NEW YORK CENTRAL SYSTEM

Headlight

DECEMBER 1960

1961

January

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HOLIDAY GREETINGS

TO ALL MEMBERS OF THE
NEW YORK CENTRAL FAMILY:

With appreciation for your help in the past, and with optimism that the future holds much promise for us all, I extend to you and your families the most cordial greetings of the season and every good wish for abundant health and happiness in 1961.

Alfred E. Perlman

President

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Here's a chance for you to help us improve the HEADLIGHT by answering these survey questions

THE COVER: Once again our cover is designed to be useful to HEADLIGHT readers throughout the coming year. The illustration is a tricky print of a photo by Ed Nowak . . . made near NYC's new Big Four Yard at Avon, Ind. The effect of a line drawing is achieved by making a series of paper negatives and prints – each losing some of the photographic detail, until this effect results. With our annual holiday cover, the HEADLIGHT staff extends cordial good wishes for a Merry Christmas and Happy New Year to all our railroad friends –active and retired.

Headlight

DECEMBER, 1960

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

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NEWS BRIEFS

NEW INDUSTRIES . . .
located on the Central according to the latest report of NYC's Industrial Development department total 27 for which commitments were made in November, plus 37 previously committed, which were completed during that month. All told, these new industries (which include some expansion plans for existing plants) will bring to the Central some 21,000 additional carloads of freight a year.

Included among these new industries and plant expansions are several that will produce over 500 cars a year: Ford Motor Co., Allston, Mass.; Bethlehem Steel Corp., Chicago; Studebaker-Packard Corp., South Bend, Ind.; Port Consolidated Co., Chicago; The Budd Co., Gary, Ind.; Central Steel Wire Co., Chicago; Leshner Corp. (rags and mill supplies), St. Marys, O.; Strategic Udy Metalurgical Chemical Processes, Ltd., Niagara Falls, N. Y.; Hudson Valley Lightweight Aggregate Co., University Heights, N. Y.

• • •

NYC CARLOADINGS . . .
in November this year totaled 248,139—a decline of 5.0 per cent from the same month of 1959. In October this year, carloadings on the Central were 281,133, up 0.5 per cent from the 1959 month. In the first ten months of this year, carloadings totaled 2,757,124—up 0.3 per cent from the 1959 period. From Jan. 1 to Nov. 30, this year, Central carried 3,005,263 carloads of freight—down 0.2 per cent from the corresponding period of last year. In the first five days of December this year, carloadings reached 37,305—a drop of 21.4 per cent from the same period in December, 1959.

• • •

INCREASES . . .
ranging from 8 to 13 per cent were granted by the Interstate Commerce Commission to the railroads for the transportation of mail. Additional revenues of about $35 million a year are expected as a total for all the railroads participating. The ICC said the increases were "warranted by marked increases in the operating costs" of the railroads since 1956, due chiefly to "upward adjustments in wages, fringe benefits and the payroll tax base and rates."

• • •

RAILROAD SUPPLIERS . . .
meeting at annual conference of Railway Progress Institute in New York last month urged legislation to permit railroads to set aside funds for purchase of equipment, and repeal of 10 per cent tax on passenger transportation. Representing major railroad supply firms throughout the nation, RPI said such moves are needed to insure health and growth of the railroads and related industries.

• • •

REA EXPRESS . . .
is the new name of the Railway Express Agency. Name was result of contest among the express company's employes to find a more modern designation for the firm.

• • •

CREDIT UNION OFFICES . . .
of the Grand Central Terminal Employes Federal Credit Union have been moved as a result of the start of work on the new office building adjacent to the Terminal in New York. New home of the credit union is fourth floor, 15 Vanderbilt Ave., New York—reached through the southwest corner of the Terminal.

• • •

RAILROADS CONTRIBUTE . . .
in many ways to the communities and states they serve, as well as to the well being of the entire nation. One of the ways the privately owned railroads contribute to the economy of each state is through the payment of wages to their employes and taxes to state and local governments. Shown below is a table of such payments in the 11 states served by the New York Central System. These are figures for all the railroads operating in the states shown—not just NYC alone:

State	Miles of Road	Number of Employes	Annual Payroll million	State and Local Taxes
Illinois	11,211	80,446	$492	$32,736,894
Indiana	6,601	25,817	158	16,457,304
Kentucky	3,543	18,788	115	7,691,556
Massachusetts	1,654	11,994	73	4,997,112
Michigan	6,665	24,937	152	8,984,581
Missouri	6,595	27,588	169	7,795,041
New Jersey	1,915	21,015	129	18,029,262
New York	6,541	61,643	377	42,391,134
Ohio	8,334	54,781	335	23,626,112
Pennsylvania	9,126	75,352	461	12,043,487
West Virginia	3,680	16,223	99	11,950,447

There is no state in the country that collects more taxes from its railroads than New York, where New York Central is one of the state's biggest corporate tax payers.

They tell the railroad story

Community committee members work on own time to increase public understanding of railroads

AMONG NYC MEN active in Boston (from left): Henry Genett, Asst. Passenger Sales Mgr. (recently moved to Syracuse); Joseph Trifero, Freight Sales Mgr.; Richard Ferriter, Attorney, committee chairman; Joseph Cunniff, Police dept.

▶▶▶ Steam may no longer drive locomotives, but it hasn't gone entirely out of railroading or railroaders, as a group of New York Central employes is demonstrating almost daily.

They're NYC members of speakers bureaus organized by railroad community service committees sponsored by the Eastern Railroad Presidents Conference. And they're showing plenty of steam as they travel about the country telling the railroad story.

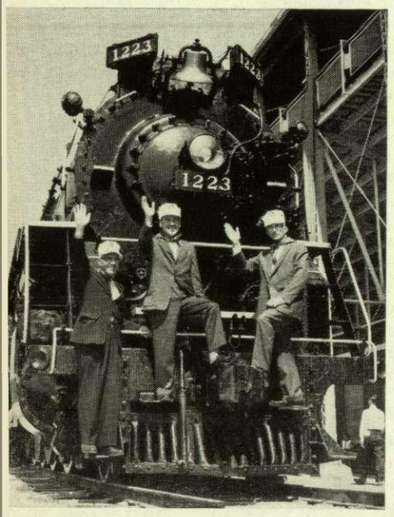
New York Central speakers are among 400 men and women representing 36 eastern railroads who make some 1,400 speeches a year to remind the public of railroad essentiality. Dedicated to the preservation of private enterprise railroads, they speak on their own time and without pay after working hours.

Audiences include service clubs, church groups, women's organizations, granges, college students and volunteer firemen. They range in size from a few women gathered in a living room to hundreds at a chamber of commerce dinner.

Topics vary from the history of railroading to "Railroads in the Missile Age" and "The Right to Diversify." But each speech emphasizes that railroads must be allowed to operate with some of the ordinary business freedoms if this country is to have efficient transportation.

In Boston, Richard J. Ferriter, NYC Attorney, is not only a speaker but the chairman of the Railroad Community Service Committee of Eastern New England. The Boston group he heads gave 260 talks in 1959—more than any other committee—and expects to better that record this year. "Year after year," Dick Ferriter says, "the same organizations invite us to send them a speaker."

Carl R. Heinisch, District Freight Sales Manager in Cleveland, reports he has "enough certificates of appreciation from Kiwanis and Lions clubs to paper my bedroom walls." William F. Corbett, Administrative Assistant in the Mechanical department, another member of the Cleveland bureau, finds: "Interest in railroading among most audiences is most encouraging. Questions indicate considerable thought and a better understanding of railroad problems than was apparent several years ago."



OLD STEAMER was given as permanent exhibit to Michigan State Fair by rail committee in Detroit. Chairman John Hanks (right) of NYC handed over title to Fair Commission Chairman Eldon Rosegart (left) and Don Swanson, Manager of Fair at Detroit ceremonies.

WORKSHOP in Cincinnati, sponsored by rail committee and city's Chamber of Commerce told business and civic leaders of role of rails in industrial development. Seated (from left) are industrial development directors of several roads: Otto W. Pongrace, NYC; W. C. Fletcher, C&O; R. W. Grigg, Pennsylvania; H. P. Cotton, N&W. Standing (from left): L. S. Hickman, NYC; K. M. Collison, State of Ohio; H. F. Meyer, NYC; A. W. Knabe, B&O; J. F. Holtmann, G. W. Evarts, E. E. Exon, and H. M. Stacey, all of Central's Industrial Development department.

TOURS of rail facilities often are sponsored by railroad committes. At left, Pittsburgh group readies for departure of tour special. On ground: C. T. Williams, B&O; L. A. Deringer, Allegheny Ludlum Steel Corp.; H. V. McLean, PRR. On train platform: John W. Barriger, President-P&LE; P. L. Tietjen, Jones & Laughlin Steel Corp. At right, Syracuse committee rigged up seats in gondola cars for a tour behind the scenes of the railroads in headquarters city of NYC's Eastern District.

Heinisch and Corbett, along with Kenneth C. Hunt, Passenger Sales Representative, and Miss Elinore C. Prize, Secretary to the District Public Relations Director, took an ERPC-sponsored speakers training course at John Carroll University in Cleveland. All ERPC speakers are given similar courses at local colleges or universities.

S.A.R. Lancto, Division Freight Sales Manager at Buffalo for the Central, was graduated from a course sponsored by ERPC at the University of Buffalo and later served as chairman of the speakers bureau there. Norman C. Murray, Assistant District Freight Sales Manager, another graduate of the Buffalo course, has given more than 50 speeches in the last four years.

In Syracuse, Freeman Stork, Freight Agent, spoke more than 30 times in 1959 when he was chairman of the speakers bureau. Mr. Stork also demonstrated "the show must go on" tradition of ERPC speakers during a Grange talk one winter evening. A third of the way through his speech, he noticed that the audience kept looking at his knees. Finally yielding to impulse, he himself looked down and found a swarm of wasps, roused by the freshly turned-on heat, circling about his legs. He managed somehow to finish the speech with no stings recorded except those in his own comments about unequal regulation of transportation.

NEED A GOOD SPEAKER?

Does any organization to which you belong, or that you may know of, need a good speaker? You can help railroad community service committee speakers "tell the railroad story" by arranging to have them appear before groups in your area. If you want to arrange for such a speaking engagement, just drop a note to the HEADLIGHT and we'll be glad to put you in touch with the speakers bureau nearest you.

Arlington R. Tuttle, Passenger Agent, is another active Syracuse committee speaker. Tuttle headed the bureau in 1958 and was chairman of the committee in 1959. In Rochester, John S. Avery, Freight Agent, and Ray Murray, District Freight Salesman, speak regularly for the bureau there. Active speakers in Detroit are Patrick E. Hackett, Assistant to General Attorney; Earl W. Beck, District Freight Sales Manager; O. J. Steinhardt, Assistant Passenger Sales Manager; and John B. Hanks, Administrative Assistant. Mr. Hanks is also 1960 chairman of the commitee in Detroit.

Don F. Rehl, Division Freight Sales Manager in Columbus, estimates that he has made well over 100 speeches since he was trained for the work in 1954. He says his "most rewarding discovery has been public understanding of a mutuality of problems." He finds that the problems of the railroad industry can be related very closely to problems of other industries and individuals. Other active Columbus speakers are Willard H. Biggs, District Freight Salesman, and Thomas F. Boldman, Freight Agent.

Publicity sparkplug of the speaking program of the Railroad Community Service Committee of Eastern New York is James M. Donovan, Division Freight Sales Manager in Albany. In addition to taking a regular turn on the speaking staff—he has more than 50 talks to his credit—Donovan directs publicity activity, sending out advance and follow-up releases on speeches to area daily and weekly newspapers. During the first eight months of this year, the Albany committee's 66 speeches were nearly double the total for the same period of 1959.

Jim Donovan was graduated from the ERPC course sponsored at Russell Sage College in Rensselaer, N. Y., across the Hudson River from Albany. William F. Gilligan, District Freight Sales Representative, took the same course and also now has more than 50 speeches to his credit.

J. Fred Holtmann, Assistant Manager of Industrial Development, is an active member of the Cincinnati committee's bureau. Holtmann's enthusiasm for his own field is so great that usually includes a few comments on railroad industrial development in his talks, whatever the subject. One result has been an equally enthusiastic editorial commending railroad efforts at industrial development, written by a newspaper editor who heard a Holtmann speech.

Please turn to page 11

Appointments to New Posts Announced

Following a program of rotation and development planned for management of the New York Central, the following new assignments have been announced:

William T. Alexander, Jr., General Manager of NYC's Western District for nearly four years, moves to Syracuse, N. Y., to take over management and direction of the road's Eastern District, which runs from Boston, Mass., to Buffalo and from Montreal, Ont., into Pennsylvania.

Robert D. Timpany, located at Syracuse for the past several years, will take over responsibility and management of the Western District, which operates in six states between Buffalo and Chicago. Headquarters for the Western District is at Cleveland.

W. T. Alexander, Jr.

R. D. Timpany

Central's policy of rotation and development is designed to give officers of the company experience in various assignments and in different geographical areas in order to assure a continuing supply of capable executives.

SYSTEM POSITIONS

Newly appointed Manager Scrap and Reclamation Shop at Ashtabula, O., is **Robert T. Tomlinson,** succeeding John Voorhies, retired. Mr. Tomlinson previously held the post of Assistant Manager of the Reclamation Plant.

Assistant Engineer Grade Crossings at Chicago is new position for **Russell C. Heckel,** former Designer, Jackson, Mich.

EASTERN DISTRICT

Eugene L. Keller has been appointed Terminal Superintendent at Frontier Yard, Buffalo. Mr. Keller succeeds Robert V. Brinkworth, who was promoted to Division Superintendent at Springfield, Mass. (Nov., 1960, Headlight). With the Central since 1937, when he was a Clerk in the Superintendent's office, Gibson, Ind., his most recent job was Assistant Transportation Superintendent at Toledo, O.

At Buffalo, N. Y., **Harry V. Heeb,** former General Yardmaster, Buffalo, has been named Terminal Trainmaster.

Succeeding George Auer, retired, **Charles F. Hunt** has been named Division Engineer with headquarters at Utica, N. Y.

SOUTHERN DISTRICT

In the Transportation department at Cincinnati, O., **Harold D. Craig** has left his former post of Assistant Trainmaster to become Trainmaster.

FREIGHT SALES

Gerald L. McGrath has been promoted to Division Freight Sales Manager with headquarters at Grand Rapids, Mich. With the Freight Sales department since 1945, Mr. McGrath's most recent post was District Freight Sales Manager, Lansing, Mich.

Headlight Schedule Sets Nine Issues for 1961

The lower traffic volume experienced by NYC in 1960 and its resulting lower income has made it more urgent than ever for all departments to keep a watchful eye on costs. That goes for the Headlight, too. The magazine operated in 1960 on a schedule of 11 issues—nine of them cut back to 16 pages from the regular 24.

Plans for 1961 call for the magazine to continue its work of keeping NYC people informed of news, plans and progress of their railroad with nine issues. With this reduced publication schedule it will be possible to run 24 pages in each issue and still achieve a substantial saving.

NYC featured in magazine...

Reprints Available

The November, 1960, issue of *Modern Railroads* magazine was devoted almost entirely to the New York Central System. The special issue explores all aspects of the modern transportation organization that is New York Central, reviewing modernization of the railroad's physical facilities, its many new services designed to attract more business, and activities aimed at the further development of the railroad's people. Among the 24 separate illustrated articles can be found such provocative titles as "Progress Report on a Revolution" . . . "The Customer Is Boss" . . . "Cars Stress Customers' Needs" . . . "Flexi-Van: Central's Brightest Star" . . . "What of the Future?"

After its thorough examination of NYC's progress thus far, the special issue concludes: "Is the vast enterprise that had its first beginning in 1831 about to enter a new 'golden age' of profitable service to the American people? If the progress made to date continues, that may well be where New York Central's 'Road to the Future' leads."

The HEADLIGHT has obtained a limited number of reprints of these articles, bound together in a 62-page booklet, They are available on request and will be distributed on a first come—first served basis. To get your copy, use the handy coupon below—mail it RRB today!

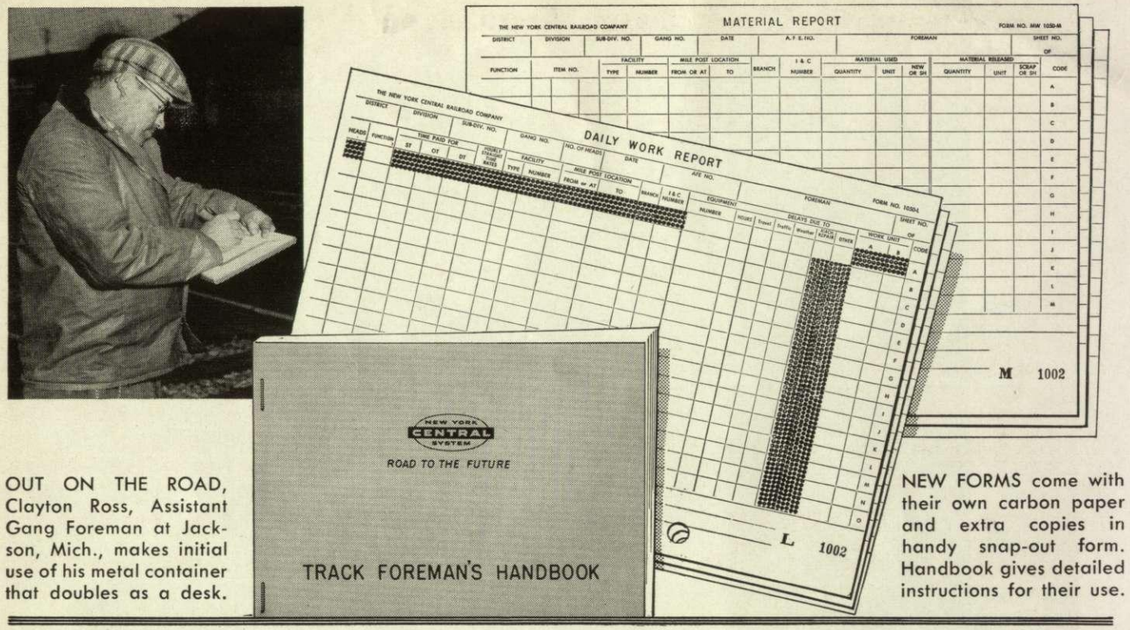
Headlight
Room 1156
466 Lexington Avenue
New York 17, N. Y.

Please send me a 62-page reprint of articles about New York Central published in November, 1960, issue of *Modern Railroads.*

Name

Job Title

Work Location—City and State



OUT ON THE ROAD, Clayton Ross, Assistant Gang Foreman at Jackson, Mich., makes initial use of his metal container that doubles as a desk.

NEW FORMS come with their own carbon paper and extra copies in handy snap-out form. Handbook gives detailed instructions for their use.

Northern District Tests New M/W Reports

New method reduces paper work for track supervisors and foremen

▶▶ Track supervisors, foremen and timekeepers in the Maintenance of Way department on portions of NYC's Northern District have been trying out a new way of keeping track of materials used and work performed by railroaders reporting to them.

Following a meeting of MofW and Accounting department representatives in Detroit Oct. 24, called by District Engineer Harry B. Berkshire, new forms for this purpose were placed in use in the test areas.

Along with the new forms to be filled out and submitted daily to division engineering and accounting offices, each man responsible for track forces and materials was given a detailed handbook to guide him in using the forms, and a special lightweight metal container to keep with him out on the road. The container serves a two-fold purpose: it protects papers from the weather and it provides a firm writing surface on which to prepare the forms.

The purpose of the new method of reporting, as explained at the beginning of the handbook, is "to assist supervisors, foremen, timekeepers and other personnel in preparing the daily work report, MW1050-L, and the material report, MW1050-M, using standard terminology which will result in more accurate reporting."

The newly designed forms come with their own carbon paper and two extra copies in handy snap-out form, making a total of three—one for the District Engineer, one for the Auditor of Disbursements, and another to be retained by the foreman himself.

The handbook contains explanations of codes developed especially for the new method and also has sample forms correctly filled out for guidance. Following the book, Central men can complete the necessary work on the forms in a few minutes, sharply reducing the time they must spend on such efforts each day.

The new forms call for data on work performed, including number of men on the job, hours worked, rates of pay, travel time, location, etc.; and materials used, where and how much. With the forms carefully filled out, NYC's Maintenance of Way department will be able to provide more accurately for track maintenance needs—both men and materials—and accounting offices will be able to keep quicker, more accurate records of this work.

After the new method has been thoroughly tested on the Northern District, consideration will be given to extending throughout that district and the Central's other operating districts.

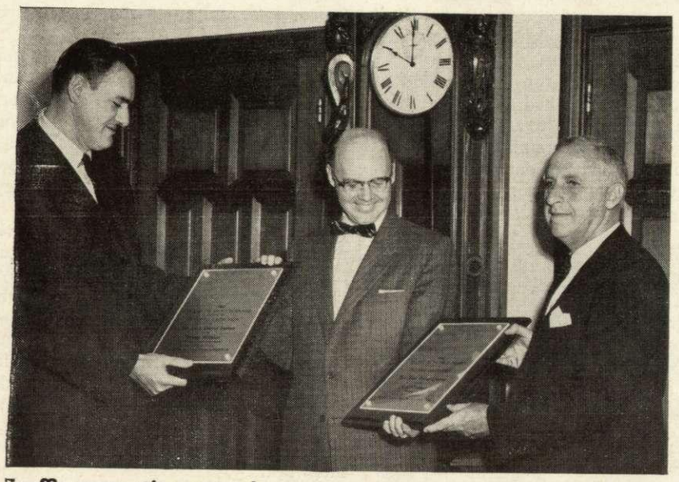
KICK-OFF MEETING in Detroit was called by Northern District Engineer to acquaint supervisors of the test areas with the new forms and correct procedures for using them. After test extension of method to other areas will be considered.

Old time photo find . . .
on Syracuse Division recalls sartorial splendor of railroaders of another day. A little detective work turned up data on this one: It was made in 1912; the distinguished gentleman in the front row wearing the wing collar popular in those days is Frank Everett, at the time Superintendent of the Syracuse Division. All of these Central men were in the Operating department; only two of them (both 78) are still living—Frank Olrich, Conductor, and A. J. Zwilling, Chief Signalman (Nos. 7 and 10 from left in back row). Recognize anyone else? Bill Colarocco, of Eastern District General Manager's staff, who doubles as a photographer, cleaned up the old picture and made this copy.

Imaginative safety feature . . .
on the Buffalo Division is this helicopter, sent aloft to spot division housekeeping defects and make safety talks to employes in yards and shop areas with a public address system in the plane. While each supervisor on the Buffalo Division has his own safety program, the helicopter, according to Division superintendent Robert C. Marquis, "encourage people to continue to come up with novel ways of getting the safety message across and spark new approaches to accident prevention." The helicopter trips stimulated broad interest and enthusiasm among Buffalo employes.

Photo by Grady Franklin—Crawfordsville Journal-Review

Dyed-in-the-wool fan . . .
is Leon Wiggns, NYC Agent, Crawfordsville, Ind. Staunch supporter of "Stan the Man" Musial of St. Louis Cardinals since he broke into major leagues in 1941, Leon has backed him in good years and bad . . . now displays this big photo of his favorite ball player in case in his NYC office.



Traffic promotion award . . .
was won by New York Central from *Modern Railroads* magazine in that publication's annual program of reviewing rail industry advertising aimed at developing freight traffic. NYC President Alfred E. Perlman (right) and Wayne M. Hoffman (left), Vice President-Freight Sales, accepted plaques from Frank Richter, *Modern Railroads*' Executive Vice President.

HEADLIGHT Hilites

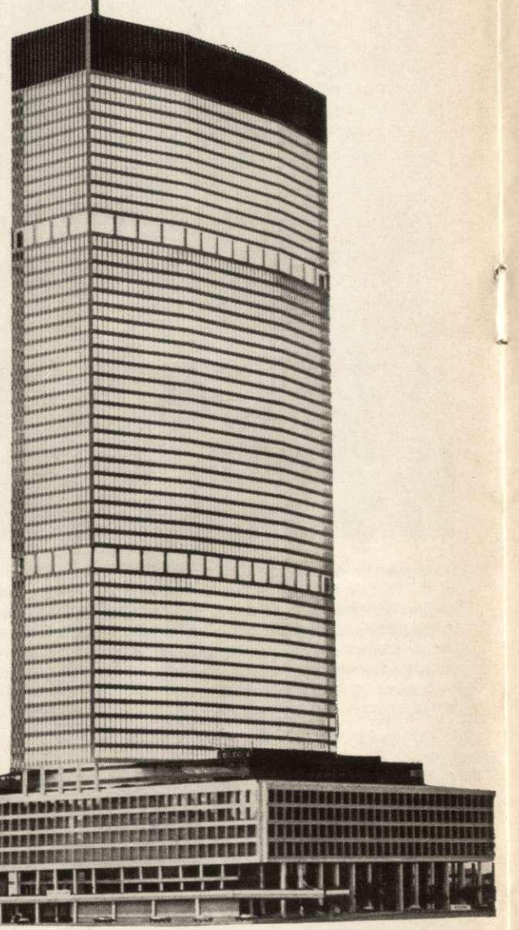
New York Central ladies . . .
are active members of Detroit Chapter of National Association of Railway Business Women. Over one-third of chapter's membership are NYC employes. Those pictured are serving this year as officers and board members. From left: Sybil Peterson, 1st Vice President; Jessie Wood, Public Affairs; Helen Wilcox, Social Affairs; Anne Conlogue, Revisions; Amy Cook, President; Josephine Forbes, 2nd Vice President. Not pictured, but also serving as officers this year are Thelma Brooksmith, Recording Secretary; and Norah Rideout, chapter Editor. Group has made special efforts to support Michigan League for Crippled Children and the National and Local Mutliple Sclerosis Society.

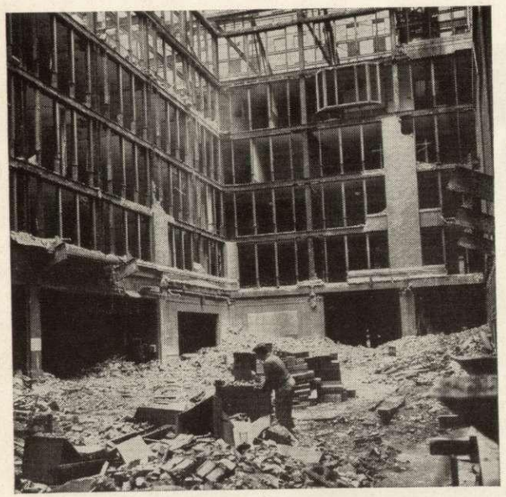
Accident-free employes . . .
won U. S. Savings Bonds in safety contest on NYC's Western District. George Ellert (right), Transportation Superintendent, Lake Division, presents prizes to (left to right) George Weisbarth, Elcaney Browder and Joseph Weber—all of Cleveland. Contest spurred drive to curb damaging and crippling accidents. By contest's end 80 employes had won similar prizes.

World's Largest Office Building Starts at Grand

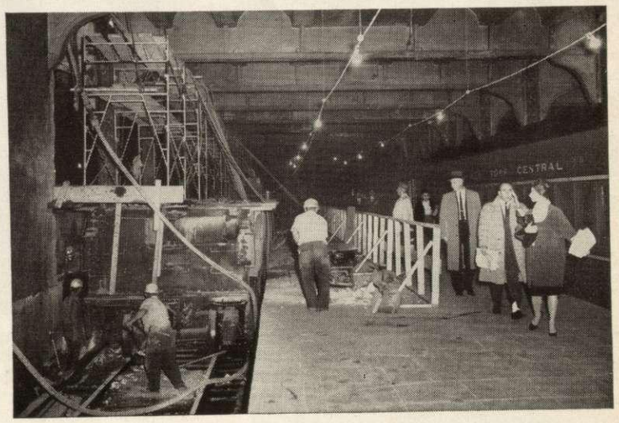
PASSENGERS USE TERMINAL UNIMPEDED BY CONSTRUCTION WORK . . . NEW BUILDING

COMING DOWN so new structure can rise on its site, old Grand Central Terminal Office Building is prey of demolition crews. Illustration at right shows how new tower will back up to the Terminal when it's finished.





BIG PILE of rubble is all that was left of main baggage room, around which old building rose. At right, work on footings for new structure goes on without interfering with commuters and other passengers using Terminal.



Central Site

TO BE READY IN 1962

▶▶▶ Deep under New York's Manhattan Island new sounds are mixing with the familiar noises of railroading in Grand Central Terminal.

Commuters from the city's suburbs—60,000 of them a day on the Central and New Haven Railroad—often are not fully awake at the end of their morning ride. These days, however, they are apt to be startled into full awareness by the rat-tat-tat of jack hammers echoing through the caverns of the Terminal's underground yard.

Here, in the depths of the city, workmen are drilling holes in one of the world's most indispensable rock formations—the bedrock of Manhattan which holds up the skyscrapers of the world's biggest city.

Partially obscured by dust of their own making, these men are preparing 99 holes to hold footings for the 830-foot high Grand Central City building that will rise on the site.

Their work is going on before demolition of the old Terminal office building is actually finished. As new materials enter the area they pass carloads of rubble and scrap that move out in the night, headed for dumping at Croton, N. Y., 34 miles to the north.

When the old building has been completely torn down and the new footings are ready, construction will start on the new building. It will be the world's biggest commercial office building, with 2,400,000 square feet of rentable space. Completion of the new structure is scheduled for late 1962.

In progress since last June, the joint demolition-construction work has been carefully planned to give the least possible disturbance to passengers using Grand Central. Occasionally, some passengers have to walk around temporary partitions and guard rails, but mostly they go on their way unimpeded by the work.

Like most of the buildings along famous Park Avenue in the Terminal area, this new one will be thoroughly insulated from the two-level track structure of the railroad. The building will stand on lead vibration-absorbing pads, swaddled in concrete and cushioned in cork, to keep the vibrations of moving trains from the building's occupants.

Lease of the air rights over the site for the construction of Grand Central City was arranged by NYC's Real Estate department as part of its program to develop as fully as possible the valuable properties along the Central's lines.

They tell the railroad story

—CONTINUED

RAIL OBSERVANCE: Mayor A. A. Henninger of Syracuse proclaimed special Rail Transportation Day. At city hall ceremony he was given silver spike by Freeman Stork (right), NYC Freight Agent who is community committee chairman. At left is Frank K. Mitchell, Jr., Asst. General Manager-Eastern District.

The Cincinnati committee trains new speakers now by sponsoring a Toastmasters Club. The club provides all speakers with an effective and continuing means of sharpening delivery and technique before an audience.

Indianapolis has a similar Toastmasters Club. Its membership not only includes local railroad speakers but Muncie, Ind., Railroad Committeeman Paul A. Day, NYC's District Freight Salesman. He has been a member of the club for the past three years.

New York Central members of the Indianapolis speakers bureau are: Wilbur F. Davis, District Superintendent of Transportation; William A. Armond, Trainmaster; Harold C. Ekstam, District Safety Supervisor; J. W. Gagen, Chief Clerk to Chief of Police; Lawrence J. Hennessy, Assistant Passenger Sales Manager; Wayne W. Knotts, District Freight Salesman; and R. B. McDaniel, Safety & Fire Protection Engineer. In Muncie, Walter Soyez, District Freight Salesman, is another active speaker.

Anthony E. Seidler, Supervisor of Contracts, Indiana Harbor Belt Railroad, has delivered more than 45 speeches for the Calumet committee in the Gary and Hammond, Ind., area. Seidler, a past committee chairman, now serves as its new projects chairman. Archie R. Terrill, Assistant Superintendent of the Indiana Harbor Belt, was graduated from an ERPC course at Purdue University Extension and is another active Calumet speaker. P. P. Bornejko, District Freight Salesman, has made more than 45 speeches for the Calumet committee. He has also served as its secretary and as vice chairman of its press relations committee.

In Toledo, J. S. Sheahan, Division Freight Sales Manager, and J. F. Hamilton, Division Freight Salesman, have both been active in that community's railroad service committee.

In Pittsburgh, John W. Barriger, President of the Pittsburgh & Lake Erie and chairman of the 1960 committee, works closely with the speakers bureau and takes on many speaking assignments himself. Other P&LE members are Harold H. McLean, Vice President & General Counsel, and Robert Firestone, Administrative Assistant. Mr. McLean is secretary of the Pittsburgh committee this year.

Many more New York Central people are also working hard to make the speaking program and other facets of the community service program an outstanding success. Each one is doing an important job for the railroad industry and everyone in it.

They are helping to create the informed public opinion which will insist upon preservation of the rail industry as a free enterprise endeavor. They are bringing their own railroad to the attention of hundreds of audiences on an intimate, first-hand basis as an important community asset. And, at the same time, they are acquiring valuable training and experience which will benefit them personally and as representatives of the New York Central System.

Of all the forms of transportation which have been developed during man's onward march, the one which has contributed most to the spread of civilization, the creation and diffusion of wealth, the expansion of industries, and improvements in the standard of living, is the railroad. No other industry so fully enters into the everyday life of the American people.

NYC and other eastern railroad people have a big information job to do for the entire railroad industry to tell this story to the public. Past performance indicates their success and bodes well for the future.

Competitive Transport Notes

ST. LAWRENCE SEAWAY . . .
closed for the season Dec. 1. The closing was delayed 24 hours by rough weather that kept the last ships from clearing the waterway on Nov. 30 —originally set for the close. Generally milder weather enabled the Seaway to operate longer this year. By late November a year ago, ice was already hampering the waterway's operations. By the end of September this year, Seaway traffic was 11 per cent higher than 1959, its initial season.

An example of Seaway competition is a new $10 million cargo liner which in October unloaded 8,000 bags of Brazilian coffee in Chicago. This may not seem very important in view of the fact that last year NYC handled over 75 thousand tons of coffee, but ten years ago the Central carried 161,000 tons of coffee, which is a high-rated commodity.

While the Seaway shuts down to wait out the long winter months of the north country, New York Central and other railroads will continue to serve their customers despite Old Man Winter's blows.

• • •

MORE AND MORE DOUBLE-BOTTOM RIGS . . .
that is, two trailers pulled by one truck-tractor, are being operated over toll roads—their operation over ordinary highways is prohibited. Following the lead of the New York State Thruway taken over a year ago, the Massachusetts, Ohio and Indiana Turnpikes now permit this type of operation . . . over a route virtually paralleling NYC's main line from Boston and New York to Chicago. In August, 501,000 miles were run up by these tandem rigs on the New York Thruway alone, and each month the rate of growth increases. This is the trucking industry's effort to fight back at successful piggy-backing by rail.

• • •

WORLD'S MOST POWERFUL TOWBOAT . . .
was launched in early October. It's the *America*, with four diesel engines turning in 9,000 horsepower, 500 more than its sister ship the *United States*. Both are operated by Federal Barge Lines.

American Commercial Barge Lines recently launched two 6,500-horsepower towboats—190 feet long, 48 feet wide and costing $1.5 million each, They can push 30 or more barges with 40,000 tons of freight—equivalent of 800 freight cars. With a trend to bigger boats since 1955, inland waterway traffic has been slowly increasing.

• • •

FEDERAL AVIATION AGENCY . . .
reported in October that new records were established in 1959 in all phases of civil aviation. Domestic scheduled services produced 119 million mail ton miles—up 12½ per cent from the previous year. Express and freight ton miles rose 17 per cent to 343 million. Passengers number 55 million, up 14 per cent from 1958. Passenger miles, reflecting a trend toward longer hauls, rose about 15 per cent to 28 billion. A total of 262 transport planes were built, compared with 218 in the year before. In addition to common carrier and charter planes, large numbers of private planes are operated in business service by industrial and commercial firms.

As first class rail travel has progressively diminished over the years since World War II, air travel has consistently and uninterruptedly increased. Domestic air carriers have surpassed Class I railroads in revenue passenger miles since 1957. In 1959 air passenger miles exceeded rail by 60 per cent. Evidence: American Airlines (the biggest line) now operates nine jets daily from New York to Chicago and eight in the reverse direction. Flying time is two hours and five minutes . . . flights have capacity bigger than two trains like the 20th Century Limited combined. This is only one of several airlines offering such service and also is in addition to non-jet planes flying the same route.

In spite of record levels of air traffic, however, sharp increases in expenses are plaguing most airlines and the airline industry suffered a substantial deficit in the first half of 1960. Although Civil Aeronautics Board authorized rate increases designed to give lines 10½ per cent return—the industry still has problems of over-capacity, excessive competition on parallel and duplicate routes, high interest rates, depreciation and start-up costs on an expanding fleet of jet planes, etc. All this causes one to wonder what shape the airlines would be in if they also had to build and maintain their own terminals and rights of way and pay taxes on them, as the railroads do.

• • •

TURNPIKES AND THRUWAYS . . .
and the new interstate highway system have encouraged builders of buses and bus operators to improve their standards of construction and service. In spite of this, however, patronage of buses has declined and inter-city motor carriers of passengers are earning less money. Greyhound—largest intercity line—runs seven buses daily between New York and Chicago. One-way fare including tax is $27.34; running time 17 hours . . . yet their business is falling off. (See airlines note above.)

TOWER C at Grand Central Terminal, N. Y., is scene for recent retirement of NYC Yardmaster William Howard.

HARMON, N. Y., was home base of Joseph T. Darby (second right), Clerk, who is congratulated by General Superintendent of Shop Francis L. Hoffman. On-lookers are (from left): Chief Clerk Edward McCormick, Mr. Darby's sons Joseph and Thomas, and President, Clerks Union Mike Macurik.

FREIGHT AGENT Frank J. Lazarus, Buffalo, N. Y., leaves the Central after serving the railroad since 1910.

Recently Retired

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

NEW YORK DISTRICT

Barry, R. J., Assistant Foreman, New York 38
Beaird, L. N., Conductor, Harlem Division 49
Berninger, H. C., Brakeman, Harlem Division 44
Cable, E. G., Brakeman, Hudson Division 17
Cordes, L. A., Stationery Engineer, New York 16
Cotton, W., Laborer, Harmon, N. Y. 19
Davis, H. P., Chief Tug Dispatcher, Weehawken, N. J. 40
Dupper, P. S., Deckhand, New York 38
Girgenti, A., Boilermaker, Harmon, N. Y. 47
Johnson, W. J., Cashier, New York 51
Konrader, F. D., Statistical Clerk, New York 44
Kunzman, G., Conductor, New York 44
Labombarda, G. M., Stevedore, New York 36
McCloskey, M. M., Brakeman, New York 30
McKenna, P. A., Passenger Conductor, Hudson Division 40
Muller, E. A., Lighterage Agent, New York 46
Murphy, J. M., Conductor, New York 53
Pogorzelski, S., Car Cleaner, Mott Haven, N. Y. 38
Tait, J., Deckhand, Weehawken, N. J. 47
Van Valkenburgh, H. R., Machinist, North Bergen, N. J. 11
Wagner, L., Electric Tester, New York 47

EASTERN DISTRICT

Apple, E. J., Car Inspector, Pittsfield, Mass. 33
Barner, N., Passenger Carman, East Buffalo, N. Y. 48
Bauer, W. H., Conductor, Utica, N. Y. 48
Brizee, F. A., Electrical Worker Inspector, Dewitt, N. Y. 48
Candee, R. W., Ticket Clerk, Syracuse 43
Clements, J. H., Foreman, Syracuse 42
Crescenzi, L., Section Laborer, Watertown, N.Y. 38
Decelle, J. F., Trainman, Boston 43
Doud, C. H., Passenger Conductor, Syracuse Division 47
Forlini, L., Messenger, Utica, N. Y. 40
Franki, A., Freight Carman, Watertown, N. Y. 45
Frohloff, A. H., Yard Conductor, Worcester, Mass. 44
Greiner, C. C., Carman, Gardenville, N. Y. 41
Harris, G. L., Brakeman, Syracuse Division 42
Hoey, S. F., Assistant Supervisor Power and Train Operation, Syracuse 40
Hollick, W. H., Foreman, Newberry Junction, Pa. 48
Holowchuk, W., Laborer, Springfield, Mass. 42
Hughes, Z .O., Master Mechanic, Springfield, Mass. 47
Jordan, J. R., Inspector-Repair, Rensselaer, N. Y. 45
Kennedy, J. J., Car Inspector, East Boston, Mass. 49
King, C. H., Passenger Conductor, Boston Division 50
Kaiser, C. E., Signalman, Mohawk Division 48
Larock, G. H., Foreman, Eastern Division 48
Lazarus, M. G., Clerk, Harriet, N. Y. 14
McAdam, C. S., Operator Agent, Gouverneur, N. Y. 50
McLaren, S. R., Janitor, Syracuse 21
McLean, F., Engineman, Syracuse Division 48
Melaney, R. J., Gang Foreman, Worcester, Mass. 41
Merriam, W. R., Laborer, Worcester, Mass. 36
Messerschmidt, E. A., Ticket Clerk Supervisor, Springfield, Mass. 37
Messinger, O. E., Inspector, DeWitt, N. Y. 43
Morris, W. E., Brakeman, Mohawk Division 44
Murphy, W. F., Watchman, East Boston, Mass. 16
Oddi, J., Section Laborer, Watertown, N.Y. 41
Prindall, W. K., Yard Brakeman, Albany Division 30
Rhoda, E., Brakeman, Mohawk Division 47
Saunders, M., Janitress, Syracuse 24
Schroeder, E. C., Machinist, Buffalo 38
Shapiro, J. L., Janitor, Albany, N. Y. 18
Skinner, R. T., Laborer, Rochester 37
Speich, F. C., Electrical Worker, Selkirk, N. Y. 12
Staub, C. A., Freight Brakeman, Buffalo Division 42
Stewart, G. M., Engineman, Syracuse Division 40
Sullivan, J. E., Switchman, West Springfield, Mass. 17
Sullivan, T. E., Checker, Albany, N. Y. 44
Szymanski, F. W., Engineer, Buffalo Division 40
Terry, G. D., Engineer, Eastern Division 43
Wagner, J. E., Laborer, Syracuse 11
Wede, G., Inspector-Repairer, East Syracuse, N. Y. 15
Williams, B., Yard Brakeman, Suspension Bridge, N. Y. 43

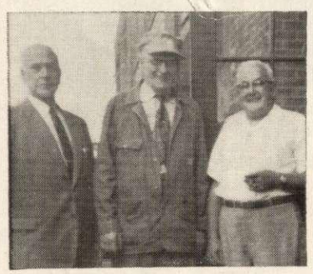
WESTERN DISTRICT

Barrett, T., Car Repairer, Ashtabula, O. 21
Bartish, M. E., Fireman and Engineer, Lake Division 44
Burchak, N., Carman Helper, Ashtabula, O. 12
Calhoun, J., Electrician, Chicago 34
Cavanaugh, J. M., Brakeman, Lake Division 51
Cimorell, A. J., Inspector-Repair, Ashtabula, O. 41
Cochran, W. F., Boilermaker-Welder, Collinwood, O. 36
Coleman, C. C., Switchman, Toledo 43
Crotty, J. R., Passenger Conductor, Lake Division 51
Diego, P., Laborer, Ashtabula Harbor, O. 18
Dixon, R., Cook, Chicago 17
Feeney, E. M., Chore Boy Operator, Collinwood, O. 31

SURROUNDED BY his family, retired Yard Conductor Walter E. LaBelle (second right), Elkhart, Ind., receives his gold pass. Though Mr. LaBelle retired last year, he did not receive his Gold Pass at that time. Pass is proffered by Asst. Terminal Supt. Michael Grahovac.

CONDUCTOR Howard J. Farron (left), receives his Certificate from Transportation Supt. Fred I. Doebber — Syracuse, N. Y.

HONORING Alice Noonan, Steno., Boston (Mass.) Psgr. office, are (from left): Joseph Kelliher; Roy Spangenberg, Psgr. Sales Mgr., New York; Ralph Stearns; Henry Genett, Asst. Psgr. Sales Mgr., Syracuse, N. Y.; and John North.



TRIPLE retirement at Buffalo, N. Y., shows (from left): Chief Clerk Fred J. Bough; and Air Brake Repairmen Norman Barner and George Barry.

LAST DAY as N. Y. Central Gang Foreman is spent by Howard P. Plass, Enginehouse, Brewster, N. Y.

Felice, C. A., Sheet Metal Worker, Ashtabula, O. 40
Gertz, H., Car Repairer, Cleveland 21
Henderson, B. F., Crossing Watchman, South Bend, Ind. 28
Holtcamp, E. L., Assistant Supervisor, Work Gang, Cleveland 43
Hudson, J., Laborer, Hammond, Ind. 18
Kolegar, L., Inspector Repairer, Cleveland 44
Litchenwalter, F. D., Assistant Signal Maintainer, Dunkirk, N. Y. 42
McMahon, M. J., Yard Conductor, Lake Division 44
Miller, F. H., Yard Conductor, Cleveland Division 39
Nichols, A., Brakeman, Western Division 48
Ray, J. A., Crossing Watchman, Chicago 35
Raycoff, R., Laborer, Brandywine, O. 25
Simicevic, L., Baggage and Mail Trucker, Cleveland 9
Smrk, S., Laborer, Brandywine, O. 30
Smith, W. A., Assistant Agent, Willoughby, O. 32
Stachuk, A., Inspector-Repairer, Rockport, O. 38
Stansbury, R. K., Agent, Hugo, O. 40
Steiger, W. J., Locomotive Engineer, Toledo 42
Stopher, J. E., Laborer, Cleveland 19
Subzak, C. B., Inspector-Repairer, Toledo 44
Sunderbrink, C. W., Assistant Vice President, Freight Sales and Service, Cleveland 44
Treyriak, J., Stower, Cleveland 37
Vargas, F., Laborer, Dwight, Ill. 18
Winkler, M. B., Operator-Telegrapher, North Judson Ind. 19
Woodring, J., Bridges and Buildings Foreman Collinwood O. 38
Yokey F. E., Engineer, Lake Division 48

SOUTHERN DISTRICT

Black, T. D., Laborer, Arcanum, O. 17
Boyer, F. O., Section Laborer, Hobson, O. 44
Brizendine, E. B., Electrical Operator, Beech Grove, Ind. 38
Bullard, A. M., Machinist-Helper, Bellefontaine, O. 35
Burke, W. J., Blacksmith, Beech Grove, Ind. 39
Clark, A. W., Freight Conductor, Ohio Central Division 43
Clevenger, N. E., Trackman, Galion, O. 44
Crispin, R. D., Locomotive Engineer, Illinois Division 48
Darmody, H. L., Chief Clerk, Franklin, O. 52
Dufrain, V. W., Cashier, Hammond, Ind. 43
Fout, J. A., Yard Master, Dickinson, W. Va. 42
Haase, H. E., Machinist Helper, Indianapolis 40
Hankins, L. P., Telegrapher, Pana, Ill. 19
Harris, C. I., Yard Conductor, Ohio Division 35
Hurst, W. H., Machinist, Beech Grove, Ind. 49
Kear, G. R., Section Stockman, Bellefontaine, O. 46
Love, E., Yardmaster, Corning, O. 43
Magrane, F. M., Depot Master, Muncie, Ind. 41
McNabb, G. R., Operator Agent, Paris, Ill. 48
Meehan, J. A., Engineer, Ohio Division 44
Moody, J. R., Agent, Winchester, Ind. 47
Moehm, J. F., Lieutenant, Columbus 35
Nachbar, L. O., Crew Caller, Van Wert, O. 42
Neal, G. C., Crossing Watchman, Springfield, O. 18
Niswonger, H. W., Conductor, Ohio Division 45
Owens, S. B., Engineman, Sharonville, O. 44
Parcels, A. E., Operator, Indianapolis 14
Parmer, R., Water Tester and Supplyman, Bellefontaine, O. 32
Scarberry, A. A., Engineer, Ohio Central Division 38
Taylor, E. D., Laborer, Dickinson, W. Va. 23
Thomas, C. A., Conductor, Ohio Division 49

NORTHERN DISTRICT

Angolin, H. A., Laborer, Michigan City, Ind. 37
Appelman, G. J., Agent-Operator, Albion, Mich. 48
Biernat, V., Boilermaker, Jackson, Mich. 41
Carman, K. A., Clerk, Detroit 44
Giandomenico, J., Laborer, Windsor, Ont. 33
Horn, W., Laborer, Detroit 18
Housner, R. G., Section Laborer, Detroit 37
Piechowiak, J. W., Freight Car Inspector, Detroit 40
Rees, S. M., Clerk, Detroit 43
Rheinfrank, C. M., Clerk, Detroit 32
Russell, B. C., Yard Conductor, Michigan Division 38
Ryan, O. H., Clerk, Detroit 42
Sickles, R. T., Accountant, Jackson, Mich. 47
Smith, C., Laborer, Detroit 13
Stockwell, Z. H., Laborer, Decatur, Mich. 41
Thomason, M. R., Yard Engineer, Detroit Division 41
Vogt, J., Carpenter, Niles, Mich. 35

PITTSBURGH & LAKE ERIE

Balazs, K. J., Machinist, McKees Rocks, Pa. 40
Birch, R. E., Locomotive Engineer, East Youngstown, Pa. 48
Brydebell, W. T., Trainman, McKees Rocks, Pa. 37
Devito, J., Material Carrier, McKees Rock, Pa. 40
Donofrio, J., Laborer, McKees Rocks, Pa. 34
Gatens, A. J., Chief Clerk, Pittsburgh 45
Glover, W. C., Trainman, McKees Rocks, Pa. 40
Havern, T. R., Car Inspector, McKees Rocks, Pa. 44
Hetz, J. E., Machinist, McKees Rocks, Pa. 38
Hobden, R., Trainman, Beaver Falls, Pa. 40
Lestander, A., Blacksmith, McKees Rocks, Pa. 47
Lloyd, E., Stenographer-Clerk, McKees Rocks, Pa. 38
Malagam, M., Blacksmith, McKees Rocks, Pa. 44
Pagatto, A., Mason, East Youngstown, O. 18
Robinson, G. W., Yard Foreman, College, Pa. 47
Rock, S. O., Stenographer, Pittsburgh 43

WITH 37 YEARS to his credit, Office Engineer James R. Watt, Jr. (left), Mohawk-St. Lawrence Division, is congratulated by Division Supt. David B. Fleming.

OVER 180 friends and co-workers attended dinner for District Admin. Assistant Jack Small (right) at Detroit, who is honored by Dist. Engineer Harry B. Berkshire.

RETIREMENT ceremony is given in honor of Louis N. Beaird, Central Conductor on the Harlem Division.

PRESENTATION OF Retirement Certificate is highlight of retirement ceremony for Anthony Gigenta (center), Boilermaker, Harmon, N. Y. Certicate is presented Mr. Gigenta by Francis L. Hoffman, while Sam Chiseri, Boilermaker, Harmon, looks on.

If You Were The Editor

How would you try to improve the *Headlight*? Here's your chance to tell us straight from the shoulder! Please check through this page, enter your suggestions and comments, then send it back to us. Just tear out the page and send it RRB to the *Headlight*, 466 Lexington Ave., New York.

(In each section please put an X or a check mark in the appropriate square.)

I. Do you receive your copy of the HEADLIGHT? ☐ Regularly ☐ Frequently ☐ Once in a while ☐ Seldom

II. How thoroughly do you read the HEADLIGHT? ☐ Cover to cover ☐ Most of it ☐ Glance through it ☐ None of it

III. In general how do you rate the HEADLIGHT? ☐ Tops! ☐ Good ☐ Just so-so ☐ Ugh!

IV. Please show us, by checking the appropriate squares in each case, how articles of the following types appeal to you:

How well do you read them?	Thoroughly	Hastily	Not at all
(a) **News of new NYC services** (Flexi-Van; Centralized Rate Bureau; Mechanized car reporting, etc.)	☐	☐	☐
(b) **Benefits** (Medical insurance; retirement; unemployment insurance, etc.)	☐	☐	☐
(c) **About NYC Districts and Divisions**	☐	☐	☐
(d) **Scientific progress on the railroad** (Research and developments of NYC's Technical Research Center)	☐	☐	☐
(e) **Announcements of promotions and appointments to new jobs**	☐	☐	☐
(f) **General Features** (Like "They tell the railroad story" in this issue)	☐	☐	☐
(g) **Features on NYC operations; equipment; facilities**	☐	☐	☐
(h) **Items of local interest about individuals or group activities**	☐	☐	☐
(i) **Announcements and pictures of retirements**	☐	☐	☐
(j) **Photo Features** (Like Headlight Highlights)	☐	☐	☐
(k) **Book Reviews**	☐	☐	☐

How well do you read them?	Thoroughly	Hastily	Not at all
(l) **Hobby Stories and Human Interest Features about NYC people**	☐	☐	☐
(m) **Centralines** (Short items of local interest about NYC people's activities)	☐	☐	☐
(n) **Pats on the Back** (Excerpts from letters commending Central employes)	☐	☐	☐
(o) **Inflation and Economics**	☐	☐	☐
(p) **Railroad industry problems** (Regulation, diversification, taxation, etc.)	☐	☐	☐
(q) **News Briefs**	☐	☐	☐
(r) **News of competitive transportation**	☐	☐	☐
(s) **Features about NYC Customers**	☐	☐	☐
(t) **Safety**	☐	☐	☐
(u) **Service Features** (Damage prevention; per diem, etc.)	☐	☐	☐
(v) **From the Cab**	☐	☐	☐
(w) **Plans for the Future**	☐	☐	☐
(x) **Annual Report**	☐	☐	☐
(y) **Articles of national and community interest** (Blood donors, Red Cross, Civil Defense, etc.)	☐	☐	☐
(z) **Railroad History**	☐	☐	☐

V. Is there anything you particularly *dislike* about the magazine (about this particular issue, for example)?

_____

_____

_____

VI. If you were editor, what would you do to improve the HEADLIGHT?

_____

_____

_____

VII. Do you take the HEADLIGHT home with you?
☐ Always ☐ Usually ☐ Not often ☐ Never

VIII. If you do take it home, who else reads your copy?
Wife ☐ Husband ☐ Parents ☐ Children ☐ Friends ☐ No one else ☐

We don't want your name, but it would help us if you'll check the following:

IX. I am ☐ Male ☐ Female

X. I have been with New York Central
Less than 2 years ☐ 2 to 5 ☐ 5 to 10 ☐ 10 to 20 ☐
More than 20 ☐ Retired ☐

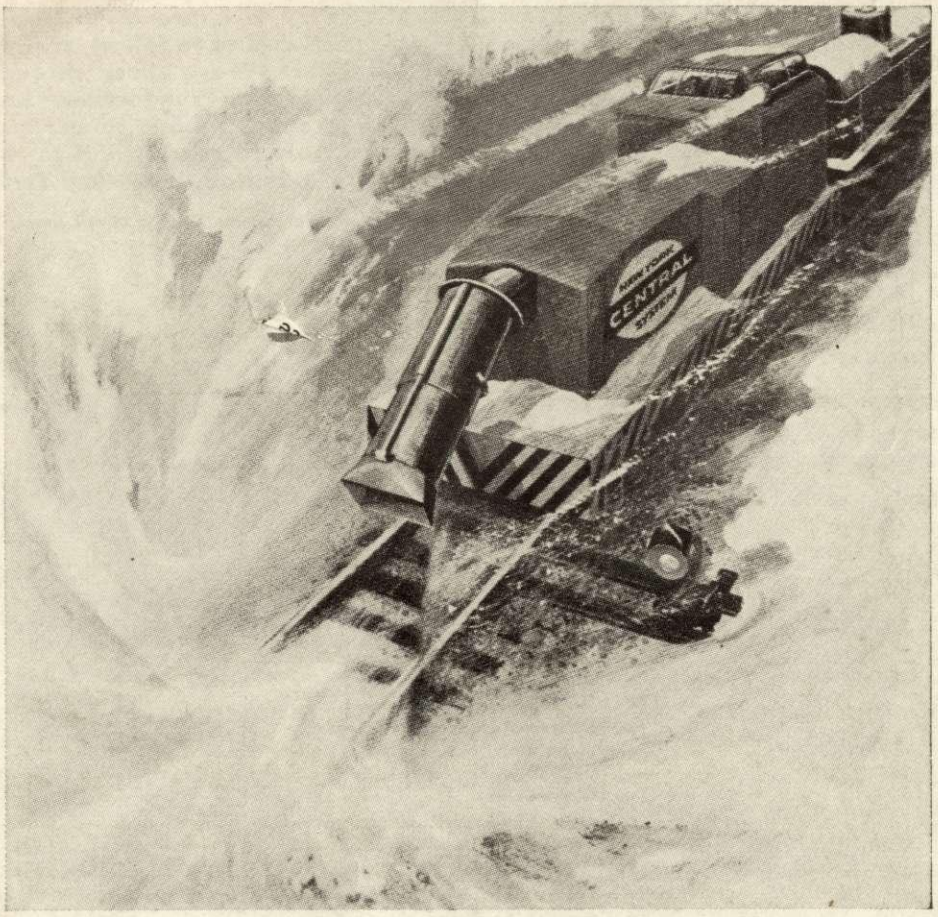
XI. My age bracket is
☐ 20-30 ☐ 30-40 ☐ 40-50 ☐ 50-60 ☐ Over 60

XII. I work on the ☐ Eastern District ☐ Western District ☐ Northern District ☐ Southern District ☐ New York District ☐ P&LE ☐ TH&B ☐ IHB; CR&I ☐ Other My Department is_____

Thanks very much for your help

After completing this questionnaire,

tear out the page and mail it via RRB to Headlight, 466 Lexington Ave., New York.



The New York Central spits in winter's eye!

Because of the climate in its territory, to the Central winter has always meant drifted snow, frozen switches and delayed trains. Then Central's imaginative research staff attacked Old Man Winter with a new weapon, the Snow Blower.

A suplus jet engine from a B-36 hitched on to a caboose becomes a controlled hurricane swirling through icebound switchyards. In its wake signals change from red to green and the trains roll again.

The Snow Blower is one of a host of ideas springing from Central's Technical Research Center. In this lab you'll find Central men utilizing nuclear energy, electronics, all the newest techniques, plus down-to-earth common sense to develop faster, more efficient freight transportation. Most important, Central's research has one major objective . . . to provide the railroad's customers with faster schedules, consistent on-time performance, and continually better service.

NEW YORK CENTRAL SYSTEM

This is an adaptation of a New York Central advertisement appearing this month in national magazines with a full color illustration and in black and white in business and trade publications. It is one of a series of ads which won for the Central a Merit Award in *Modern Railroads'* annual traffic promotion competition for 1960.