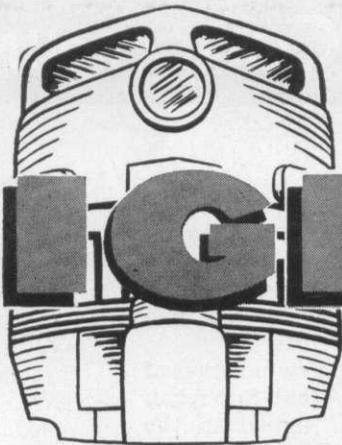




HEADLIGHT



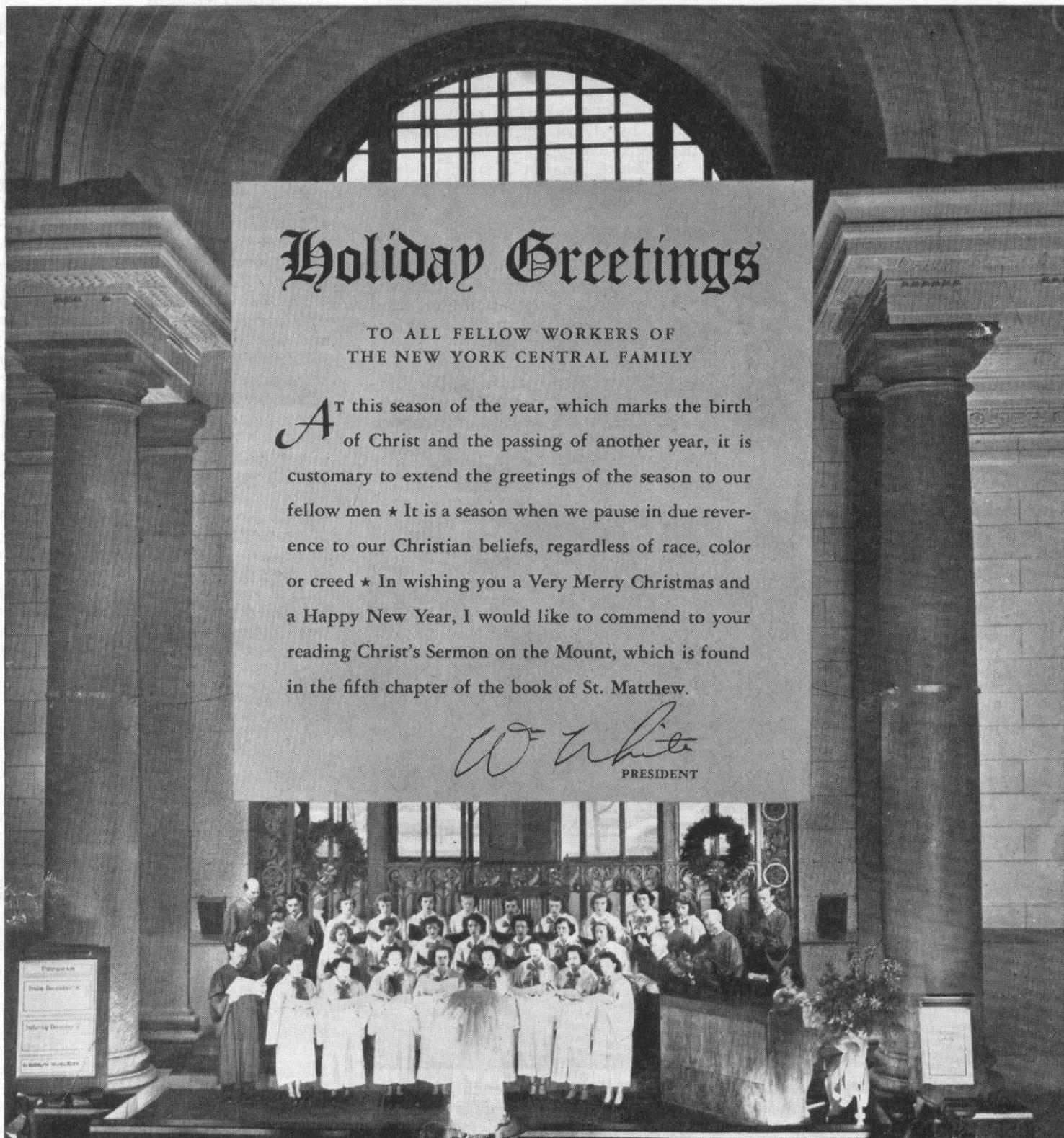
DECEMBER, 1952

Holiday Greetings

TO ALL FELLOW WORKERS OF
THE NEW YORK CENTRAL FAMILY

AT this season of the year, which marks the birth of Christ and the passing of another year, it is customary to extend the greetings of the season to our fellow men ★ It is a season when we pause in due reverence to our Christian beliefs, regardless of race, color or creed ★ In wishing you a Very Merry Christmas and a Happy New Year, I would like to commend to your reading Christ's Sermon on the Mount, which is found in the fifth chapter of the book of St. Matthew.

W. White
PRESIDENT



NYC employes chorus singing Christmas carols in Michigan Central Terminal, Detroit

CONCERNING THE

NEW YORK
CENTRAL
SYSTEM

New Position Established

The Central is moving to coordinate all phases of its commuter services and provide a closer relationship between the railroad and the passengers who use its commutation facilities.

For this purpose, the new position of General Passenger Agent-Suburban has been established. Named to the position was Warren H. White, formerly Assistant General Passenger Agent at New York.

In his new assignment, Mr. White will continue to have his headquarters in New York, hub of the Central's greatest volume of commutation business.

In announcing the appointment, F. H. Baird, Assistant Vice President-Passenger Traffic, said, "Mr. White will devote all of his time to commuter phases of railroad transportation and will work closely with all communities in the suburban areas and with commuter groups."

Mr. White will study effects of population and industrial changes of the past ten years in the constantly developing suburban territory served by NYC. He will also look into travel habits of commuters' families and try to find means to improve service and increase use of NYC trains during non-rush hours.

In this way it is expected that the railroad and the commuters will get to know each other's problems more intimately and be able to solve such problems more easily.

Creation of this new post is one of several steps taken by NYC to improve its commuter service in the last few years. One hundred new air-conditioned multiple-unit cars have been placed in service since 1950 and about 90 per cent of the coaches running beyond the electrified zone in the New York area are air-conditioned. Many in the latter group are equipped with reclining seats. All commuter trains in the New York suburban area are now pulled by diesel locomotives beyond the electrified zone.

Mr. White, a native of Quincy, Mass., joined the Central in 1937.

New Timetable Out

A new NYC passenger timetable took effect Dec. 7. Featured is the Central's service, in cooperation with other roads, from mid-System cities to Florida's winter vacation spots.

The New Royal Palm offers daily sleeping car service from Buffalo, Detroit and Cleveland to Miami. A reserved-seat coach is also operated on the train from Detroit to Miami.

Vacation-bound Detroiters can leave

any night at 11:30 and be in Miami 36 hours later. From Buffalo, the trip takes four hours longer. Clevelanders can make it in 35½.

The cars are operated via Cincinnati, where they are switched to the Southern Railway, which takes them to Jacksonville, Fla., for transfer to the Florida East Coast Railway.

Not Selling Enough

The railroads "aren't selling enough passenger transportation," said F. H. Baird, NYC's Assistant Vice President-Passenger Traffic, in an address to the American Association of Ticket Agents.

Talking to the group at their recent convention in Miami, Mr. Baird said proof for his statement could be found in "empty seats in the coaches and empty space in the Pullman cars" and in "the ironic fact that as highway traffic becomes more nerve-wracking and more dangerous more people nevertheless make their trips by auto."

Mr. Baird urged the ticket agents to consider themselves first as salesmen, and ask themselves, "Are we really selling? Do we think of ourselves as sales people? Or do we consider ourselves merely custodians of a window or counter, who will give people something if they come up and ask for it—provided, of course, they're clever enough to know what they want?"

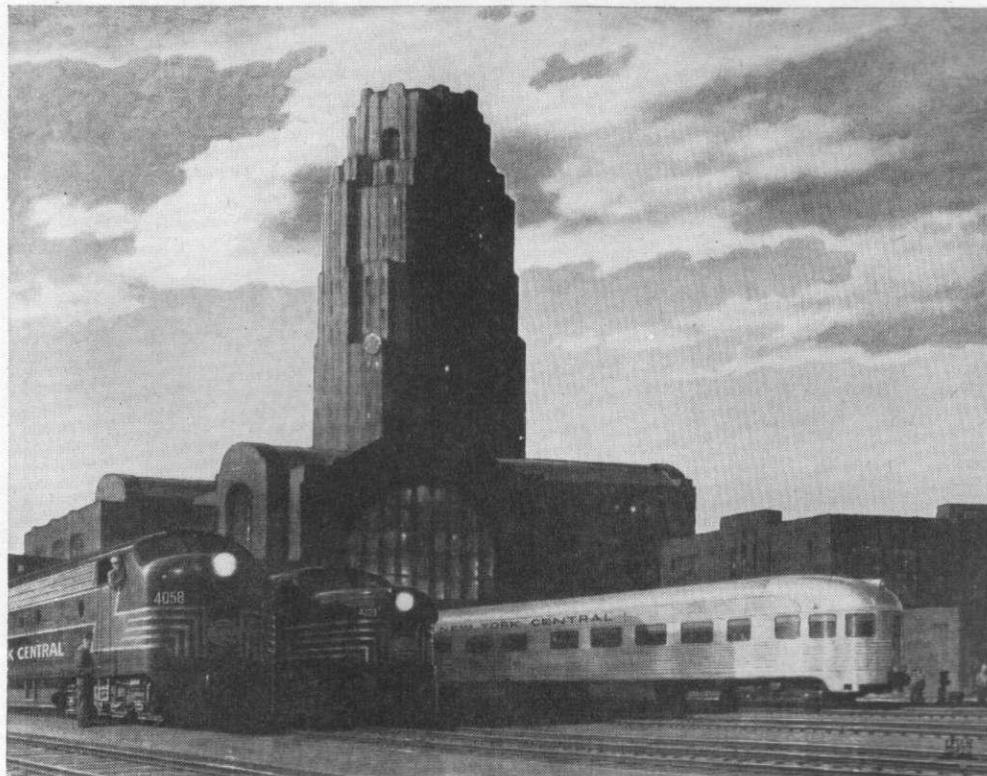
"It's no answer," Mr. Baird declared, "to say that our customers are being weaned away by newer, flashier forms of subsidized transportation. Such agencies do not have the essentials of year-'round service we possess, nor the qualities of safety, comfort, relaxation and dependability. We have the facilities, the advertising, the tools—but the question arises whether we are using them in our own best interest."

Gift Christmas Tree at Utica

NYC's station in Utica, N. Y., where the idea originated for having Christmas trees in railroad stations, will boast a tree this year donated by a man whose company is a large shipper of freight over the Central. His gift is an expression of appreciation for the good service he has received from Central people.

NYC employes in Utica for many years have set up a tree in the station and trimmed it. They regard it as their contribution to spreading of the spirit of the holiday season and have limited donations for the tree and the trimmings to those from NYC employes. This marks the first time they have accepted an outside gift for the occasion.

The station will also have a musical



BUFFALO CENTRAL TERMINAL is the site depicted on NYC's 1953 wall calendar, distributed widely among shippers and other customers of the railroad. Reproduced here is artist Leslie Ragan's painting of the terminal seen from the train yard with streamliners in the station.

program for the holidays, which will include choruses from the Utica public schools and other singing groups. Similar musical programs and decorations will be used in other stations throughout the System.

Traffic, Earnings Improve

October, traditionally one of the best months for railroad earnings because of brisk industrial activity and resulting high traffic volume, saw the Central recording net income of \$6,270,999.

This profit was earned on operating revenues of \$75,346,254, representing the best volume of business in any month so far this year.

Operating revenues for the first ten months of 1952 total \$663,120,594. From this money taken in, the Central was able to retain only \$13,932,308 in net income. In other words, from January through October only two cents out of each dollar of operating revenues were kept as profit.

NYC Director Named U.S. Envoy

Winthrop W. Aldrich, a member of the Central's Board of Directors, has been nominated by President-elect Eisenhower to be United States Ambassador to England. Mr. Aldrich has been on NYC's Board since May, 1949.

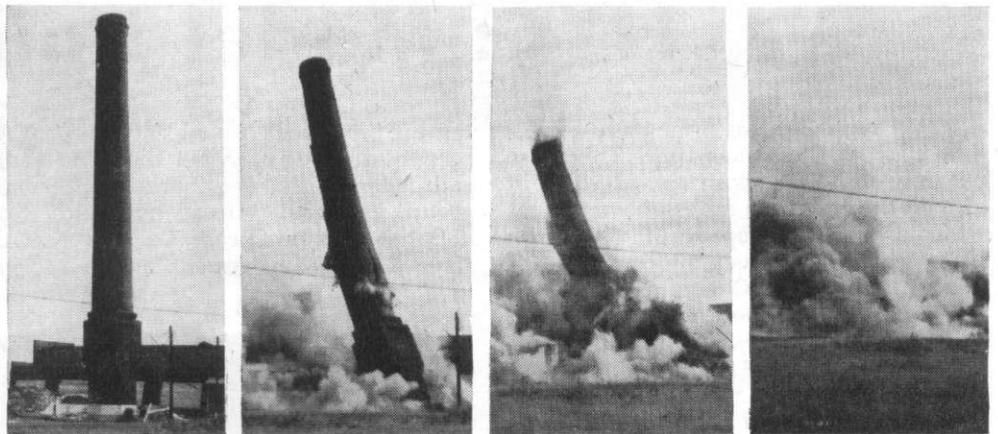
Tells NYC Freight Story

Fast freight service—New York Central style—is the subject of a fast moving article in the January, 1953, issue of *Real* magazine, due on newsstands Dec. 19. The article affords an interesting look behind the scenes of fast freight operations. Kevon Hastings Jones, author of the article, rode NYC's Pacemaker freight train from New York to Buffalo and back, gathering story material.



Utica Observer Dispatch photo

NYC STATION at Utica, N. Y., was the scene of a welcoming ceremony recently for General of the Army Douglas MacArthur (center in light coat). The General is now chairman of the board of Remington Rand, and was on his way to inspect their plant at Ilion, N. Y.



Utica Observer Dispatch photos

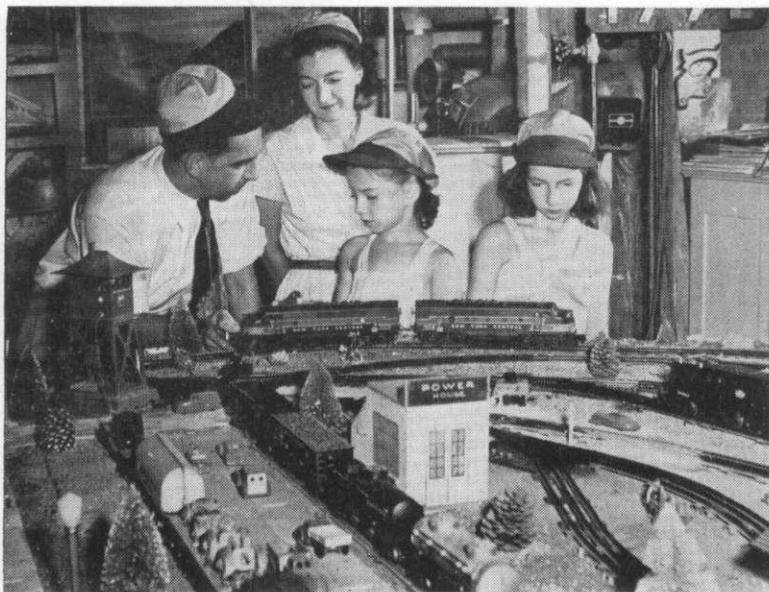
TUMBLING SMOKE STACK made good model for these photos. No longer needed at Utica, N. Y., round house now that all NYC operations there have been dieselized, the 125-foot brick and tile chimney was demolished with 60 pounds of dynamite which was packed into 80 holes drilled into the base. At left is the stack before the dynamite charge was set off. Center pictures show it tumbling. View at right shows the dust that lingered after stack fell.



LOOKING OVER safety award made recently by State of New Jersey to NYC Marine Repair Shop, Weehawken, N. J., are (from left) H. B. Tucker, Division Superintendent; W. C. Buttron, Shop Superintendent; D. E. Mumford, Manager of Safety; F. B. Hank, General Manager; A. W. Dietrich, Assistant Superintendent, Marine department.



PRESENTING Harriman Award for safety record of Cleveland Union Terminal, J. M. Fitzgerald (left), for American Museum of Safety, gave certificate to Superintendent A. G. Teets.



MODEL RAILROADING has been a family affair for the Bob McKeands. His wife and daughters Elsie and Roberta often join him at basement layout. Roberta likes to shoo others out and run the trains herself.



CHRISTMAS SHOPPING is what they were supposed to do, but these three NYC men couldn't resist Macy's (New York) trains. From left, Charles Maxson, Bob McKeand, Henry Klatte.

NYC: Model Railroad

NEW York Central trains are extra-busy at Christmas time. This is so not only on NYC's own right-of-way but also on the countless miles of tracks that wind around the bases of Christmas trees in homes all over the country. Not to mention the NYC engines that pull passenger streamliners and high-speed freights over bridges and through tunnels in thousands of toy departments of stores. And it's a safe bet that if you could catch up with old Santa himself, you'd find the famous NYC oval on a model train in his pack.

The Central is one of the most widely modeled railroads in America. This applies not only to the toy trains that Junior and Dad fight to play with on the living room floor, but also among the serious hobbyists who build their own models and have moved miniature railroading out from under the Christmas tree into the realm of year-'round fun.

Model railroading as a hobby has come a long way since 1900. That was the year Joshua Lionel Cowen built a miniature railroad car, powered by a dry cell battery, and sold it, together with a loop of brass track, to a restaurant owner who used it for a window display. The price was four dollars.

Modern models puff real smoke, blow whistles that are hard to tell from those on real engines and chuff like actual steam locomotives. To add realism to their layouts, fans now can buy commercially made recordings of train sounds made at NYC's Harmon, N. Y., yards. American Flyer and Lionel, the two leading model manufacturers, build their replicas from the blueprints used by manufacturers of NYC's actual equipment.

It may surprise some to learn that people who earn their living at railroad-

ing are numerous among model fans. A recent survey by Lionel disclosed that railroaders lead all other occupational groups as model railroad hobbyists.

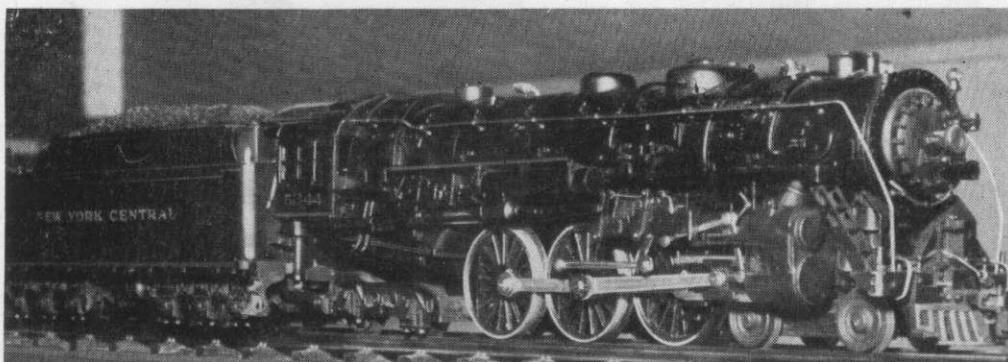
Bob McKeand, Lease Clerk in NYC's Land & Tax department and a model

railroader, thinks he knows the reason from his own experience. Bob wanted to start as a locomotive fireman, but when he applied for a Central job back in the '30's only office work was available.

Bob likes his job even though it keeps



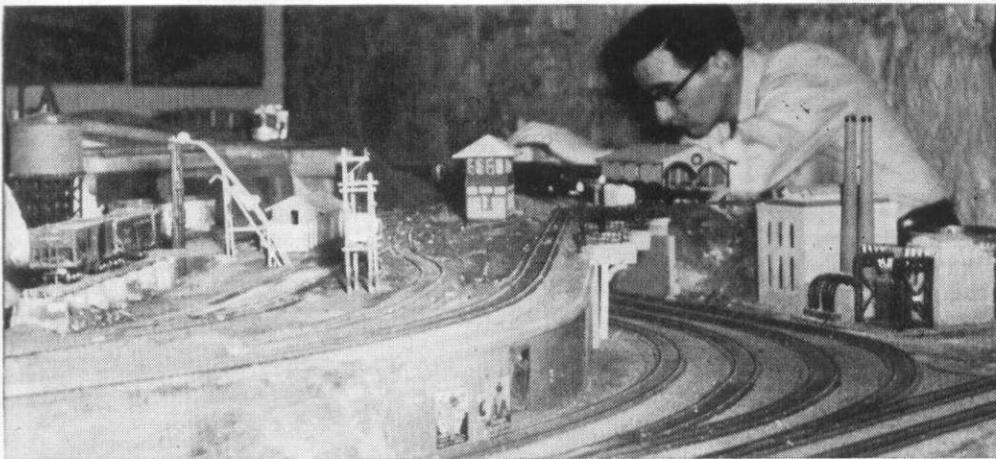
SMALL CITY exists in Elyria, O., basement, where NYC man Arthur Worcester has helped build replica of NYC station and surrounding structures and runs models of NYC engines.



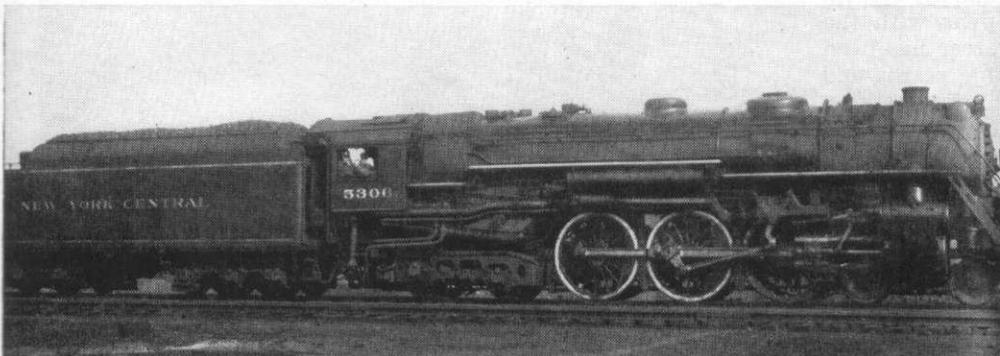
TWINS? Yes, but one of these two NYC Hudson locomotives is a model. Can you tell which is the real thing? The one on the right, of course, but the Lionel model is a remarkably



BUILDINGS as well as trains are duplicated with painstaking detail by model fans. Central diesels are "serviced" in miniature shop (above) on layout in Lionel's New York showroom. It's hard to tell this one from real shops like one at Collinwood, O. (left), where Central engines are kept. Working turntable lends an air of realism to make believe railroading.



RAIL FAN Ed Meany, NYC Ticket Seller, makes adjustment to train on Greater Putnam Railroad. It's part of Yonkers, N. Y., club's H-O gauge replica of NYC's Putnam Division.



good replica. Head of Lionel Corp. considers it the best they ever made. Models of NYC trains are favorites among model fans who buy American Flyer and Lionel equipment.

him at a desk. But he still has a hankering for rolling trains and a clear track ahead, and he finds an outlet for this urge in model railroading.

Many model fans get together in clubs, like the one in Yonkers, N. Y. The tracks are an exact replica of parts of the NYC's Electric and Putnam Divisions, both of which serve Yonkers.

NYC Locomotive Engineer Ed Hoerig and Ticket Seller Ed Meany are members of the club. Rolling stock and motive power for the layout have been made by the members from kits.

One of the most elaborate layouts modeled after the Central is in Elyria, O., built and operated by Arthur Worcester, NYC Towerman, and his friend Paul Lawson. The two men took over the basement in the Lawson home and moved the cellar stairs to place the tracks as they wanted them. They even hollowed out a section of the foundation wall to build a realistic tunnel.

The Worcester-Lawson layout has been valued at \$15,000. It centers around an accurate model of the Central's Elyria station and the surrounding buildings.

The romance of railroading has always had a strong pull for men and boys. Not all of us can be operating railroaders; for those who want to but can't, model railroading offers a solution. Maybe that explains why one railroad man went to a department store recently and bought a model train for his son who had just turned six months.

Centralines

Ruth Grogan, NYC Clerk-Stenographer at Rome, N. Y., has been named treasurer of the New York State department of the National Secretaries Association. She is also



Miss Grogan

a director of the Copper City (Rome) chapter of the group. . . When America's leading Air Force ace, Col. Francis J. Gabreski, went to Chicago recently to attend ceremonies in his honor, he chose NYC's Lake Shore Limited, said he was tired and train trip offered better chance to rest than plane. . . John R. Conte, on military leave from his job in the Maintenance of Way department at Rochester, N. Y., has graduated from the Seventh Army's academy for non-commissioned

officers at Munich, Germany.

Indiana Harbor Belt Railroad Pioneers held their second annual dinner meeting in Hammond, Ind., recently. Group is made up of employees with 30 years or more IHB service. . . An international railroad career came to a close with retirement of John H. Crane, Signal Foreman at Utica, N. Y. He started working for NYC in 1914 after migrating from England where, as a boy, he worked for the London & Northwest Railroad. His job there was polishing the famous "Duke of Edinburgh" locomotive, which pulled the Royal Scot, renowned British train.

Last month's elections sent William O. Sullivan to Massachusetts State House of Representatives, representing his home district in Springfield. Mr. Sullivan is a Clerk in the NYC Signal Engineer's office there. . . American Association of Ticket Agents held their convention this year in Miami, presided over by A. R. Phillips, NYC's City Ticket Agent at Cleveland, who is president of the association. . . Ray T. Mason, Division Freight Agent at Detroit, has been elected vice president of the Traffic Club of Detroit. . . Mr. and Mrs. Horace Whipple recently celebrated their 50th wedding anniversary in Syracuse, N. Y. Mr. Whipple, 48 years a Central man, is a Locomotive Engineer on the Syracuse Division.



Mr. Sullivan

Duane Featherstonhaugh, great-great-grandson of the man who founded the Mohawk & Hudson Railroad, died recently in Albany, N. Y. The M&H was first of many small roads that later became New York Central. Mr. Featherstonhaugh was buried at Duanesburg, N. Y., in the cemetery of a church founded by his ancestors in 1790. . . LeRoy Spooner, Frank Pazzola and Anthony Wonato, all of the Central's Utica, N. Y., freight station, have formed a musical trio and spend their holidays singing western songs to youngsters in the Crippled Children's Hospital in that city.

Unusual record has been made by George W. Simmons, first trick Operator at Taft interlocking station, Anderson, Ind. George recently rounded out his 50th year with the



Mr. Simmons

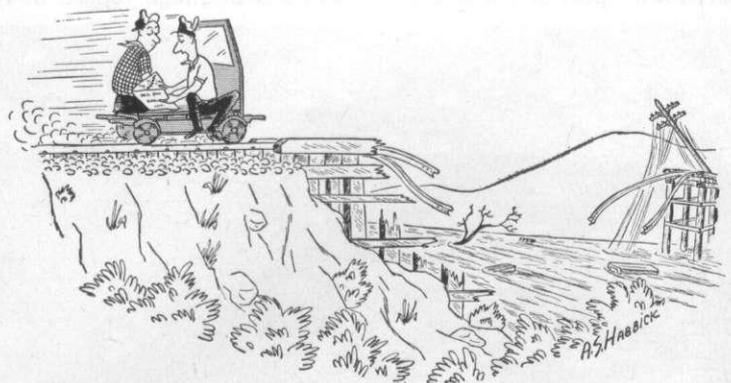
Central. His entire NYC career has been spent working in interlocking plants and he is proud of never having had to stop or delay a train because an interlocking switch was out of adjustment. At 74, he is still on the job at Anderson. . . NYC Veterans Association-Metropolitan Chapter held its annual meeting and dinner at Grand Central Branch, YMCA, in New York. Speakers included Paul Danielson, executive director of the "Y" branch, and Thomas J. McAndrews, special agent of

the FBI, who described some of that agency's work. Group's officers are Andrew Fleischman, president, Leonard H. Rose, vice president, and Fred A. Yeager, secretary-treasurer.

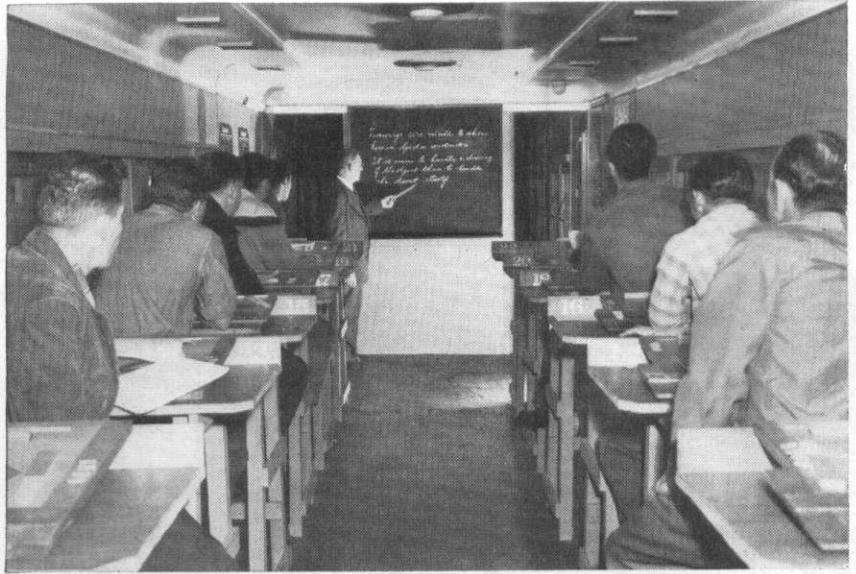
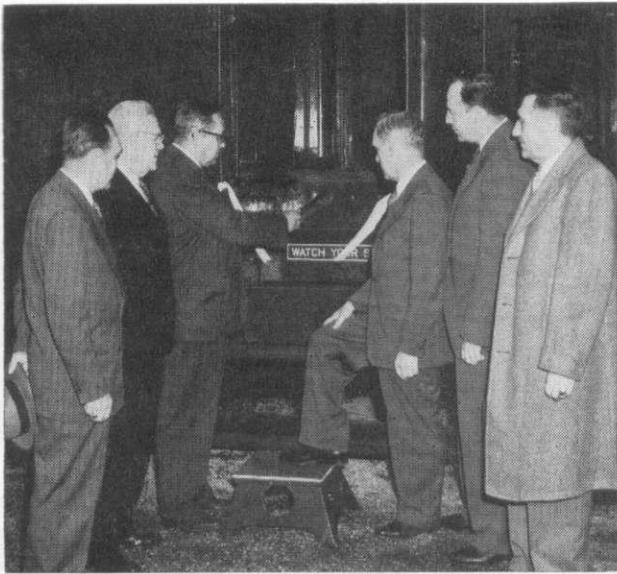
Railroad Quiz

Answers on page 10

- How many driving wheels are there on a 4-8-4 steam locomotive?
 - four
 - eight
 - twelve
 - sixteen
- What is another name for an angle bar?
 - tie plate
 - fish plate
 - rail joint
 - rail spike
- How far apart are standard gauge rails on United States railroads?
 - 4'6"
 - 4'7 1/4"
 - 4'8 1/2"
 - 5'
- What does "potus" mean in railroadesese?
 - the post office car
 - the dining car
 - the private car of the President of the United States
 - the baggage car
- Where is the headquarters of the Railroad Retirement Board?
 - Chicago
 - New York City
 - Washington
 - Cleveland
- What is a flat yard on the railroad?
 - yard for empty and loaded flat cars
 - yard for repair of flat cars
 - a freight yard without a hump
 - yard for storing flat cars
- In which department of the railroad is the station agent employed?
 - Traffic
 - Operating
 - Accounting
 - Equipment
- Approximately how many model railroad fans are there in the United States?
 - 25,000
 - 50,000
 - 75,000
 - 60,000
- How many miles (actual, not scale) of track do model railroaders collectively operate?
 - 1,000
 - 1,500
 - 2,000
 - 2,500
- How many passengers could be seated at one time in all railway passenger-carrying cars in service in the U.S.?
 - 500,000
 - 750,000
 - 1,000,000
 - 1,500,000



"If my calculations are correct, we're exactly two miles from the washout."



SCHOOL CAR was opened by (from left) E. Mustin, F. Edwards, E. Hyatt, G. Churcher, G. Beischer, C. Scripter.

CLASSROOM training of apprentices is carried on by George Churcher, Apprentice Instructor, shown here opening discussion with Harmon trainees.

Harmon Gets Classroom on Wheels

TRAINING of NYC shop employees at Harmon, N. Y., has moved into the classroom. For over 20 years apprentices in such crafts as machinist, electrician, boilermaker, sheet metal worker, painter and carpenter have had on-the-job training. Now this training is being supplemented by classroom instruction.

Under the direction of George Churcher, Apprentice Instructor, an obsolete NYC dining car was converted into a classroom on wheels by employes in the Harmon Freight Yard and Electric Shop.

The instruction car was opened Nov. 17 after a brief ceremony during which E. L. Hyatt, Master Mechanic, cut a ribbon across the car door. Short talks were made by George Beischer and F. E. Edwards, Assistant Master Mechanics, and E. S. Mustin, General Foreman.

Then, the first class of 21 apprentices moved inside the

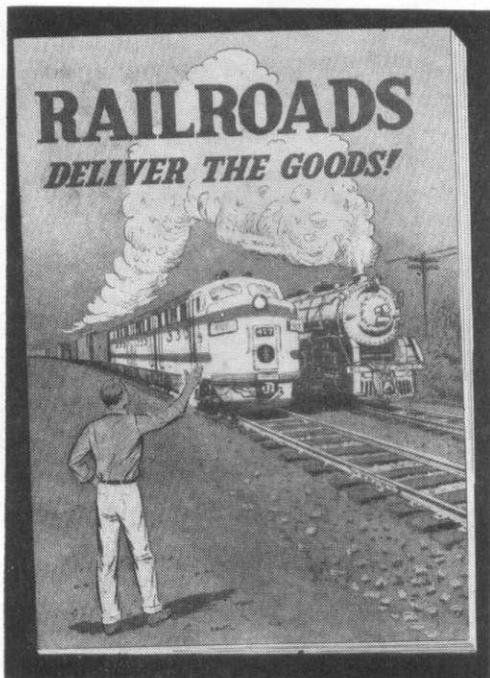
car and took their places at the drawing boards. Mr. Churcher opened a discussion of general drawing principles and the classroom on wheels was in business.

At present, there are 62 apprentices at Harmon, learning the skills necessary to maintain and service electric, diesel and steam locomotives and electric multiple-unit cars. Each apprentice will attend two two-hour classes every week during his four-year apprenticeship.

Early in their training the apprentices take a general course in mechanical drawing and mathematics. The Central provides materials needed in the classrooms, including T-squares, protractors and drawing paper.

Following this general course, specialized training is given in specific crafts. If an apprentice completes the training in less than the usual four years, he may apply for training in a special advanced course.

You Can Get New Cartoon Book on Railroading



A new "comic" book is off the presses, telling the story of how "Railroads Deliver the Goods."

Produced by the Association of American Railroads, the 16-page cartoon-style book takes the reader along on Randy Davis' first day at work as a brakeman. Randy's father is conductor on the same train and, following the pattern of many a real-life story, breaks his son in as a railroader.

Illustrated like an honest-to-goodness comic book, this one shows in words and pictures many of the most interesting facts about railroading. For instance, it explains how a centralized traffic control system makes it possible for two trains moving at high speed in opposite directions on the same track to pass each other without stopping.

The book also describes such fascinating modern railroad operations as two-way radio communication.

The reader climbs into the cab of a locomotive with Randy and learns how

it works. He sees how cars are cut out of the train and others added to it.

Randy begins to see what an important job he has taken on as a railroader and the importance of railroads in moving goods—for peace and defense.

Your youngsters and their friends will enjoy this educational comic book. You can get a copy, or as many as you need, by sending in the coupon on this page. Requests will be filled as soon as they are received.

Headlight
466 Lexington Avenue
New York 17, N. Y.

Please send me _____ copies of the new A.A.R. comic book, "Railroads Deliver the Goods."

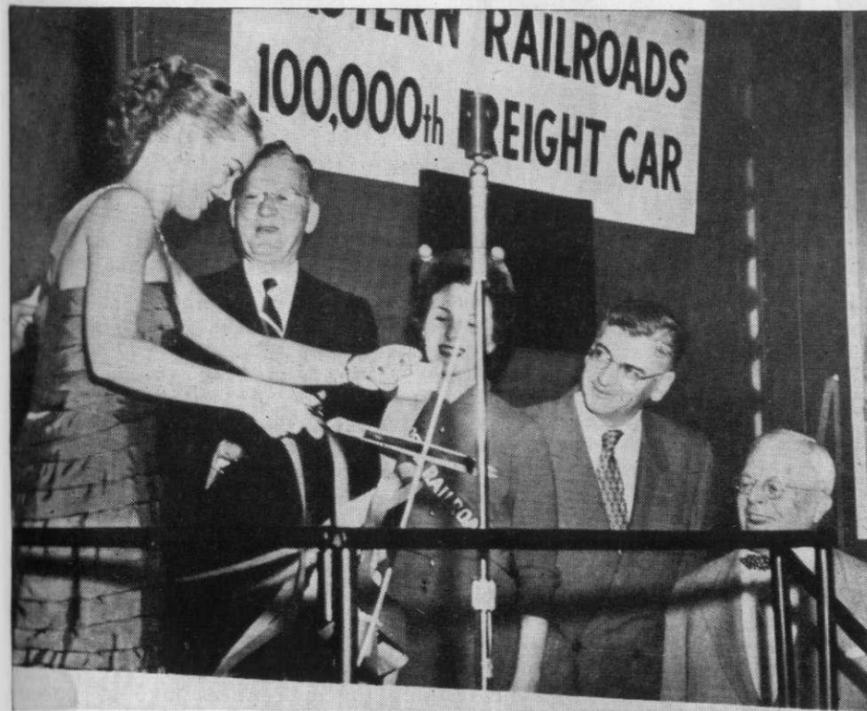
(Name) _____

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(City) _____

(State) _____

HEADLIGHT HIGHLIGHTS



Snip-snip

... goes red tape symbolizing over-regulation of the railroads as exhibit is opened in Boston's South Station to tell public of the railroads' drive for fair treatment. Left to right are: Miss Eastern Railroads, Boston's Mayor John B. Hynes, Miss Boston Railroads, Stephen T. Keiley, General Manager of Boston & Albany Railroad, former Massachusetts Governor Joseph B. Ely.



Winners

... of last season's golf tournament at Niagara Falls, N. Y., and pennant winners of YMCA interclub league are these Central men. Their team represents Niagara Falls chapter of NYC Veterans Association. From left, they are Thomas Callen, Charles Turner, Robert MacDonald, Harry Cain, Paulie Kaczowski, John Dineen and Robert Reagan. They have won 19 trophies.



Singing

... in Central stations throughout the System is tradition observed every year at Christmas. This group of Central employes is shown presenting Christmas program in the Buffalo Central Terminal. They are typical of choral groups of NYC people in many cities who rehearse after working hours on programs that help spread cheer among holiday travelers in busy stations. Tradition is long-standing one. In Grand Central Terminal this year holiday music will be heard for the twenty-second consecutive year, under the direction of Mary Lee Read, who has led GCT music from start.



Interviews

... are conducted every Sunday morning over Peekskill, N. Y., radio station by Jim Grehan (right) whose weekday job is as a Clerk in NYC engine terminal at North White Plains, N. Y. His guest here is another Central man, Engineer Frank Donohue.



Pointing

... on map to his birthplace in Italy is Antonio Marrone, of Watertown, N. Y., shown with his wife on liner *SS. Constitution*, on which they sailed to native land recently. NYC man 28 years, Mr. Marrone was a Machinist Helper at Watertown. After retirement, he left for tour of land he knew as a boy.



Radio Man

... Johnny Andrews has taken over NYC's morning radio program in Cleveland. With his singing and piano offerings, Johnny makes two "live music" shows among the breakfast-time programs sponsored by the Central in 15 on-line cities. Chicago has a "live" show; others feature disc jockies.



At softball trophy presentation

... to Collinwood, O., team were (front l. to r.) Assistant Superintendent D. Campbell; D. Smith, team manager; Joey Quinlivan, bat boy; Asst. Gen. Mgr. W. F. Davis. Rear: J. Quinlivan, D. Ricci, A. Erjavec, J. Penca, R. Busser, W. Dodash, W. Duffin, R. Monk, G. Gotch, R. Hartman, T. Gabor.

Says Safety Same In Cab or Car

At 77, C. R. Allen, retired NYC Locomotive Engineer of Whitehall, Mich., doesn't think there's much use in just talking about safe driving.

A man of action and a driver for 38 years, Mr. Allen believes the best way to make driving safe is for drivers to simply do it—in other words, put all their preaching into practice. His own formula for safety on the highways is to drive his car as he learned to handle Central locomotives during his 45 railroad years.

Mr. Allen feels so strongly about the need for drivers to practice safety that he recently called at the office of the *Chronicle*, Mich., and told the editor about it. The paper carried a story about Mr. Allen and his two careers—one as a successful railroader without a blemish on his record; the other as a driver with more than 1,000,000 auto miles behind him and no accident of any kind. The story presented Mr. Allen's views on safe driving.

Impressed by Mr. Allen's comparison of safe auto driving and safe handling of a railroad train, the *Chronicle* published an editorial a few days after the original story appeared. The editorial urged all motorists to drive their cars in accordance with Mr. Allen's suggestion, with "an engineer's sense of responsibility," remembering one's responsibility to others on the road as well as to himself.

Recalling the beginnings of safety programs on the Central many years ago, Mr. Allen says, "I opposed the 'safety first' idea when it was first proposed. I thought it would key us all up and the railroads would have more accidents. But we were taught that safety is a matter of training and personal discipline—that trained and alert persons can prevent nearly all accidents."

Once safety programs were undertaken on the railroad, Mr. Allen says, it didn't take long for railroad men to learn that infractions of safety rules meant suspension from their jobs.



AT DOOR of car, C. R. Allen is shown about to start another trip. Safety, he says, depends on drivers' sense of responsibility.

He believes the same rules can be applied to auto drivers and would not accept excuses for accidents like, "I was blinded by the other fellow's lights," or "The road was slippery."

Such excuses, says Mr. Allen, are an admission of lack of judgment. A safe driver knows that slippery roads and night driving require greater care and slower speed.

To really get his dander up, tell Mr. Allen people should not be allowed to drive after passing a certain age.

"I'll venture a guess that some of the best drivers on the road are older ones," he declares. "Some people up in years may be unfit to drive, but that's because of physical infirmities, not age."

In all his years of driving, Mr. Allen has received only one traffic ticket. Many years ago he was tagged for driving a car with only one license plate. But he doesn't think he should be blamed too much for it—the car belonged to a friend and he had borrowed it while his own was being repaired.

P&LE Men, Others Get New Posts

William T. Elmes has been named General Manager of the Pittsburgh & Lake Erie Railroad at Pittsburgh, following the retirement Dec. 1 of Charles G. Stewart.

Mr. Elmes was formerly Superintendent of the P&LE.

Born in Beaver Falls, Pa., in 1904, he joined the P&LE in 1926. During World War II Mr. Elmes served as Chief Engineer of the U. S. Military Railways in Europe.



Mr. Elmes

F. L. Foster, formerly Assistant General Manager of the P&LE, has been named to the new position of Assistant to the President. Mr. Foster has been a railroader since 1905, when he joined the P&LE as a Clerk.



Mr. Foster

Succeeding Mr. Elmes as P&LE Superintendent is Andrew J. Henderson, former Assistant Superintendent, who has been with the road since 1922.

Also on the P&LE, Leo G. Kramer, formerly Transportation Inspector, has been appointed Trainmaster at Pittsburgh.

Elsewhere on the System, T. J. Brown has been appointed Trainmaster at Galion, O., and J. C. Maloney has been made Trainmaster at Cincinnati. G. E. Maas has been named Trainmaster at Anderson, Ind.

In the Engineering department, Lyle Bristow, formerly Division Engineer in the Illinois Division, has been transferred to the Ohio Division as Division Engineer, with headquarters at Springfield, O.

R. L. Geis has been appointed Division Engineer at Mattoon, Ill., and J. A. Hawley has been named to succeed Mr. Geis as Assistant Division Engineer at Springfield, O.

In the Freight Traffic department, Neil R. McCormick has been appointed Assistant General Freight Agent at Buffalo, succeeding George E. Taylor, who has retired. Mr. McCormick has been General Freight and Passenger Agent for the Central in Washington, D. C.

Richard M. Cornell, has been named to succeed Mr. McCormick as head of NYC's Freight Traffic office in Washington. Mr. Cornell joined the Central in 1941 and has spent all of his NYC career in the nation's capital.



Mr. Henderson

Quiz Answers

Compare your answers to the Quiz questions on page 6 with these.

1. b. (Eight)
2. c. (Rail joint)
3. c. (4'8½")
4. c. (The private car of the President)
5. a. (Chicago)
6. c. (A freight yard that is not equipped with a hump)
7. b. (Operating)
8. b. (50,000)
9. d. (2,500)
10. d. (1,500,000)

Deaths

James Francis Dolan, 39, Car Cleaner, Utica, N. Y.; joined NYC 1936.

Francesco Dragotto, 56, Freight Stower, Utica, N. Y.; joined NYC 1924.

Martin M. Egan, 83, Conductor, Rome, N. Y.; joined NYC 1899, retired 1940.

Charles B. Freyling, 68, Boilermaker, Bellefontaine, O.; joined NYC 1901.

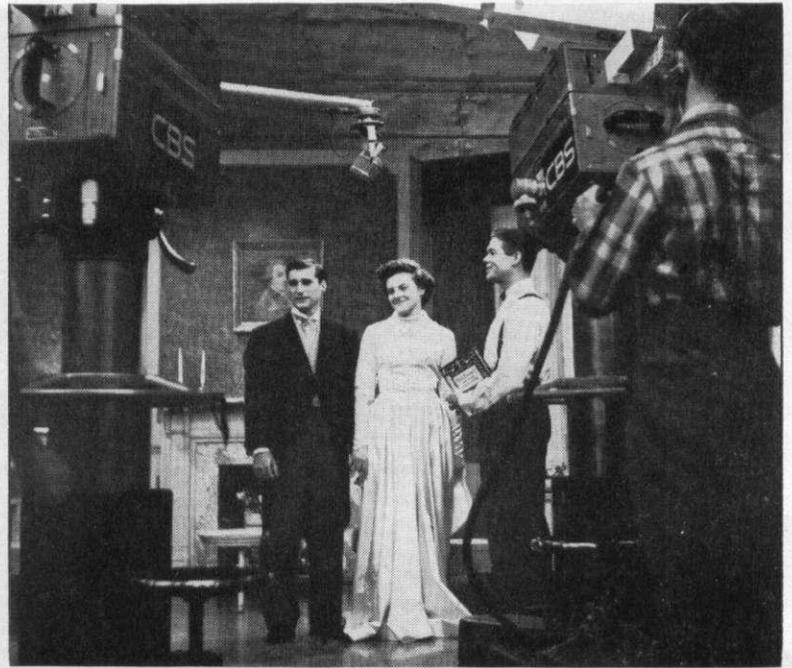
Vincent Gallo, 41, Trucker, Utica, N. Y.; joined NYC 1945.

J. F. Jennings, Superintendent of Equipment, Bay City, Mich.; joined NYC 1891, retired 1941.

F. F. Riefel, 75, Vice President & General Manager, Cleveland. Joined NYC 1892, retired 1946.



SLIPPING OF RING on finger climaxed televised wedding of Thelma Highland, whose romance led to selection for show.



REHEARSAL for their wedding also found bride and groom practicing as television stars. Here they are coached by TV program director.

NYC Girl Married Before Millions

TWO and a half million guests attended the wedding of a New York Central girl on Nov. 3. The bride, Thelma Highland, is a Key Punch Operator in the office of NYC's Auditor of Expenditures at Detroit. Her mother, Mrs. Beatrice Highland, and her Bridesmaid, Marylin Knivel, also work in the same office.

Thelma's marriage to Lawrence Kish took place in New York on the nationwide television program, "Bride and Groom." Her uncle, Rev. Jesse W. Stitt,

performed the ceremony. He is pastor of the Greenwich Village Presbyterian Church in New York City.

Gifts from the program's sponsor to the newlyweds included a honeymoon trip, supplies of sheets and towels, a complete set of silverware, a vacuum cleaner, a radio-phonograph, and that all-important item—a cook book!

Couples interested in being married on the program send their stories to the producers. Those with the most interest-

ing romances are selected. Thelma's story included her difficulty in letting Larry know how she felt about him. Her problem was solved by a 10-year-old cousin who blurted out the situation.

The wedding was originally scheduled for Aug. 21. It was postponed until Larry was discharged from the Army, in which he served for 18 months. As Sergeant First Class Kish, he served in Japan and Korea, receiving a Combat Infantry Badge for front line duty.

B&A Conductor Chosen Man of the Month

Because of his "excellent performance of duty and marked display of courtesy and interest in passengers" NYC Conductor E. Arthur Brown was recently selected "Man of the Month" by the Federation for Railway Progress. The Federation chooses a railroad man for the title each month on the basis of recommendations by travelers and others having contact with the railroads.

Mr. Brown, Conductor on the Boston & Albany Railroad, was awarded a \$25 U.S. Savings Bond, a scroll describing his good work and a lapel pin.

Acting on behalf of the Federation, Wesley W. Treleaven, Superintendent of the B&A, presented the awards to Mr. Brown. Mr. Treleaven told him, "You have made many friends for the railroad."

A train on which Mr. Brown was working was halted at West Brookfield, Mass., because a freight train ahead of it had been derailed. A doctor on Mr. Brown's train inquired about the probable length of the delay, stating he had an appointment to meet some friends who were driving to meet him at Palmer, Mass.

Conductor Brown went to a railroad phone and called the dispatcher to find out if his train would be delayed much longer. Then he accompanied the doctor to a public phone to call his friends. The call was just too late; they had left.



MAN OF THE MONTH Arthur Brown was presented with awards by B&A Superintendent Wesley W. Treleaven (left). Looking on is F. W. Scully, Stationmaster at Springfield, Mass., Mr. Brown's home.

Next, Mr. Brown took the doctor to the local barber shop to inquire about getting him a ride to Palmer. A policeman who was about to leave the shop responded and drove the doctor to Palmer.

A Central railroader for 45 years, Mr. Brown lives in West Springfield, Mass. He has worked on the Beeliners between Springfield and Boston since they were placed in service on the B&A two years ago.



GOLD PASS PRESENTATION to Frank Hilton (right) by L. W. Horning, Vice President, Personnel & Public Relations, brought other members of Personnel department to honor him.

Gold Pass—NYC Badge of Honor

MORE than one thousand New York Central employees have been with the Central 50 years or more. Few if any companies can equal that proportion of long-term veterans.

To honor those completing 50 years, NYC issues a special pass, bearing the inscription "For long and faithful service." Embossed in gold on a white card, it is good for travel at any time on any passenger train operated anywhere on the New York Central System. The gold pass is entirely unrestricted; it is a token of appreciation to those who have devoted 50 years to NYC service.

In the Central's Pension Bureau, at

New York, where complete records of every employe's service are kept, names of men or women approaching the half-century mark in service are spotted months in advance. Lists are sent to the Pass Bureau, where the handsome, gold-embossed cards are made out with the recipient's name and other information.

A few days before the veteran's 50 years of service are completed, the Pass Bureau sends the gold pass to the official heading the department or territory in which the person to be honored works. Ordinarily the pass is presented by his department head or supervisor.

A gold pass presentation is the occa-

sion for a good deal of congratulation and reminiscing. Fellow employes gather 'round and there's talk about the "old days." Often the local newspaper sends a photographer; almost always somebody's there with a camera to record the occasion on film.

More often than not, there are moist eyes in the gathering. "There's something sentimental about working 50 years with the same company, much of the time with the same people," as a recent gold pass recipient remarked.

At such gatherings somebody usually asks, "How come you've stayed railroad-ing so long?" Oftenest the answer is,



PRESENTATION of gold pass was made to 50-year Brakeman Harvey E. Pier, in Elkhart, Ind., by Trainmaster M. M. Mell. Fellow trainmen were on hand.



J. S. FORGUES, (left) Chief Clerk, East Cambridge, Mass., received pass from J. Wilson, Freight Agent.



E. A. MOLYNEUX (right) received pass from C. E. Dilger of Chicago Pass Bureau.



WIFE watched as Conductor J. Mahan (right) got pass from Trainmaster N. Watson at Buffalo.



E. A. MANNING (left), Palmer, Mass., got pass from Signal Supervisor L. B. O'Brien.

"It was a good job—steady work." Gold pass railroaders frequently point out also that their railroad jobs enabled them to own homes and raise families comfortably. Many mention that they're looking forward to the pension they'll draw when they retire soon.

At a recent gold pass presentation, the honored Central man told a younger railroader, "If I had the chance, I'd do it all again, the same way. On top of the good pay and the steady job, you fellows today get special payments if you get sick or have an accident. And there's unemployment insurance to help out if business gets bad and work slacks off." These added attractions of railroad employment, he might have pointed out, are paid for entirely by the company.

The best part about the "gold pass club" is that it is by no means exclusive. Thousands of NYC people are well on the way toward becoming members. Over 35,000 Central employes have already passed the half-way mark with 25 years of service. Another 50,000 have more than ten years.

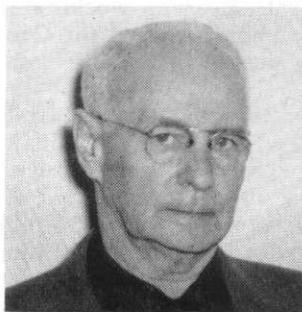
Some day many of them will join the ranks of gold pass holders like the Central people pictured on these pages who have recently received theirs and proudly display them as badges of honor.



A. E. REHLING (left), Foreman at Beech Grove, Ind., repair shop, received his pass from J. R. Hamilton.



TOM DALY (center), Springfield, Mass., received his gold pass from Trainmaster F. Scully, as R. Welch (left) Stationmaster at Springfield stood by.



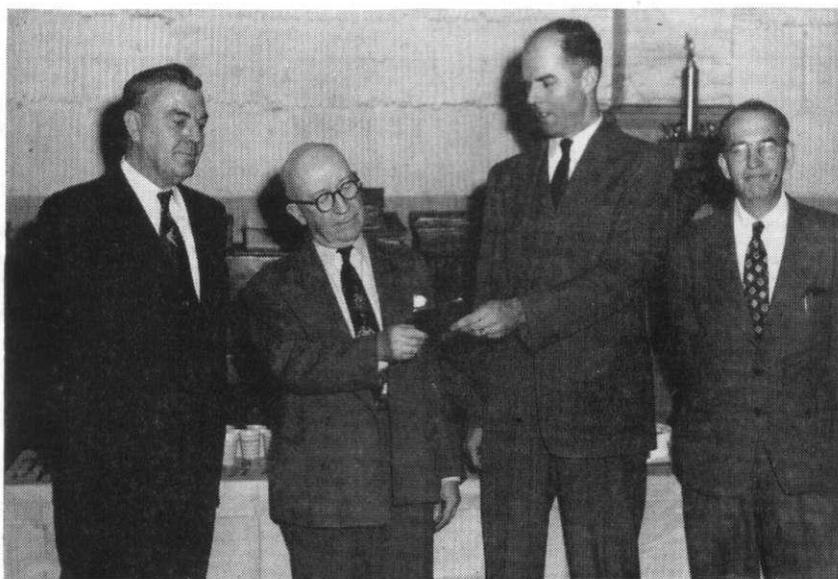
BENJAMIN LEES (left) is a gold pass Central man. He has been a Syracuse Division Brakeman since 1902.



A. F. KENNEY (right), Chief Clerk, Equipment department, New York, recently received his gold pass.



ENGINEMAN F. H. Foster (left) received his gold pass from Master Mechanic F. L. Hoffman at Buffalo.



AS FELLOW NYC MEN looked on, Ed Martin (second from left) received pass from Assistant Superintendent F. H. Dugan at 72 Street yard, New York.



READY TO MOUNT his trusty bicycle, retired Engineman Wilbur G. Shaver of Albany, N. Y., clips on a pants guard. He takes an exercise spin daily.



BACKING OUT of garage, Mr. Shaver takes car for this trip instead of bike. This Lincoln is his 15th auto.



REMINISCING in their living room, Mr. and Mrs. Shaver look at photos of him as NYC Engineman.

At 71 He Still Likes Bike

IN some respects Wilbur Shaver's life has been one cycle after another. At any rate, he has owned and ridden bicycles ever since 1905, including the 44 years he worked on the Central as Fireman and Engineman.

It's more than three years since he's climbed into the cab of a locomotive, but he still takes a ride on his bike nearly every day. "That's the best thing about being retired," he says; "you have more time to do things that are fun."

The longest bike ride Mr. Shaver ever took was the one that got him his job

with the Central. He was working in Ephrata, N. Y., when he heard the Central was hiring people in Albany, some 50 miles away.

"I hopped on my bicycle and rode down in one day," he recalls. "I got the job and I've lived in Albany ever since."

Looking back over 44 years of railroading, Mr. Shaver figures that 50-mile pedal jaunt was a lucky one for him. At the time, he had some doubt—en route he was arrested and fined a dollar for riding on the sidewalk without a license. "That's the first and only time

I've ever been arrested," he hastens to let it be known.

Before he retired, Mr. Shaver often rode his bike to work. Now he uses it to go to the store, call on friends, make trips from his home to the other house he owns and just plain enjoy riding.

Bike fan that he is, Mr. Shaver never tried to resist the oncome of the horseless carriage. He bought his first automobile, a Franklin, in 1921. His present one, a Lincoln, is the 15th he's owned.

"I like to drive," he says, "but I never take the car if the bike will do."

Every Little Bit Helps As Traffic Tips Keep Coming

Traffic tips from Central employes continue to boost freight and passenger business for NYC. Men and women all over the System are keeping their eyes open for opportunities to get an extra shipment or traveler for NYC trains.

Frances Mallon, Bill Clerk in the freight station at Watertown, N. Y., works on the theory that every little bit helps. Learning of a shipment of paper plates from Watertown to the west coast via NYC as far as Chicago, Miss Malan managed to add over 100 miles to the Central's share of the carload shipment. She got the shipper to send the plates via NYC as far as Streator, Ill., half way across the State of Illinois from Chicago.

In a similar case, Norman Fleming,

Rate Clerk at Columbus, O., learned of a freight shipment to Syracuse, N. Y., routed via NYC only as far as Buffalo. Mr. Fleming's efforts secured the traffic all the way to Syracuse.

Maybe you can tell the Freight or Passenger department where to find some new business. A local businessman of your acquaintance who ships or receives merchandise is a good prospect for NYC freight service. A friend who plans to take a trip is a potential NYC passenger.

You don't have to be a super salesman. Fill out the coupon on this page and hand it to your supervisor. He'll see that it reaches the proper passenger or freight agent, who will follow up your tip and do his best to land the business for NYC.

TRAFFIC TIP

(Fill out and hand to your supervisor)

(date)

I understand that

(name of prospective customer)

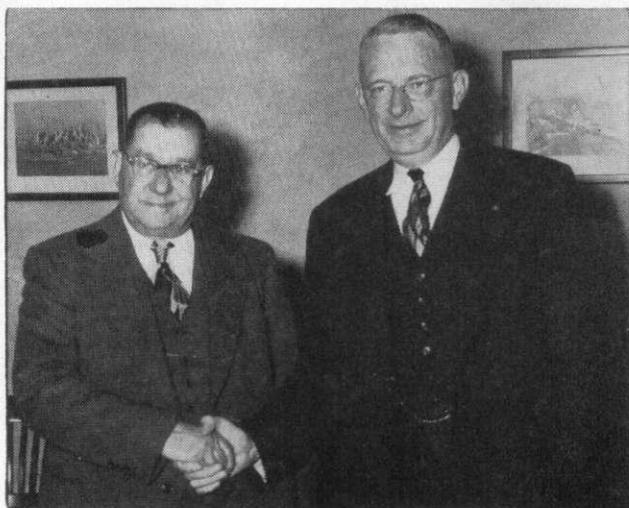
whose address is—

- may ship some freight
 may make a trip

(please sign your name)

(Position)

(Location)



HANDCLASP on retirement went to A. L. Smith (left), Putnam Division Engineman, from Supt. J. D. Carkhuff.

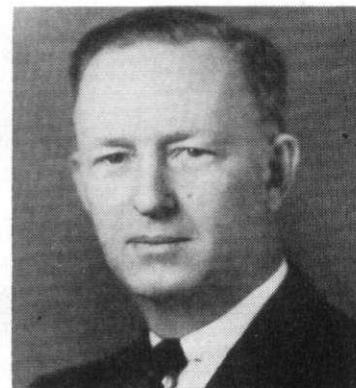


SCROLL, outlining highlights of his NYC career, was given J. J. Farrell, Tower Director, Buffalo, by Supt. M. R. Dwyer (far right) at ceremony with friends.

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.

Adams, Winfield S., Signal Shop Supervisor, White Plains, N.Y.	40	0	Brickley, Toner L., Sheet Metal Worker, Avis, Pa.	32	5	Davey, Joseph G., Hoist Operator, Toledo, O.	33	10	Graves, Fred L., Telegrapher, Pa. Division	32	7
Ahern, William J., Head Clerk, Detroit, Mich.	33	10	Britt, Howard J., Conductor, Stanley Yd., Toledo, O.	32	4	Davis, Louis, Laborer, Englewood, Ill.	21	7	Grenke, Gussie A., Charwoman, New York, N.Y.	28	9
Albaugh, Ray, Locomotive Engineer, Toledo Division	42	10	Brown, Parker L., Air Compressor Operator, Yonkers, N.Y.	28	9	Dellft, Henry A., Assistant Terminal Foreman, Gardenville, N.Y.	42	2	Grisamer, Java A., Trainman, Elkhart, Ind.	34	0
Allen, Charles A., Locomotive Engineer, Buffalo Division	47	4	Bruce, David R., Crossing Watchman, Danville, Ill.	31	4	Deizoppo, John Sr., Laborer, Nottingham, O.	24	6	Gulczewski, Lawrence, Freight Carman, E. Buffalo, N.Y.	37	3
Allen, Frank N., Crossing Watchman, Middleport, N.Y.	26	6	Bruner, Charles J., Car Inspector, Columbus, O.	37	3	Dentino, Joseph, Section Laborer, New Castle, Pa.	11	4	Hahn, Ira C., Laborer, Niles, Mich.	10	1
Alten, Blanche M. Miss, Accountant, Detroit, Mich.	32	9	Buckley, Arthur J., Assistant Chief Train Dispatcher, Buffalo, N.Y.	47	4	Dew, Odo F., Hostler, W. Columbus, O.	40	4	Hale, Ernest U., Machinist, E. St. Louis, Ill.	34	4
Ames, John J. D., Station Master, Erie, Pa.	45	11	Burdge, Fred L., Boilermaker, Brewster, N.Y.	34	0	Dewey, Arthur H., Telegrapher-Leverman, Batavia, N.Y.	34	0	Hall, Christopher, Asst. Foreman, E. Buffalo, N.Y.	47	5
Anderson, Anders E., Car Inspector & Repairer, Ashtabula, O.	41	6	Burke, John, Machinist, McKees Rocks, Pa.	29	7	DiFrancisco, Cesare, Section Laborer, Aliquippa, Pa.	10	6	Hammond, Walter S., General Agent, Minneapolis, Minn.	42	10
Anderson, Charles A., Water Service Foreman, Indianapolis, Ind.	50	8	Burke, Walter J., Locomotive Engineer, Adirondack Division	48	6	DiMauro, Salvatore, Section Laborer, New York, N.Y.	32	3	Hanson, Harry J., Patrolman, Weehawken, N.J.	29	11
Anderson, David S., Foreman, Gibson, Ind.	27	5	Butler, Earl M., Agent, Sturgis, Mich.	47	5	Doby, Charles A., Car Foreman, Riverside, O.	47	8	Harkins, Ben E., Car Foreman, Charleston, W. Va.	46	7
Anger, John G., Foreman Car Repairs, Aliquippa, Pa.	43	2	Butler, John J., Brakeman, St. Lawrence Division	36	6	Donahue, Walter J., Chief Clerk, Columbus, O.	45	10	Harrell, Lee R., Elevatorman, New York, N.Y.	35	2
Angowski, John, Blacksmith, McKees Rocks, Pa.	30	0	Calvin, Wade H., Laborer, Jackson, Mich.	25	6	Donoghue, Seymour J., Assistant Foreman, Syracuse, N.Y.	41	2	Hayes, Daniel, Car Inspector, Beacon Park, Mass.	34	10
Arbegust, William, Locomotive Engineer, Indiana Division	45	3	Carr, Harry E., Telegrapher, Ansonia, O.	42	5	Dougan, Frederick A., Road Foreman of Engines, Collinwood, O.	43	4	Healey, Garfield, Conductor, Canada Division	47	4
Arn, Walter J., Locomotive Engineer, Indiana Division	43	7	Cartwright, George, Locomotive Engineer, Ohio Division	39	4	Eales, Lester P., Gang Foreman, Beech Grove, Ind.	28	5	Heiskell, Lawrence E., Agent, Pt. Pleasant, W. Va.	34	6
Baker, Henry D., Car Repairer, E. Rochester, N.Y.	25	6	Chamberlin, Charles V., Assistant Engineer, Track, New York, N.Y.	45	1	Eberhardt, Albert C., Clerk, Pittsburgh, Pa.	45	2	Hendershot, Elmer E., Painter, Jackson, Mich.	33	2
Barnett, James M., Assistant Terminal Foreman, Watertown, N.Y.	41	10	Chant, Leroy H., Lieutenant of Police, Boston, Mass.	34	4	Eier, Charles, Car Inspector, Chicago, Ill.	41	11	Holladay, Frank A., Crossing Watchman, Lebanon, Ind.	22	10
Barone, Anthony, Extra Gang Laborer, Churchville, N.Y.	10	11	Cheesman, Alva E., Car Repairer, McKees Rocks, Pa.	23	11	Ellis, Clifford, Conductor, Syracuse Division	42	11	Holley, Edward, Section Laborer, Electric Division	25	4
Barry, Frederick J., Triple Valve Cleaner, Buffalo, N.Y.	40	8	Childress, John W., Hostler, Englewood, Ill.	34	2	Engle, Alfred I., Conductor, Toledo Division	45	6	Horn, Laney J., Engine House Foreman, Ansonia, O.	38	2
Barton, Harry J., Station Master, Syracuse, N.Y.	51	9	Chrispyn, William H., Section Laborer, Goshen, Ind.	48	3	Engle, George W., Locomotive Fireman, Mohawk Division	35	5	Humphreys, Raymond, Conductor, Ohio Division	41	10
Bauer, John G., Blacksmith, E. Rochester, N.Y.	24	3	Christenson, Peter W., Conductor, Mackinaw City, Mich.	40	0	Etheridge, George H., Conductor, St. Thomas, Ont.	42	1	Jernstrom, Eric G., Car Repairer, Elkhart, Ind.	39	4
Bauer, John V., Crossing Watchman, Saugerties, N.Y.	26	7	Christman, Arthur A., Locomotive Engineer, Ohio Division	40	2	Fagan, William J., Accounting, Utica, N.Y.	46	8	Johnson, Roland J., Brakeman, Stanley Yard, Toledo, O.	39	10
Behm, Joseph, Laborer, Chicago, Ill.	24	5	Christopher, Thomas, Extra Gang Foreman, Buffalo, N.Y.	41	9	Farr, Thomas J., Car Inspector, St. Thomas, Ont.	41	9			
Bennett, Clifford, Blacksmith, Beech Grove, Ind.	30	0	Clark, Julius I., Machinist, Toledo, O.	34	6	Farrell, James T., Tower Director, Buffalo Division	51	6			
Beyer, Frank E., Signal Maintainer, Muncie, Ind.	31	11	Clements, Frederick B., Locomotive Engineer, E. Youngstown, O.	32	6	Farrell, John J., Delivery Clerk, Syracuse, N.Y.	36	8			
Bogart, William S., Electrical Worker, W. Albany, N.Y.	54	7	Cohick, Fred A., Yardmaster, Avis, Pa.	47	8	Favata, Filippo, Section Laborer, Silver Creek, N.Y.	23	4			
Bonnet, Edwin S., Fuel Purchasing Agent, New York, N.Y.	29	8	Collins, William J., Assistant General Yardmaster, New York, N.Y.	50	0	Feeny, Martin J., Barge Captain, Weehawken, N.J.	26	7			
Bortle, Rexford, Assistant Engineer, Springfield, Mass.	48	3	Colton, James J., Conductor, Weehawken, N.J.	46	4	Feuerstein, Henry A., Machinist, W. Albany, N.Y.	41	4			
Bourne, Elmer E., Signalman, Mohawk Division	46	2	Colwell, John J., Brakeman, New York, N.Y.	28	11	Fidley, Oscar, Switchman, Collinwood, O.	40	5			
Boyd, John C., Stationary Engineer, Chicago, Ill.	32	9	Connelly, Alfred D., Marine Engineer, Weehawken, N.J.	33	9	Floyd, Oscar, Locomotive Engineer, Pa. Division	46	10			
Bozzo, John, Section Foreman, New York, N.Y.	32	9	Cook, Frank G., Conductor, Albany Division	50	0	Fridrich, George J., Engine House Foreman, Gallon, O.	45	8			
Bradley, Lawrence L., Electrician, Elkhart, Ind.	33	10	Coppola, Alvin J., Assistant District Freight Claim Agent, Indianapolis, Ind.	50	7	Fritz, John, Car Inspector & Repairer, Chicago, Ill.	32	10			
			Corcoran, James F., Assistant Signal Supervisor, Electric Division	46	9	Fulton, Walker C., Telegrapher, Montour Jct., Pa.	36	7			
			Cross, Joseph E., Signal Maintainer, Sandusky, O.	40	0	Gandert, Conrad C., Conductor, Ohio Division	46	3			
			Cummings, Chester W., Division Freight Agent, Springfield, Mass.	38	11	Gilroy, William J., Conductor, Buffalo Division	32	2			
			Davey, Alfred, Store Helper, Windsor, Ont.	26	7	Girdly, Ray, Gang Foreman, Collinwood, O.	30	1			
						Glaze, Luther S., Clerk, Avis, Pa.	44	2			
						Gordon, Frank E., Conductor, Youngstown, O.	36	5			
						Graham, William J., Repair Track Foreman, Hobson, O.	27	4			



C. G. STEWART has retired as General Manager of the Pittsburgh & Lake Erie at Pittsburgh after 40 years of railroading.

Between
you and me

THE FREIGHT CAR

Did you ever stop to think that the thing we live by, as railroad people, is the freight car?

Without in any way disparaging the passenger-carrying car and its importance, the New York Central, nevertheless, could not exist if it were only a passenger-carrying railroad; so the freight car is our earnings medium—the thing by which we live. Locomotives are bought to haul cars; tracks and bridges are built to haul them over.

Shouldn't we, then, instead of treating the freight car as only another number, treat it with affection and respect; give it the consideration which it deserves; when it is in bad order, treat it like a sick child; when it is empty, move it as quickly as we can to a place where it can be loaded; keep its wheels shined instead of rusted? If you stop to

think, you will agree that the answer to all of these questions is, "Yes."

Then let's show the freight car how much respect we have for it. Remember always that it is our bread-basket, because it is the thing that makes possible our pay check. The New York Central System owns about 165,000 freight cars—one and one-half cars for each employe. Let's keep them all healthy and busy. Let's look upon them not as mere numbers but, next to our great body of employes, as our most important asset, an asset deserving of our affection and gratitude.

President

HEADLIGHT

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average cost of moving a ton of freight one mile then was \$1.

The covered wagon played an important role in America's history as settlers ventured in search of homestead, trade or gold. The prairie schooner held about 3,000 pounds. Twenty-miles was a good day's trip. The average cost of moving a ton of freight one mile in a covered wagon was 20 cents.

In the 1830's the railroads came on the scene. The early locomotives were primitive affairs. They could pull about 90 tons of freight and 15 miles per hour was good traveling time. The average charge for moving a ton of freight one mile then dropped to approximately 7 cents.

A generation later, improved locomotives, which burned coal instead of wood, were running on tracks of steel instead of iron straps, thus making it possible to move heavier trains faster. The average charge per ton mile had come down to about 3 cents.

Today's locomotives—diesel, steam and electric—are a far cry from the early wood burners. With modern track and terminals, shops and signals, and countless other improved facilities, modern railroading makes possible an average charge, for moving a ton of freight one mile, of less than 1½ cents. Compared with almost anything else that people buy, railroad transportation is one of the biggest bargains on the market today.

25 Years Ago

From the *New York Central Lines Magazine* of Dec., 1927:

- Longest railroad ticket on record was sold by NYC Ticket Seller W. E. Leibold in New York. Measuring 11 feet, 6 inches, it cost \$545.08, covered 15,512 miles. Passenger using it made business trip including 71 stops.
- Boston & Albany employes, in 11 days, rebuilt 3½ miles of their railroad which had been demolished when a reservoir burst near Becket, Mass. A solid wall of water wiped out the town and stretch of railroad in 15 minutes in one of New England's worst floods.
- R. J. Sanford, Chief Clerk in NYC freight station at Franklin, Pa., won first prize in System-wide contest seeking suggestions for ways to prevent loss and damage through fire. Good house-keeping was key to his suggestion.
- Daily sleeping car service was installed between Buffalo and Lake Placid, where Adirondack winter resorts opened season.
- Yardmaster Harry Travis and Yard Clerks Paul Kurtz and John Long, of Fostoria, O., won first prize in parade there for replica of NYC freight car they built as a float.
- Best monthly safety record won prize cup for safety committees of Adirondack and Ottawa divisions.

It's a Bargain

Old-timers will tell you of the \$20 suit and the 60-cent steak dinner. Within the memory of our young people is the nickel ice cream cone and the 25-cent movie.

In the early days of our country, roads were few and markets limited. Along narrow trails the pioneer carried his goods packed on a mule or horse. Loads averaged about 200 pounds and the normal day's journey was 25 miles. The