Junction, O.	35 1
Snyder, Harry L., Mechanical Inspector, Indianapolis	24 5
Spear, John, Car Inspector & Repairer, Gibson, Ind.	42 5
Spindler, William E., Car Inspector, McKeesport, Pa.	33 0
Stadler, Joseph G., Machinist, West Albany, N.Y.	49 3
Stafford, Leroy M., Electrician, Englewood, Ill.	31 9
Stanonik, Mathew, Painter, Beech Grove, Ind.	34 4
Stauffer, Carl, Machinist, Collinwood, O.	41 6
Stecher, George H., Head Collection Clerk, New York City	44 11
Stemm, Benjamin F., Signalman, Chicago	33 4
Stewart, Harry C., Plumber Foreman, Clearfield, Pa.	34 1
Stocker, Edward A., Locomotive Engineer, Toledo Division	49 3
Strawhecker, Edward, Locomotive Engineer, Erie Division	42 3
Sturgis, Harry M., Telephone & Telegraph Maintainer, Springfield, Mass.	43 4
Sullivan, James D., Agent, New York City	37 11
Swaney, Otis A., Freight House Foreman, Anderson, Ind.	41 1
Sweeney, Charles M., Brakeman, Hudson Division	44 7
Swint, Anthony, Machinist, West Albany, N.Y.	33 0
Switzer, Harold H., Conductor, St. Lawrence Division	30 9
Synowka, Joseph, Freight Car Repairer, McKees Rocks, Pa.	34 4
Szczepkowski, Lucyan, Machinist, West Albany, N.Y.	34 0



RECENTLY retired Conductors at New York are, top to bottom, Robert Pirie and Louis Murray. At right, Leroy Relyea, Superintendent at Weehawken, N. J., ends half century with NYC.



JOINING end of year retirements are (left) Bert Hart, Conductor, New York, and (right) E. G. Banker and C. R. Fahlbusch, Twentieth Century Enginemen in the Toledo area.

Szerszen, Joseph, Boilermaker, West Albany, N. Y.	40 4
Taylor, James C., Chief Inspector, Rochester, N. Y.	42 1
Tefft, Orren J., Locomotive Engineer, Michigan Division	39 7
Ter Doest, George A., Crossing Watchman, Toledo, O.	16 4
Thomas, Benjamin H., Signalman, Chicago	32 7
Thomas, Walter H., Machinist, West Albany, N. Y.	33 1
Thompson, Dwinel B., Mechanical & Electrical Engineer, New York City	28 3
Thorpe, Frank E., Conductor, Western Division	43 9
Tompkins, Ernest R., General Foreman, Hobson, O.	43 5
Torak, Alex J., Locomotive Engineer, Erie Division	35 1
Traylor, Frank C., Conductor, Detroit	31 5
Tuck, James L., Conductor, Hudson Division	46 2
Tucker, Jesse H., Locomotive Engineer, Toledo Division	45 1
Ullom, Don B., Locomotive Engineer, Elkhart, Ind.	41 2
Umphey, Chester G., Locomotive Engineer, Syracuse Division	45 2
Valende, Salvatore, Boilermaker Helper, West Albany, N.Y.	23 0
Vance, George M., Locomotive Engineer, Erie Division	42 0
Vandall, Van, Conductor, Dickinson, W. Va.	45 10
VanDerhyden, George G., Locomotive Engineer, Mohawk Division	44 7
VanWie, Lewis T., Brakeman, Pennsylvania Division	34 5
Vaughan, Albert G., Telegrapher, Mansfield, Ill.	48 4
Waide, William R., Signal Supervisor, Columbus, O.	44 7
Wagoner, Howard, Machinist, West Albany, N. Y.	47 11
Walter, Adam A., Trainman, McKees Rocks, Pa.	48 10
Weaver, James E., Locomotive Engineer, Western Division	46 0
Wehenkel, Fred J., Lineman, Detroit	34 3
Weibel, Albert S., Machinist, West Albany, N. Y.	44 1
Weigand, Matthew, Machinist, West Albany, N.Y.	47 1
Welling, James R., Chief Clerk, Toledo, O.	42 1
Wenzel, Joseph J., Boilermaker, West Albany, N. Y.	34 11
Wheeler, Wilfred C., Locomotive Engineer, Michigan Division	46 7
White, Chauncey A., Conductor, Bucyrus, O.	40 2
White, Clyde H., Train Dispatcher, Mattoon, Ill.	41 2
Whitehead, Bert R., Signal Maintainer, Elkhart, Ind.	40 5
Whiteside, Fred R., Tallyman, East St. Louis, Ill.	37 10

Widmeyer, Frank M., Checker, Elkhart, Ind.	28 2
Wilcox, Joseph C., Iron Worker, Albany, N. Y.	25 7
Wilhelm, Walter C., Foreman, West Albany, N. Y.	46 11
Wilson, Arthur H., Locomotive Engineer, Western Division	48 1
Wirth, Frederick, Chief Clerk, Nottingham, O.	44 1
Wisocovicz, William B., Freight Carpenter, McKees Rocks, Pa.	34 0
Wolfe, William H., Agent, Selkirk, N. Y.	45 5
Wolflager, John, Receiving Clerk, Chicago	17 7
Womer, Earl W., Sheet Metal Worker, West Albany, N.Y.	35 6
Wood, Louis E., Machinist, Harmon, N.Y.	31 4
Wright, Howard O., General Yardmaster, Syracuse, N.Y.	49 1
Yost, William M., Locomotive Engineer, Toledo Division	41 7
Young, Orin E., Locomotive Engineer, Michigan Division	47 11
Zalubas, John, Caller, Chicago	28 3
Zeolla, Frank S., Machinist, DeWitt, N. Y.	28 1
Zickas, Joseph A., Boilermaker, West Albany, N. Y.	37 8

BIGGER CHECKS DUE THIS MONTH

The Railroad Retirement Board reports it is working at the peak of its capacity in an all-out effort to have checks which go to retired railroaders in December reflect the increased benefits recently enacted by Congress.

Increased annuities became effective November 1, and checks sent out during December cover the month of November. It is expected that about 95% of those who are entitled to increased benefits will receive them in their December checks.

The Board has issued a plea for patience on the part of all those expecting increased benefits. Cooperation is asked of retired railroaders in not writing to the Board's offices about anticipated increases now. The fewer letters the Board has to answer, the sooner the adjustments can be made.

About 360,000 retired railroaders and survivors of railroad employes will receive larger checks this month. About 25,000 New York Central people are on the Board's rolls.

Increases authorized by Congress will raise benefits for retired employes by about 15%. Checks going to widows, children, and parents of deceased railroad employes will rise by about 33 1/3%.

Other features of the new law, covering such things as credit for service after age 65 and wives' benefits, will become effective at a later date, the Board says.

Senate Report Talks Plain

Since April, 1949, a subcommittee of the Senate Committee on Interstate and Foreign commerce has been studying this country's land and water transportation system. It has made a careful study of the railroads, the trucking industry, and the river, lake and barge carriers. The subcommittee recently issued a "progress report" of its findings.

For railroad people, the report is one of the most encouraging declarations in a long time, for it reveals a frank survey of conditions in the transportation industry and "calls a spade a spade" in examining the policies of government toward different forms of domestic transportation. It makes a number of recommendations which, if carried out, will result in fairer treatment for the railroads and also in a stronger national transportation system.

Far-reaching Survey

Basically, the subcommittee tried to find out whether certain objectives of the country's stated national transportation policy are being achieved. The things it looked for are:

1. Fair and impartial regulation;
2. Sound economic conditions in transportation and among the several carriers;
3. The establishment and maintenance of reasonable charges for transportation services;
4. The development of a national transportation system adequate to meet the needs of the commerce of the nation, of the postal service, and of the national defense.

Briefly, here is what it found:

1. Fair and impartial regulation of all modes of transportation does not exist;
2. Discrimination of various kinds, especially against the railroads, threatens the economic soundness of the transportation system;
3. Subsidies distort transportation charges and divert traffic from the railroads to motor, water and air carriers;
4. This country has a transportation problem of major proportions, and speedy action is needed to save the transportation system from breakdown.

Senators Bricker of Ohio and O'Connor of Maryland sponsored the report. "No earlier investigation has been as thorough, as far-reaching, or as productive of facts" as this one, Senator Bricker said in presenting it to the Senate. Senator O'Connor called the report "the most up-to-date study of the subject available" and said it "provides a valuable basis for some much needed legislation in the field of transportation."

The subcommittee dug into the subject of federal regulation of land and water carriers. The report points out a number of fields in which the rail-

roads are regulated much more strictly than are their competitors, with the result that the competitors enjoy an advantage in securing traffic. For instance, while truckers who have the status of common carriers are subject to rate regulation by the Interstate Commerce Commission, a variety of escapes from such regulation are open to a large number of motor carriers.

Present Regulation Unfair

Truckers of agricultural products, for example, are free from I.C.C. regulation as to rates. This means they do not have to publish their rates, nor do they have to charge the same price to every shipper. Also, they can pick and choose their commodities, hauling the more profitable ones and rejecting the others.

The report carefully analyzes other means by which large groups of truckers are able to dodge the type of regulation which governs the railroads. Not subject to rate regulation are "contract carriers," who, instead of accepting whatever traffic is offered, enter into agreements with shippers to haul goods for them at rates determined between them. The agreed rates must be filed with the Interstate Commerce Commission and may be examined by interested parties, but considerable maneuvering is possible in the form of granting or withholding extra services under the disclosed rate. Another big advantage enjoyed by contract carriers is their freedom to "shop around" for the most profitable kinds of traffic.

In straightforward manner, the report discusses government favoritism in promoting and "protecting" other forms of transportation, frequently at the expense of the railroads. This passage from the report states the situation:

"The Federal Government's promotional activities have operated to prevent the 'sound economic conditions in transportation' envisioned in the de-


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clared policy of Congress. When the Army Corps of Engineers plans an expensive inland waterway improvement project it does not consider the effect of its action on other forms of transportation. The airport and airway development programs of the Civil Aeronautics Authority and the subsidy program of the Civil Aeronautics Board are carried on without regard to the possibility that the revenues of competing carriers may be impaired dangerously. Although the Federal Government has spent billions of dollars in providing certain transportation facilities, there has been no consistent policy with regard to payment for the use of such facilities.

Consistent Policy Needed

The subcommittee warns that the entire national transportation system is threatened by "the impoverishment of the railroads." The report states that "The railroad industry stands virtually alone in its failure to share in the general postwar prosperity. . . . The fact that railroad earnings have been inadequate at a time when the volume of traffic has been at record peacetime levels indicates that even a mild recession might bankrupt the industry."

The report cites a number of causes for the railroads' difficulties. Among them are:

1. Stricter regulation of railroads than of their competitors;
2. Subsidies to competitors;
3. Removal of competitive freedom, especially as to rates, from railroad management.

In its conclusion, the report states that the aim of our national transportation policy—the development and preservation of a strong, healthy, well-balanced transportation system—has failed to be reached because actions of Congress and of the Interstate Commerce Commission have disregarded essential elements of the national transportation policy. Delay in correcting the situation, it implies, could be fatal.

