

HEADLIGHT

MAY, 1951



Diesel Car for MC; See Last of Steam On Boston & Albany

Service improvement events on two lines of the New York Central System have emphasized recently the progress of the Central's modernization program.

On the Michigan Central, NYC's fifth rail Diesel passenger car was put into service. On the Boston & Albany, that road's last steam-powered train solemnly chugged across the state of Massachusetts, marking completion of the line's Dieselization.

The MC's new Diesel car replaced the former equipment of steam-powered trains No. 333 and 334, which ran between Detroit and Bay City, Mich. With the new car, the runs have been extended to terminate northbound and originate southbound at Midland, Mich., instead of Bay City.

The MC's Diesel car differs from the ones previously purchased and placed in service by the Central in that it has baggage and mail compartments in addition to passenger space.

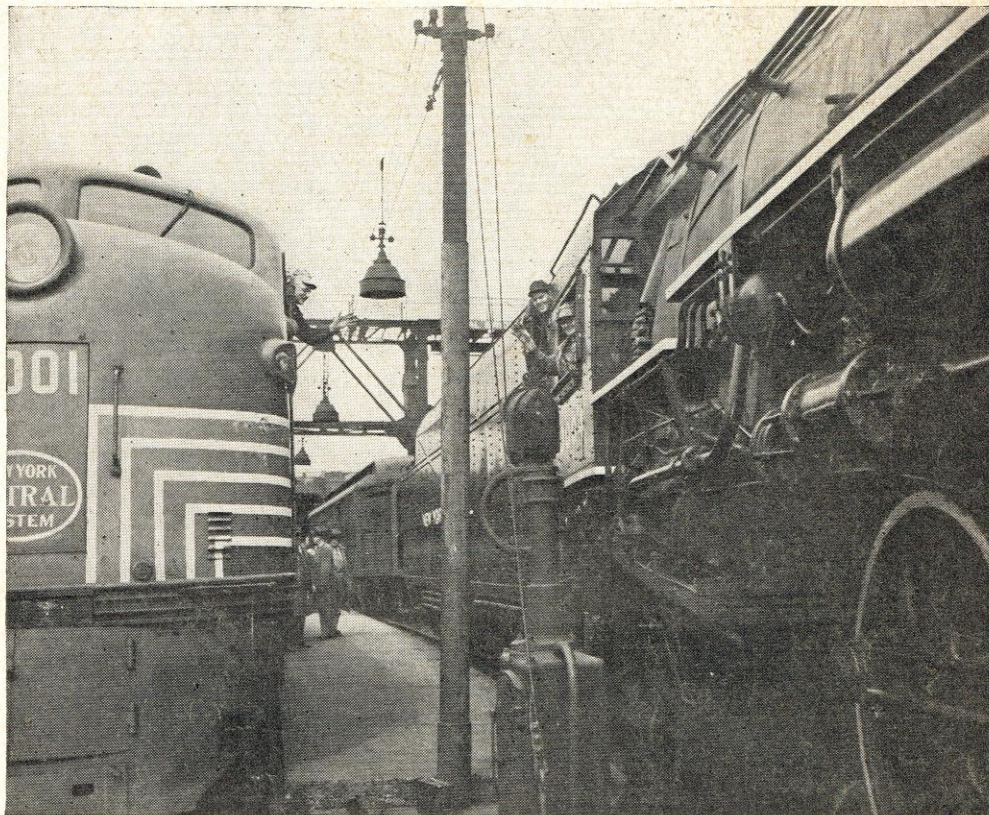
Farewell to Steam

All along the line, determined crowds gathered in the cold afternoon drizzle as the New England Wolverine, westbound from Boston, made its stops. Locomotive No. 3004, on the head end, was making the last run of a steamer to be seen on the B. & A.

At every station there was a ceremony. Bands played, town officials mounted to the cab and talked with Engineman Fay Swartz, photographers took pictures, radio and newspaper representatives conducted interviews.

There were many good words spoken for Diesels and progress, but here and there a pensive voice lamented what one newspaper called "the interment of romance."

As for Engineer Swartz and his Fireman, J. Coleman, they enjoyed the ceremonies and said they also were going to enjoy running the B. & A.'s Diesels.



LAST STEAM LOCOMOTIVE to ride on the Central's Boston & Albany Railroad was No. 3004, which pulled the New England Wolverine from Boston west amid ceremonies and sentiment. Diesel at left was pulling westbound New England States.

Let's Know the Facts

Why We've Had Lay-Offs

—Another in a Series by Gustav Metzman, President—

THIS YEAR has brought us a number of unpleasant surprises. Last January the outlook appeared quite favorable for the Central and for the people whose jobs depend on the Central's health. But, before 1951 was very old, the picture began to change.

First there was the "sick strike" that tied up key switching centers and slashed revenues during the closing days of January and the early part of February. Expenses went right on, but income fell sharply. Much freight busi-

ness was taken away from us and put on trucks. Some of it isn't back yet; some may never come back.

When switching started again, it was a long and expensive job to clean up the congestion that the stoppage had caused. In order to catch up with the backlog and repair the damage to our service with the least possible delay, we had to sacrifice some of the economy and efficiency that otherwise would have been possible. As some indication of th

(Continued on page 16)

New Bridge Over Harlem

The Central is going to build a new, four-track, multi-million dollar bridge across the Harlem River in New York City. It will replace an existing structure which carries all NYC trains going to or coming from Grand Central Terminal, also all New Haven Railroad trains which use GCT.

The bridge will be a vertical lift type (see picture, opposite page), with the 340-foot center section moving up to permit passage of water craft. The existing bridge swings open to allow vessels to pass.

Work is beginning on the first phase of the project, the sinking of five concrete piers into the riverbed. Completion of the entire structure is scheduled for 1954. It is expected that about 15,000 tons of steel and 70,000 barrels of cement will be used.

Opening and closing cycle of the new bridge will take only four minutes, as compared with nine minutes required by the present bridge. The new one will be built immediately to the west of the existing one.

Toledo Facility to Be Enlarged

Facilities for handling iron ore are going to be expanded at the big Toledo, O., coal and ore docks operated jointly by the Central and the Baltimore & Ohio Railroad. Two new Hulett unloaders—each able to scoop 20 tons of ore at a time from the hold of a steamer—are being ordered for installation prior to opening of the 1953 Great Lakes shipping season.

The present pair of 15-ton Hulett (see picture, opposite page) will be remodeled to provide increased capacity during the 1952 season. After installation of the new, larger-capacity machines, at least one and possibly both of the 15-ton unloaders will be kept in service.

Improvement of the facilities, which were opened three years ago, is designed to keep pace with planned increases in steel mill capacity.

Orders Placed Early

In order to insure a steady flow of needed new freight cars from manufacturers next year, the New York Central System has placed orders, for delivery in 1952, for 7,050 freight cars.

In addition, an order has been placed for 200 cabooses, to be delivered later this year.

The New York Central will receive 5,250 of the cars included in these latest

orders. Among them will be 2,500 hopper cars, 1,000 box cars, 1,000 gondolas, 500 flat cars, 50 tank cars, and the 200 cabooses. The others—1,000 hopper cars and 1,000 gondolas—will go to the Pittsburgh & Lake Erie Railroad.

The 50 tank cars will be used for transporting fuel oil used by the Central's Diesel-electric locomotives. Principally, they will carry oil from refiners' tanks to storage and use points on the Central, and from NYC's own large storage tanks to points of smaller use.

Comfort for Crews

A new dormitory and restaurant building for road crews is part of the plan for NYC's big Diesel servicing facility at Stanley yard, near Toledo, O. The new building will have 86 individual sleeping rooms, a restaurant seating 44 people, and an assembly room that will accommodate 120. It is intended for road crews of the Ohio Central Division, Big Four, and Michigan Central who will terminate runs at Stanley under plans for full Dieselization of operations into that point.

Three New Diesel Shops

More Diesel maintenance facilities are on the way, keeping step with the steady increase in NYC's use of Diesel power. At Collinwood, O., a traction motor and generator repair shop will be established and facilities installed for giving Diesels general overhaul. A building formerly used as the mill room will be converted for the new shop.

At DeWitt yards, near Syracuse, N. Y., where a fueling and inspection point was installed two years ago, a repair shop will be put in. It will handle heavy maintenance work on the Line East's big fleet of road freight Diesels, also on road and yard switchers of the Mohawk, Syracuse, and Pennsylvania Divisions.

At Buffalo, a new shop will be built for maintenance of road and yard switchers assigned in the Buffalo area and at Batavia and Rochester. It will be located at the Sycamore Street wye.

Work on the new buildings at Syracuse and Buffalo is expected to begin this summer.

Central's Owners to Meet

Annual meeting of the Central's owners—the people who hold shares of stock in NYC—will be held May 23 at Albany, N. Y. By attending in person or by sending in proxies, stockholders will vote for the directors who will oversee conduct of the Central's business for the coming year. Re-election of the

present 15 directors for the customary one-year term has been proposed.

Following the custom begun last year, NYC will run a special train to Albany from New York for the accommodation of stockholders in that city and surrounding areas, where the greatest number of Central stockholders have their addresses. A reduced fare of \$3.50 (including tax) for the round trip will be in effect on the special train.

Last year a considerable number of stock-owning Central employees made the trip to the meeting.

Rail-Truck Links Speed Service

Steadily the Central has been increasing its use of highway truck service, coordinated with rail movement, to speed movement of less-than-carload freight. Last month two more good-sized areas got the benefit of this substituted service, saving one or more days on l.c.l. moves.

Watertown, N. Y., is focal point of one of the new truck operations. Five routes fan out to serve St. Lawrence Division points as far north as Massena, carrying package freight in both directions between smaller NYC stations and the key station at Watertown.

Four new truck routes based on Kingston, N. Y., complete the chain of substituted service to and from smaller points on the Central's West Shore Road between Jersey City, N. J., and Albany, N. Y. Earlier this year the service was installed between Jersey City and points as far north as Congers, N. Y.

Besides the speed-up resulting from use of truck transport in place of way cars, NYC people on the St. Lawrence Division have another selling point to push with shippers. New car lines scheduled from Watertown to key cities on the Central offer further savings of time on outbound l.c.l. shipments.

Tilly Was No Lady

One of the many colorful names that are sprinkled through Central station lists was scratched off a few months ago with discontinuance of passenger train stops at Tilly Foster, N. Y., on the Putnam Division. Lack of business led to closing of the station, which the Brewster, N. Y., American Legion post has moved away to use as its headquarters.

For those who wonder what kind of person the town is named for, it may come as a shock to know that Tilly was a man. He bought a farm there in 1830, perhaps because of iron ore deposits on the property. He didn't mine the ore; but when a company was formed to do so a couple of decades later, it called itself

the Tilly Foster Iron Mine, though Tilly had died in 1842 and none of his descendants seem to have been in the company.

Even with Tilly gone, Central station lists still show a good supply of thought-provoking place names. Samples: Embarrass, Ill.; Possum Glory Junction, Pa.; Acup, W. Va.

MU Car Delivery Completed

More than one-third of the Central's commuters in the New York electrified zone will ride this summer in air-conditioned comfort provided by NYC's new multiple-unit cars (see picture, this page). Delivery of the last car in the 100-car order was made recently. Used in solid trains to take advantage of special operating features, the new coaches are used in 47 trains every weekday, 38 on Saturdays, and 34 on Sundays. On weekends, half or more of electrified zone commuters will enjoy the comfort of the new equipment.

Besides air-conditioning, the cars have fluorescent lighting, double-pane safety windows, electrically cooled drinking water, and other features.

Fixing Up for Freight

To further improve service in a bid for more less-than-carload business, the Central is going to revamp the West Street freight house at Syracuse, N. Y., for smoother, more efficient handling of l.c.l. freight.

A wider trucking platform for working the house tracks, a new and wider driveway for motor trucks bringing in and taking out freight, and a loud speaker system are among improvements to be installed.

Improved service, especially as a result of coordinated rail-truck movement, has increased l.c.l. business in the Syracuse area. Streamlining of the freight house there will enable NYC to give top grade service to existing business and in addition should attract still more traffic.

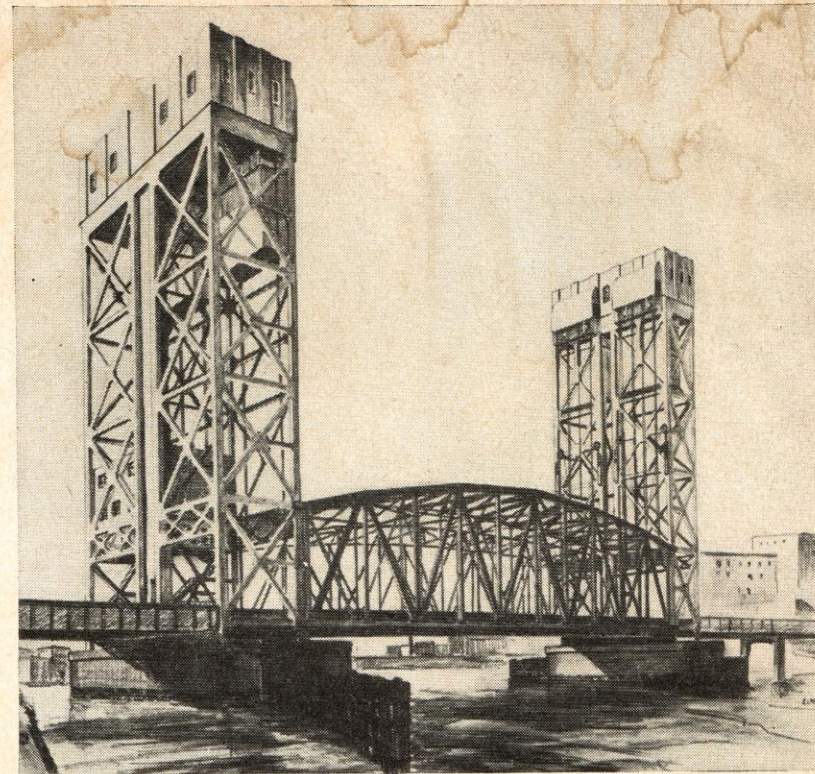
Two More Big Boys

Already a leader in ownership of the big, heavy-duty cars used for hauling giant electrical transformers, NYC is adding two more to its fleet. The new ones will have 168-ton capacity, greater than any of the 35 transformer cars the Central now owns. Transformers are being built bigger all the time, and freight cars have to keep up with them.

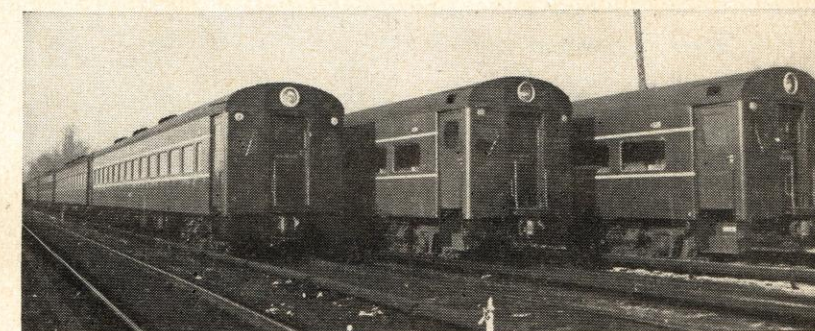
Hot and Cold Waiter

Safety took a shellacking one cold day last winter when a Central dining car waiter smoked a cigarette in bed at the crew dormitory in Chicago. He fell asleep with the fag still burning; it set the bed afire. When he awoke amid smoke and flames, he jumped through a window, cutting his arm 10 stitches' worth. Barefoot in the snow, he caught a dose of frostbite.

May, 1951



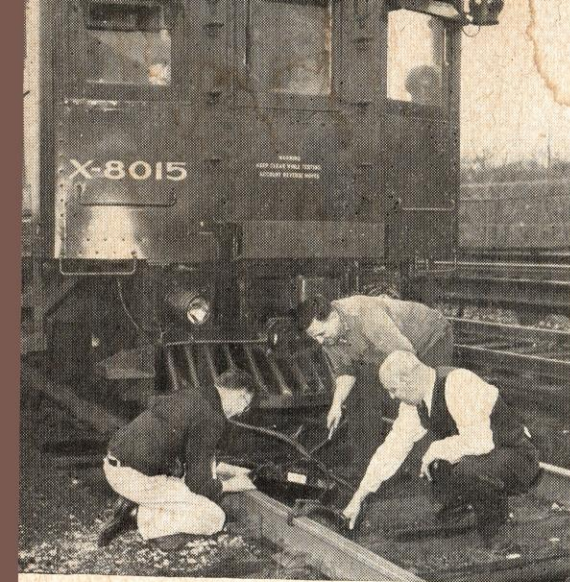
ARCHITECT'S DRAWING shows how new Harlem River bridge will look. Plans call for completion in 1954 (see story, opposite page).



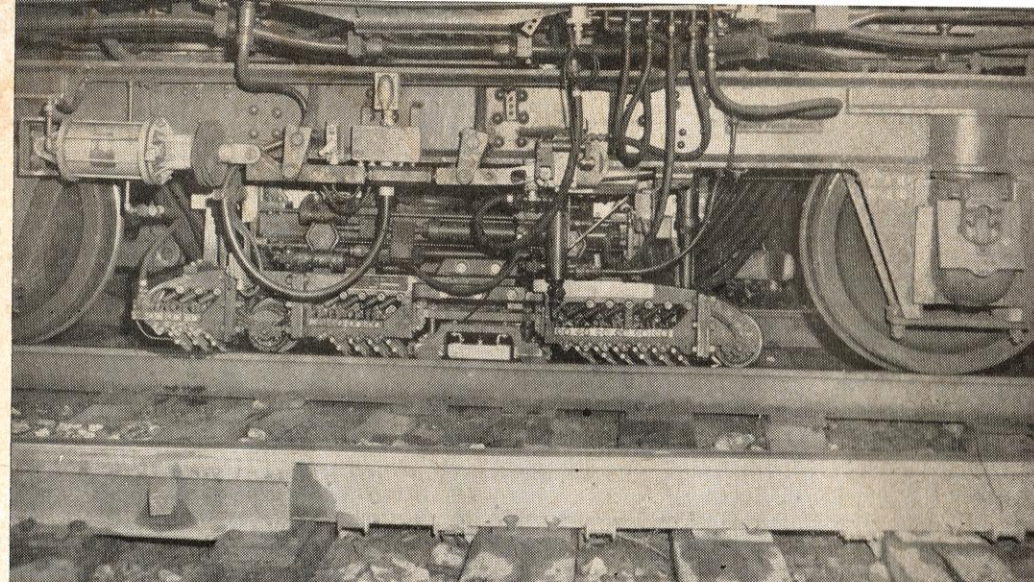
A FULL HUNDRED of these new, air-conditioned multiple-unit coaches are now in New York area commuter service (see story, this page).



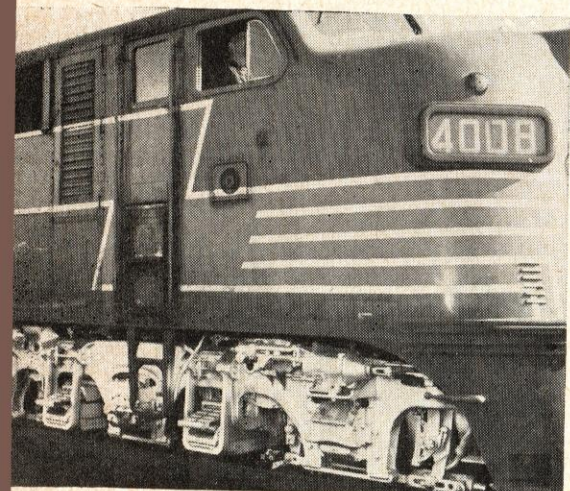
THIS PAIR of ore unloaders at Toledo, O., docks will be remodeled; two new 20-ton ones are to be installed (see story, opposite page).



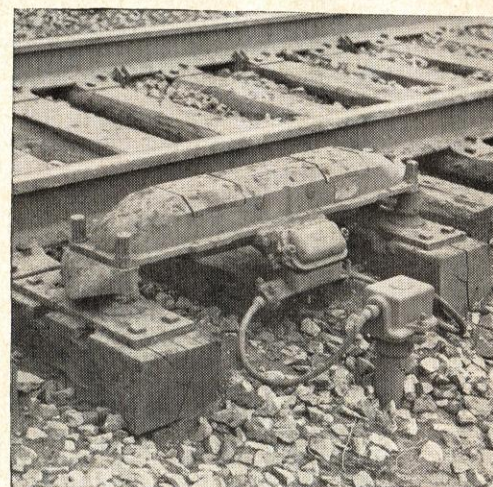
RAIL FLAWS are ferreted out electronically by detector car. Here crew* have alighted to check indicated trouble spot.



FEELING ITS WAY over every inch of the rail, this sensitive mechanism on the detector car spots interior flaws not visible to the eye, sprays oil to mark their location for immediate follow-up by more detailed inspection. NYC owns a detector car, rents others.



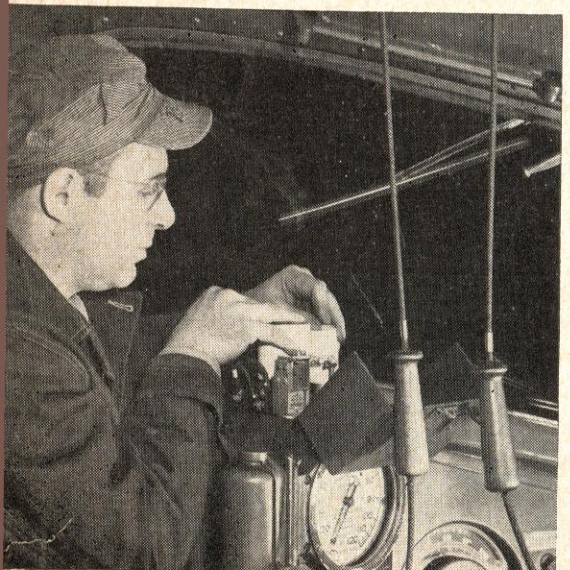
TRAIN STOP activated by device at front of engine truck, will apply brakes if engineer doesn't acknowledge caution signal.



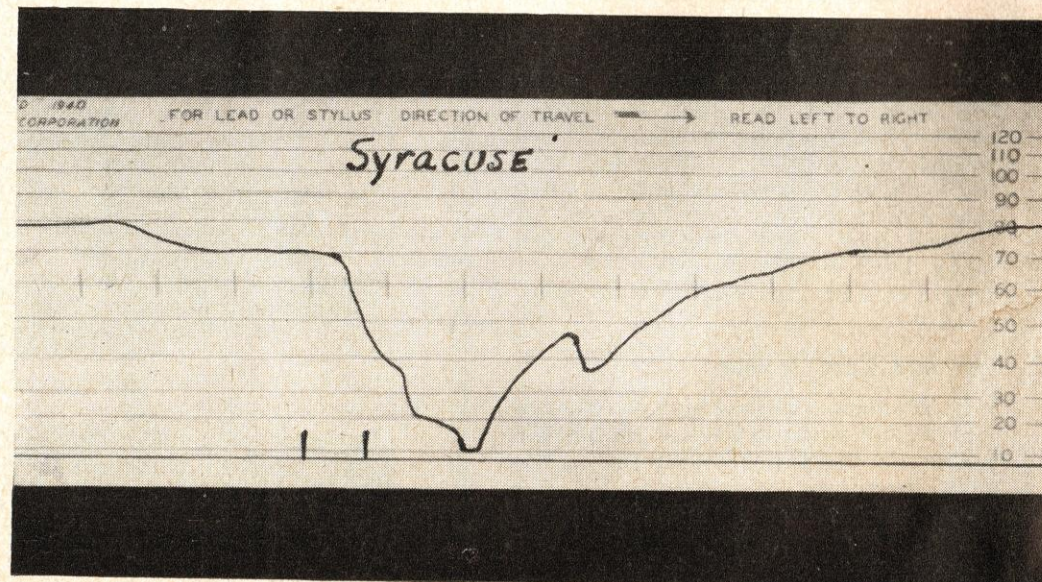
TRACKSIDE INDUCTORS like this one will activate train stop mechanism on engine if caution signal isn't acknowledged.



TO LET INDUCTOR "know" he has observed signal, engineman* operates fore-staller. If he didn't, train would stop.

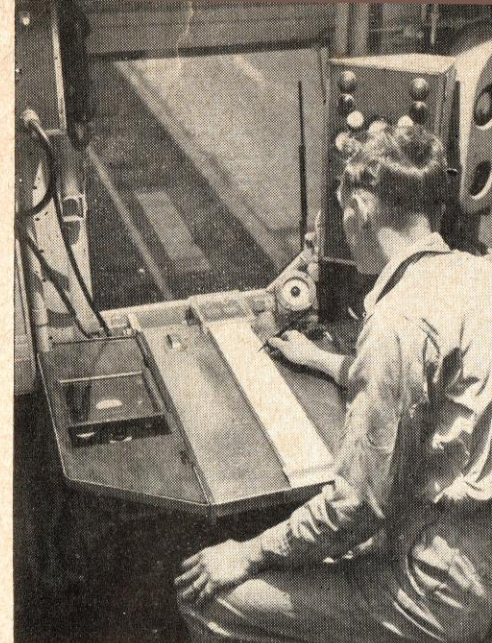


RECORD OF THE RUN is kept on tape, which shows engine's speed at all times on run. Here roll is installed in Diesel.*

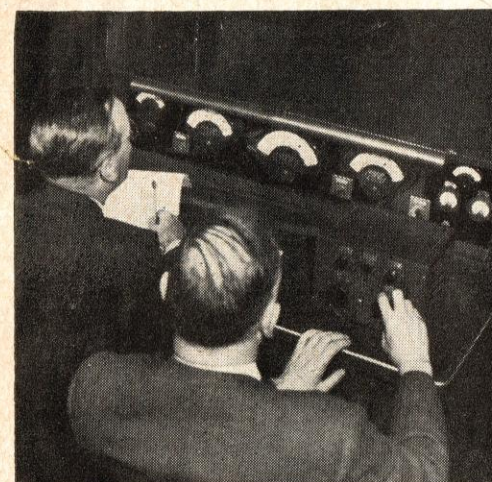


ACTUAL TAPE READING shows how train speed (wavy black line) decreased as engineman responded to signal indications, then resumed speed. Thin, short vertical lines at regular intervals are mile marks. Short strokes below show where engineman forestalled.

New York Central Headlight



RUNNING REPORT on condition of track being tested is received on instruments in one end of car. Operator* watches closely.

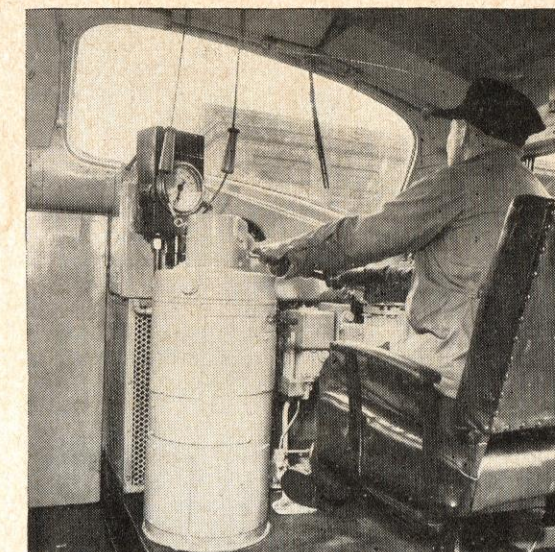


PERIODIC CHECK on trackside inductors is made by special test car*. They must meet standards well above working needs.



CENTRAL OFFICE in Buffalo, to which all completed tapes are sent, uses instruments to check each against standard for run.*

May, 1951



ENGINEMAN'S FOOT must stay on pedal while running. If he should be stricken, his foot would release pedal, which would stop train.

To Help Safe Men Be Even Safer

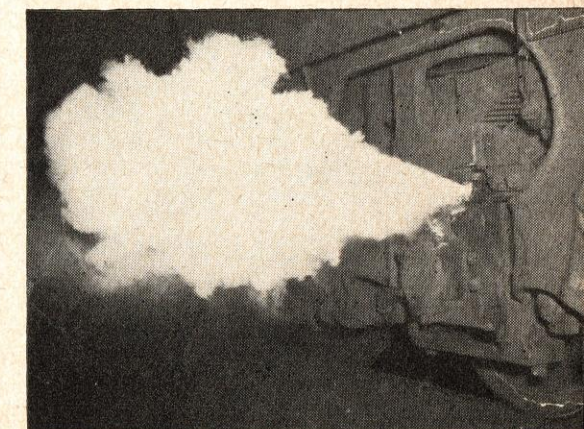
EACH TIME a crew is sent to take a train over the road, a vote of confidence is cast in the members of that crew and in all other railroaders who have anything to do with the safe movement of trains. Human lives and millions of dollars worth of equipment and property are being entrusted to a group of men in the faith that those men will do their jobs competently and carefully.

To back up the efforts of the safe men who move its trains, the Central provides a host of safety aids. In selecting and training men for jobs, it insists on the physical fitness and mental alertness that safe operation requires. It constantly reminds its people to work safe and be safe. And it provides, at great expense, an array of mechanical devices that go as far as practical technology can to insure against accidents. Some of these devices are shown here.

*Members of the detector car crew shown examining rail are (left to right) Robert Winchester, Gerald J. Lyons, Charles Hallett. Watching instruments in detector car is H. P. Williams Jr. Peter Smith, Foreman at Harmon, N. Y., is the man demonstrating forestalling device, installing engine recording tape, and inserting journal alarm cartridge. Shown in inductor test car are L. M. Black (left) and J. P. Stevely. Reading engine recording tape is Ted Koczorowski.



TO GUARD against overheated journals, passenger cars and locomotives are equipped with smoke and odor alarms.*



CLOUDS OF SMOKE and pungent odor are emitted by alarm if heat in journal box becomes excessive. Next step: stop train.

Page 5

Centralines

Grand Central Terminal continues to be a favorite sight-seeing spot, not only for tourists but also for residents of New York and nearby communities. In a recent month, the GCT Engineering office conducted guided tours of the Terminal for a total of 1,116 visitors . . . Interviewed by the Rochester, N. Y., *Democrat & Chronicle* for an article in its "My Job" series, Rochester Division Engineer, G. A. Blakely said, "Definitely" when he was asked, "Do you like your job?" . . . Frederick N. Nye, Assistant to General Freight Traffic Manager at New York, spoke before the Syracuse, N. Y., Traffic Club April 16. His subject was "Railroads in the National Emergency" . . . "It was like Buckingham Palace on wheels," wrote Harold H. Hartley, business editor of the Indianapolis *Times*, after a trip on the Southwestern Limited recently. The ride, the room, the food, the service, and the crew all were swell, he told readers of his column. . . . Karl Emmanuel, General Manager of the Peoria & Eastern Railway, and a retired colonel in the Army Transportation Corps Reserve, has been re-elected president of the Indianapolis chapter, National Defense Transportation Association.



MR. NYE

The lady's heart was heavy. Her new spring hat had blown off as she boarded the NYC Harlem Division local train at Mt. Vernon, N. Y., bound for New York City and some shopping. The conductor couldn't stop the train and go back for it, but he did the next best thing. At Grand Central he took the lady to the lost and found department. The attendant took a description of the hat and telephoned the Mt. Vernon station. There the agent sent a section man out to look. Near Woodlawn he found the hat, looking very chic between the rails of track 2. When the lady returned to Mount Vernon that afternoon, it was waiting for her at the station, not a single feather out of place.

New address for the Central's freight traffic office at Columbus, O.: 418 North High Street . . . Eagle-eyed readers of the Safety department's *Green Sheet* were quick to howl when the January issue had only four social security numbers buried in its columns instead of the usual five. (If you find your number you get five silver dollars.) Quite a few readers wrote in and volunteered their numbers for future use. To make amends, the *Green Sheet* hid an extra winner in the March issue.

J. Russell Grant, recently retired Assistant General Passenger Agent at New York, has been elected an honorary member of International Skat, a society of traffic and transportation people . . . Paul Hopkins, NYC Attorney at Cleveland, and Agnes Dunlop, Clerk in the Law department there, were married this month.

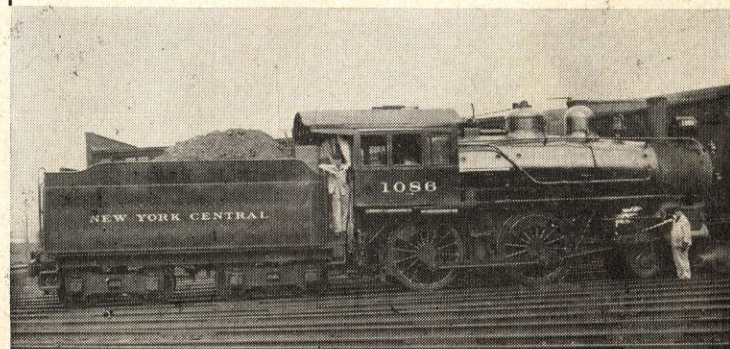
More than 1,000 people turned out for a family safety rally held last month by the Boston & Albany at Brighton, Mass. Entertainment was furnished by B. & A. folks . . . Lines West Vice President J. J. Brinkworth addressed two groups in Cleveland last month: the Greater Cleveland Safety Council and the Railroad Y.M.C.A. Boosters Club. He also spoke in New York before the alumni of Manhattan College at their annual banquet . . . L. B. Elliott, who retired as Assistant District Engineer, Big Four, the first of this year, has taken up the slide rule again. He's doing engineering for a construction firm . . . Dexter Lake, who retired as a Conductor at New York after more than 50 years of service, celebrated the wind-up of his rail career by buying a bicycle. "Was afraid I might not get enough exercise now that I'm not working," he said. He remembers hauling trainload after trainload of rock up Park Avenue during excavation for Grand Central Terminal.

Railroad Quiz

Try your hand at these railroad questions. Check one of the four answers suggested below each question, then compare your answers with those on page 14.

- In what year were the Atlantic and Pacific oceans first joined by a railroad?
a. 1855 c. 1869
b. 1865 d. 1876
- Who makes out a "wheel report"?
a. Wheelwright c. Master Mechanic
b. Conductor d. Car Inspector
- To aid in the defense effort, U.S. railroads are trying to increase the amount of transportation performed by their equipment. What goal are they trying to reach in average daily mileage per freight car?
a. 50 miles c. 100 miles
b. 16 miles d. 34 miles
- Where on the New York Central System, until 1934, did a horseman have to ride down the track before each locomotive, waving a red flag to warn of the approaching train?
a. Mattoon, Ill. c. New York City
b. Buffalo, W. Va. d. Evansville, Ind.
- Which of the following is most likely to talk about a "prototype"?
a. Stenographer c. Telegrapher
b. Dispatcher d. Model railroader
- What is a drill track?
a. One serving an oil well. c. One used for back and forth switching moves
b. One on which engine-men practice running d. One used for storage
- In 1924, a Central affiliate put into use the first car retarder. Where did this happen?
a. Chicago c. Detroit
b. Gibson, Ind. d. Indianapolis
- In railroad slang, what is meant by "balling the jack"?
a. Banking your pay c. Running fast
b. Cussing the foreman d. Stowing freight
- What was the Central's total tax bill in 1950?
a. \$25,000,000 c. \$59,000,000
b. \$37,000,000 d. \$68,000,000
- What is a merchandise car's "sailing day"?
a. Day it leaves point of origin c. Day it arrives at destination
b. Day it reaches transfer point d. Day it makes its first trip

Tell-a-Photo



Why was this locomotive known all over the world? For answer, see page 14.



THREE LAYERS of skirt give checkerboard effect to this evening gown on Helen Draney, Clerk in Accounting.

VERY USEFUL is this lace tunic, worn here over dress by Hildred Butler, who works in Valuation Engineering office.

OKAY FOR OFFICE is rayon summer dress shown by Vivian Adams, of Equipment Engineering. Stole goes with it.

THE TOP COMES OFF this two-piecer to give halter effect. Model is Mrs. Esther Miller, of Safety department.

Sew Your Own, Rail Business Gals Told

Railroad gals in the New York area turned their thoughts to wardrobe matters at a recent meeting of the Railway Business Women's Association. The result was a fashion show with a practical twist: all the creations were from patterns which any needle-wise gal could

follow in making her own clothes. Lots of fun and substantial savings in money were promised for those who tried it.

The accent was on business clothes, but there was a good sprinkling of selections also for after-office-hours wear. "After all," as the commentator at the

show remarked, "we love our railroad, but a gal wants some social life, too."

Quiet footnote: the models, including four NYC girls (see above), didn't make the creations they wore at the show. "It all came up so fast," they said, "we didn't have time."

They Say It Happened

A railfan in Chicago wanted to do something in honor of New York Central locomotive No. 999, which set a world speed record in 1893. He bought an apartment building located at 239 Lake Shore Drive, renumbered it 999.

When the Skaneateles, N. Y., Shortline Railroad went completely Diesel last year, the artist who lettered its one locomotive had spelling trouble. He left out the second-last "e." The railroad accepted the locomotive anyway.

Frisco Lines has discovered what it believes to be the shortest haul in railroading. It is a twice-weekly haul of a carload of batteries from a factory in Memphis, Tenn., to an automobile assembly plant across the street. A Diesel switcher does the work. Total trackage involved: 150 feet. The shipper says it's the most economical way.

Positions Filled in Law Department

Effective last month were several new appointments in the Central's Law department, as well as a number of changes in other departments.

Gerald E. Dwyer has been named General Attorney at New York, and Marvin A. Jersild has been appointed to the same position at Chicago. Formerly Assistant General Attorney, Mr. Dwyer has served in the Central's Law department since 1933.

Mr. Jersild, with the Central since 1922, had been Assistant General Counsel in Chicago since 1933, and had been in charge of the Chicago office since February of this year. In his new position, Mr. Jersild will supervise the Central's legal



MR. DWYER

work in Indiana, Illinois and states west of Illinois.

Also with headquarters at New York, Leo Manville, Assistant General Attorney since 1933, has been named Assistant to General Counsel, and Francis L. Brown has become Assistant General Attorney. Since 1946, Mr. Brown has served as Attorney in the General Solicitor's office.

At Detroit, Frank E. Robbins has been named Assistant Auditor Freight Accounts, and is succeeded as Chief Traveling Auditor by Lorne M. Sevey, formerly a member of the Comptroller's Traveling Auditors staff.

Newly appointed General Storekeeper, with headquarters at Detroit, C. H. Dayton succeeds A. M. Gage, retired.

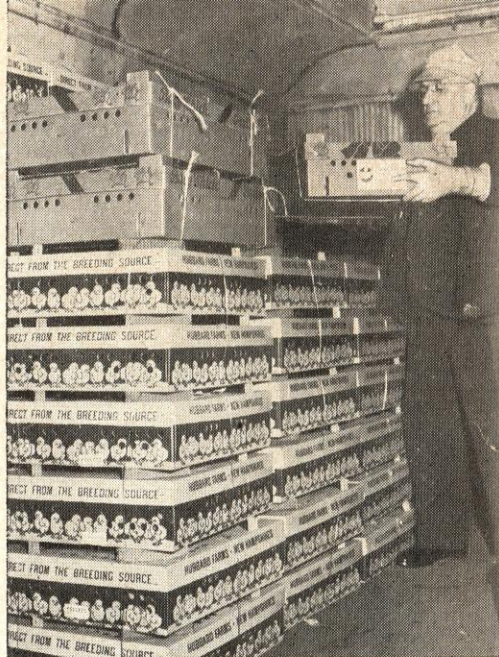
E. P. Brown was appointed to the post of Trainmaster on the Pennsylvania Division. J. H. Cook was named Assistant Trainmaster at Springfield, O.

HEADLIGHT HIGHLIGHTS OF THE MONTH



New Fashion Notes

... are struck in summer uniforms which Central's Train Passenger Representatives will wear starting later this month. Nancy Fish, one of four assigned to Empire State Express, is previewing the 1951 summer outfit here as she goes over coach diagrams with Walter Godfrey, Assistant Stationmaster at Grand Central. Togs are azure blue. Newly designed is hat, after Hattie Carnegie beret.



Chickens in the Car

... were hatched in the morning in Vermont, same afternoon were aboard NYC train No. 33 en route to poultry farmers in midwest. Baggage man David Finch had 222 boxes of peepers aboard this trip.



Photo by Elkhart, Ind., Truth

All Aboard

... meant the big moment for Jimmy Stull (left) and Bobby Hershberger, two younger brothers who tagged along when second and third graders of Elkhart, Ind., school took Central train to South Bend.



Photo by Watertown, N. Y., Times

First Call

... from new telephone system in Central's passenger station at Watertown, N. Y., is placed by Mrs. Mary A. Leonard for Superintendent H. G. Farnham. The new dial setup replaces manual board.

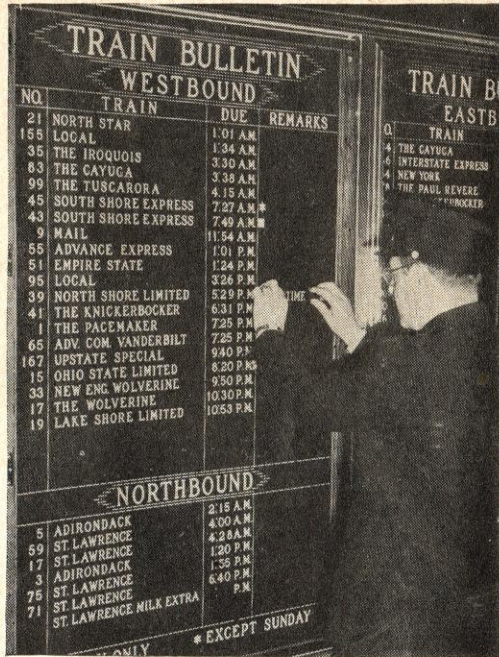
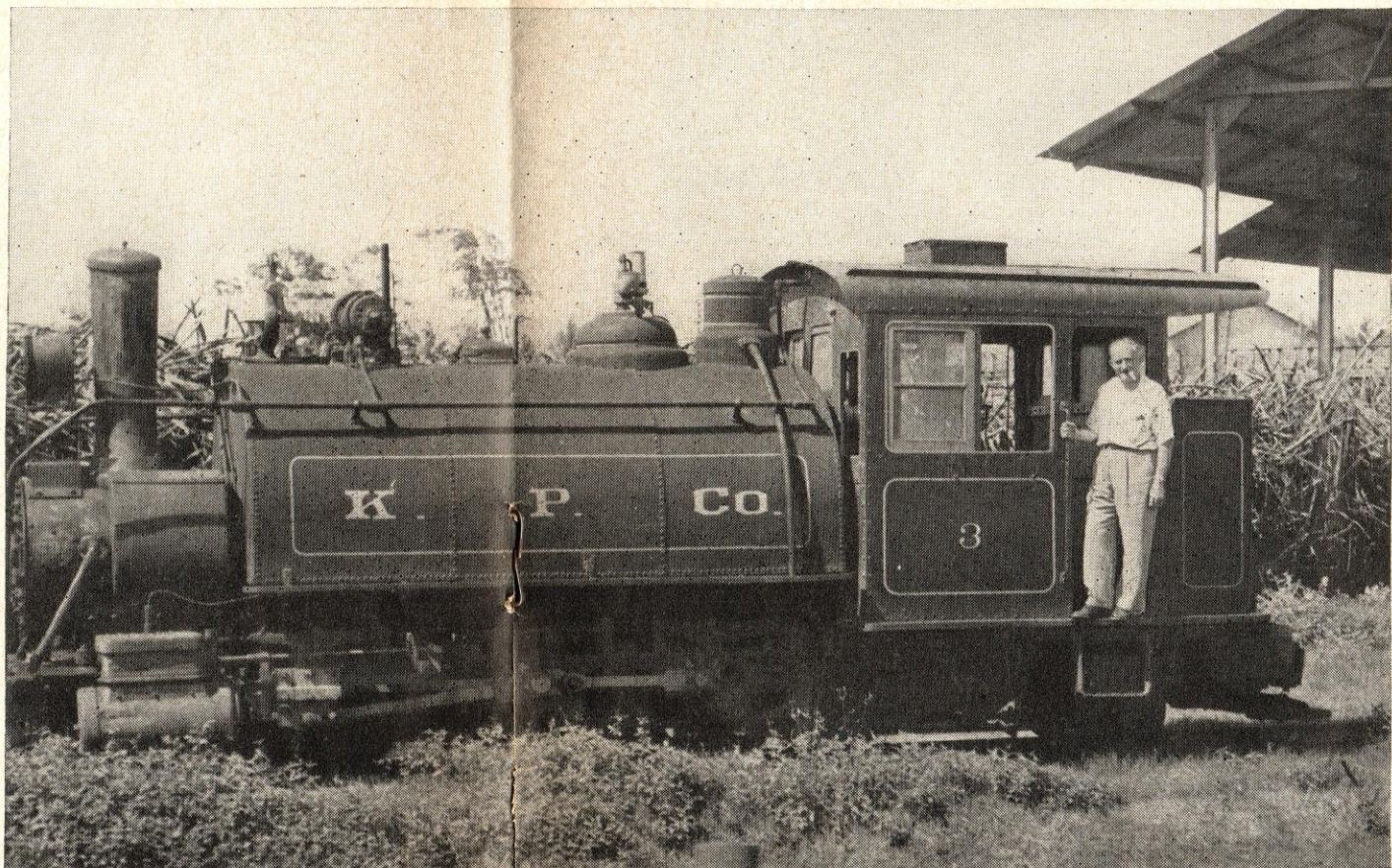


Photo by Utica, N. Y., Daily Press

Train Info

... is easy for passengers and trainmeeters to read from new board recently installed in the Central's passenger station at Utica, N. Y. Posting the board is Irving Simons, Train Caller at station.



Engineman's Holiday

... included some railroad sightseeing for John Bachran, Engineman at Grand Central Terminal, New York, when he and his wife visited Hawaii recently. John posed with (but didn't drive) this locomotive of the Heliconia and Hibiscus Railroad, one of the principal

sugar-carrying lines of the Islands. Trains run through the plantations picking up newly cut cane. Mr. and Mrs. Bachran spent two and a half weeks in Hawaii and visited their son, William J., who lives there with wife and year-old-son. He's with visitors bureau.



Honking the Horn

... of a Diesel locomotive was fun for Cub scouts from Shaker Heights, O., who toured Central's shops at Collinwood, near Cleveland. Irvin Lippe, editor of B.R.T.'s *Trainmen's News*, who accompanied party, is in cab with his son Stuart (pulling cord) and pal.



EVERY-DAY ITEMS used in demonstration are shown to group by Mr. Chittenden.



READING BRAILLE is no cinch, discover William Buttron, I. W. Martin, F. J. Kossuth, Louis Sitterman, F. C. Ruskaup, T. J. Lyon while taking part in blindfold session.

What's It Like When Your Sight Is Gone?

How much are your eyes worth? How much are you out if you lose them?

Twenty-five Central people got dramatic answers to these questions recently when they took part in a session of make-believe designed to show what it's like to be blind. Sitting in a darkened room, their eyes covered, they found it isn't easy to light a cigarette, pour tooth powder onto a brush, tell one suit of clothes from another, or distinguish black shoes from brown when you don't have the use of your eyes.

Department heads, staff officers, and others concerned with safety on the Central, they went through a routine developed by two Toledo men as a means of stressing the value of eye-protection devices, especially safety goggles.

E. F. Chittenden, of Unitcast Corp., one of the originators of the skit, conducted the demonstration. Himself once sightless but since recovered, he took up safety education as a life's work.

Each participant was provided with a cigarette, book of matches, tooth brush, can of tooth powder, two shoe laces (a round one for black shoes, flat one for brown), two swatches of cloth (to represent different suits), and a page printed in Braille.

Fumbling, spilling, burning fingers, puzzling over raised dots on a piece of paper, the participants were inclined to agree with the main point the demonstration tried to put across: your eyes are your most important possession; you should guard them carefully.



SAFETY GOGGLES, used on every job involving eye risk, are key to protection.

Birthday Quiet, but Greetings Warm

The Central's April 17th anniversary—marking 125 years since the granting of a charter to the Mohawk & Hudson Railroad—came and went without official fanfare, since the Central had decided to forego formal celebration in view of the national emergency.

But the occasion did not go unnoted. Virtually all newspapers published in cities on the Central's lines prominently mentioned the anniversary. A few of the many well-wishing comments are quoted here:

•Cincinnati *Times-Star*: "One of Cincinnati's best friends is quietly celebrating its birthday. . . . Cincinnati is happy to blow a horn of its own in salute to a railroad whose life has been a strong factor in making this a modern, progressive nation."

•Cleveland *Press*: "The 125th milestone rates a salute, longer and louder than the whistle on the Central's mightiest locomotive can give." The *Press*

also recalled that John M. Hughes, a brewer from Cleveland's "flats," was among the distinguished passengers on the first train run by the Mohawk & Hudson, drawn by the famous locomotive DeWitt Clinton.

•Indianapolis *News*: "To wish it (Central) well is to extend a birthday greeting to an old friend and good neighbor."

•Syracuse, N. Y., *Post-Standard*: "The Central is our biggest asset. . . . It is the largest taxpayer in Onondaga County."

•Utica, N. Y., *Observer-Dispatch*: "The New York Central helped develop the state . . . the big cities of the state will be found along the Central's right of way. The railroad's part in building them is obvious."

Pictures of early rail equipment were featured by many papers.

Many radio broadcasts also took note of the Central's anniversary, in spite of the absence of formal observance.

Riley Completes First Decade, Proved Popular from Start

The James Whitcomb Riley, NYC's daytime streamlined all-coach service in both directions between Chicago and Cincinnati, chalked up its 10th birthday April 28.

A decade after its inauguration, the Riley was holding its place as one of the most steadily popular rail services on the Central and in the whole country. Timed to give Cincinnati an afternoon in Chicago and return the same day, it quickly developed a host of loyal customers among business and professional people.

When the Riley was introduced in 1941, it was equipped with cars built in the Central's Beech Grove, Ind., shops. In 1948, as part of the Central's large-scale post-war passenger service modernization program, it was completely re-equipped with stainless steel cars.

All seats on the Riley are reserved. Its normal passenger load is between 300 and 400.

New York Central Headlight

True to Trust, Sons Keep Father's Vow Alive

Up among the peaceful grazing lands of the northern Hudson River valley, two New York Central men are faithfully carrying out a promise made by their father 56 years ago.

The trust still being discharged by brothers Edward and Louis Grogan, of the Central's Maintenance of Way department, is the devoted care of two simply marked graves that lie next to the Harlem Division track near Philmont, N. Y.

This service to the memory of two people whom they know only by legend has become a tradition in the Grogan family. It began when their father, Michael Grogan, was asked by two elderly ladies to make an unusual pledge.

Section Foreman for the Central at Philmont, Mike Grogan had often noticed the ladies while he was working the stretch of track along the old Snyder homestead. Every so often, in spring and summer, they would ride up in a horse-drawn rig, alight near the two lonely headstones that stood near the track, and rake and weed the tiny plot.

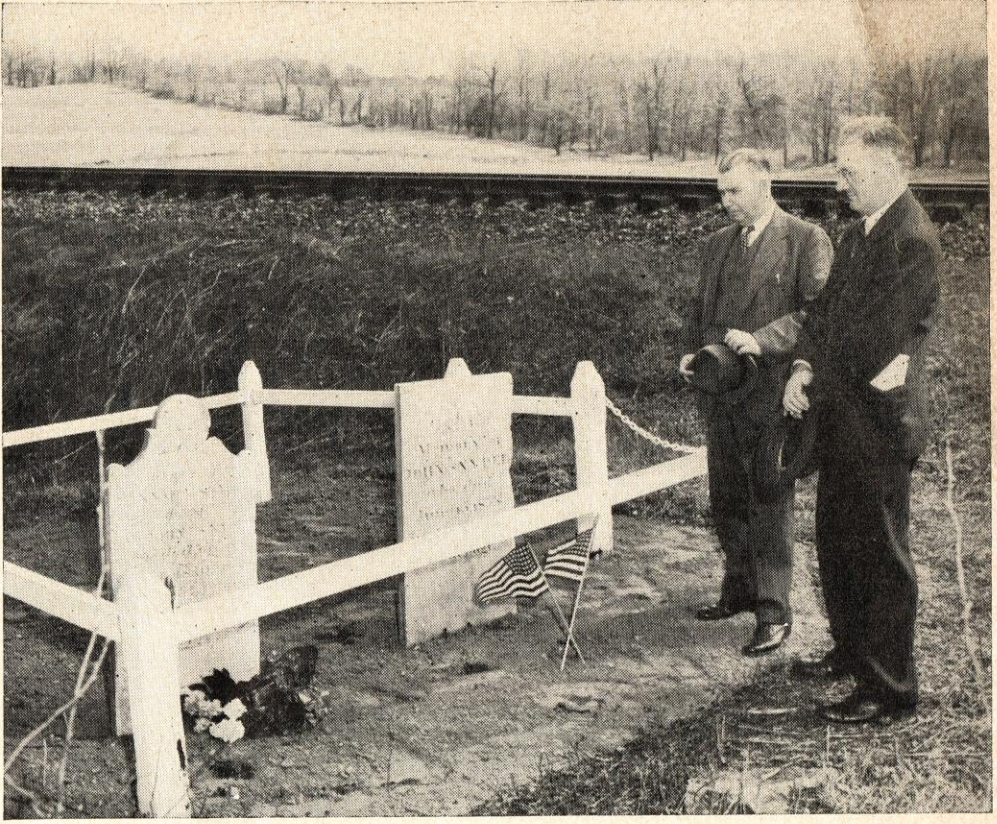
After such a visit in 1895, the ladies timidly approached Mike. They were, they said, the last living descendants of the man and wife buried there—John Snyder, who had died in 1820, and Hannah, who had followed him in 1833.

They lived in Hudson, N. Y. Because of their age they wouldn't be able to make the trip to Philmont again, and they wondered if he would look after the graves for them.

Mike not only said yes; he promised that as long as there were Grogans in Philmont the graves would be cared for.

He never saw them again, but Mike thought of the ladies often as he faithfully tended the trackside plot through the years. Many were the times he told the story of their request to his sons, Edward and Louis, who tagged along as he did his caretaking chores.

In 1933, Mike Grogan retired. But the trust he had assumed 38 years before



THEIR FATHER promised these trackside graves would be cared for, and Edward Grogan (left) and his brother Louis are seeing to it that his promise is still kept.

was not to be neglected. Ed and Lou both had gone to work in the Central's Maintenance of Way department. They promised their father they would carry on the family tradition he had begun. They have done so ever since.

On Decoration Day this year, the well-weathered stones that mark the resting place of John and Hannah Snyder will be bright with wild flowers picked in nearby fields. Two tiny flags will flutter over John's grave. Legend has it that he fought in the American Revolution.

Ed Grogan is Supervisor of Track for the lower portion of the Harlem Division. Lou is Assistant Supervisor of

Track for the upper. They have been assigned away from the Harlem several times during their service with the Central, but in their absence other NYC men took over their long-standing trust and cared for the graves.

Ed, with a son working for the Central, and Lou, with two boys in NYC service, are confident that the pledge made by their father, now dead, will be kept for many more years to come.

"In fact," says Ed, "knowing railroad men as I do, I think that as long as there's a New York Central there will be people willing to do this little service to the memory of those who are gone."

Pats on the Back

Letters have been received by the Central commending:

G. W. Bonner, Dining Car Steward on the New England States, for being "most obliging" when singer Hildegard and members of her show troupe rode his train.

J. J. Boyle, Engineman; J. D. Sullivan, Agent; C. Menshausen, Assistant Engineer, Signal department; and other unnamed Central employees, for saving the lives of two Great Danes who got on tracks near 138th Street station, New York City, and wouldn't get off. When trains stopped to avoid hitting them, dogs crawled under engine trucks and

trains were delayed up to 13 minutes while Agent Sullivan and others coaxed them out. Valued thoroughbreds, the dogs are shoestrings on which their owner hopes to build a kennel to support herself and two sons.

George F. Foote, Passenger Representative at Cleveland, for handling last-minute changes in travel plans of a passenger who was heading east on the Commodore Vanderbilt when notified of a death in Chicago that made it necessary for him to return there.

Gus King, Engineman on Ohio Central Division, for alertness that enabled him to see, and stop his engine short of, a small boy who was lying between the rails. The lad said he was there "because the older boys told me I could do it and the train wouldn't hurt me."

Cost-of-Living Pay Rise OK'd, Tops Ceiling by 3 1/2¢ an Hour

Approval by Economic Stabilization Administrator Eric Johnston gave the go-ahead late last month for the first cost-of-living wage adjustment for railroad non-operating employees.

The raise, amounting to six cents per hour, effective April 1, required approval because it carried non-op hourly wage rates three and one-half cents past the 10% (above Jan., 1950, levels) ceiling prescribed by government policy.

The cost-of-living adjustment—based on the Bureau of Labor Statistics consumer's price index—was part of the agreement signed Mar. 1 by the railroads and non-op unions.

More Called from NYC Jobs for Armed Forces

Calls to duty with the armed forces continued to take NYC people from their railroad jobs during the past month. Among those recently going on furlough from the Central to enter military service are the following:

AIR LINE JUNCTION, O.: Orvin D. Lamke, Valentine J. Mikolajczyk, John H. Plath.
ALBANY, N. Y.: AREA: John Edward Auger, John W. Carter, Adam J. Good, Charles E. Gray, James M. Jones, Joseph S. Leggiere, Douglas P. Lynch, Thaddeus B. Perry Jr., James J. Sullivan, Alvin G. Whitehurst.
ASHTABULA, O.: James G. Baron, George A. Colucci, Anthony J. Esposito, Arthur W. Maki.
BEECH GROVE, IND.: John Fenton, Claude L. Harper Jr., Tollison Lusk Jr., Herbert L. Neuhausel, Robert J. Fickel.
BELLEFONTAINE, O.: Frederick G. Cox, Benjamin I. Killian Jr., Glen D. Miller, Raymond P. O'Donnell, Clifton Thornton Jr.
BOSTON AREA: William F. Bates, William G. Cooper, Daniel P. Purcell, George W. Sullas.
BUFFALO AREA: Raymond W. Baran, William Burke, Edward T. Cieslica, James P. Connolly, Vincent J. Doney, Stephen E. Gabor, Francis C. Gmerek, James W. Gmerek, Robert L. Gross, Eugene V. Heftka, William R. Light, Joseph A. Locastro, Anthony B. Majkowski, Roger A. Manth, John Marszalski Jr., Arthur A. Matyjasik, Bernard J. Pilecki, Raymond D. Roehner, Dennis J. Shannon, Bernard W. Sheffer,

Edward M. Sullivan, Frank Szymanski, Anthony P. Vesce, Richard G. Wydro.
CHICAGO: Eugene Auz, Leonard T. Bolbat, Stephen F. Buschkammer, Julius A. Colotta, Richard Ginnis, Steve R. Hanicits, Frank P. Nesakstis, Robert M. Ryan, Bruce J. Wallace.
CINCINNATI: William G. Koth, William D. Schiller, Charles T. White.
CLEVELAND: James N. Jamieson, Barber E. Jones, Stanley Kasek, William E. Sayles, Leon C. Taylor Jr., Jerry J. Wright.
COLLINWOOD, O.: Harold L. Brown, Charles H. Hubbell, Joseph A. Kocin, Jerry V. Pike, Robert L. Terrell, Harry M. Turner.
DETROIT: Forrest Allison, Edwin Biebel, Francis A. Burke, Walter C. Chittenden, Thomas W. Coffee Jr., Woodrow Dixon, James R. Douglass, William H. George, Clarence E. Harris, Richard G. Heimbecker, John V. Hyland Jr., Gerald Markey, Richard J. Mathias, Collin L. Neumann, Robert J. Osmond, Leonard J. Richard, Frank P. Stritzel, Lester E. Strong, Edward Tyliutki, Elmer C. Uebbing, Stanley K. Winchester, Peter P. Zelkoff, Anthony P. Zenobio.
EAST BUFFALO, N. Y.: Remus J. Cocco, Richard W. Cortright, Richard S. Drozdowski, Robert R. Kazmierczak, Arthur D. Lask, James Nitsche, Walter J. Rusek, Harry Rush.
EAST SYRACUSE, N. Y.: John Abulencia, Michael V. D'Agostino, William E. Leonard, Richard S. Marrs, Robert E. Merry, Robert E. Murray.
EAST YOUNGSTOWN, O.: Francis W. Bannon, Domenic Callipare Jr., Edward R. Carney, Peter C. Cioci, Lawrence J. Conti Jr., John A. Delessandro, Frank Fanelli, Alfonso J. Fray, Michael R. Giangola, Bernard Gorvet, Richard V. Harvey, Loran W. Martin, George D. Pino Jr., Robert D. Redding, Frank J.

Romeo, Albert J. Thomas, August N. Thomas, John A. Thomas, Martin D. Treo, Rudolph A. Wojtowicz, John Yagich.
GARDENVILLE, N. Y.: Edward J. Przepiora, William J. Saskowski, Richard A. Sobocinski, Glenn M. Wolfert.
GIBSON, IND.: L. M. J. Boyd, Raymond W. Gleener, Richard T. Krisman, Lewis J. Maine, Clarence G. Wiening.
ILLINOIS DIVISION: Henry M. Campbell, James S. Campbell, John T. Fozart, Billy D. Erwin, Claude A. Lloyd Jr.
INDIANAPOLIS: Elza G. Ammerman, Wilson J. Beene, Wayne K. Champ, Homer J. Sandusky, John R. Schaller.
JACKSON, MICH.: Francis J. Dalton Jr., Charles K. Fowle, Wayne E. Harrington.
LINNDALE, O.: Lester I. Coble, Melvin C. Klein, Ralph W. Ring.
MCKEES ROCKS, PA.: Edward T. Andrasko, James R. Barkley Jr., Edward C. Blatz, Thomas C. Brawdy Jr., Joseph Dubish, Robert V. Hartsorn, George A. Jencik, Joseph Komorowski, Peter P. Leone, William L. Lorenski, George R. Mamros, Robert E. Moore, Edmund M. Popiden, Russell E. Ross, Fred G. Schubert, Filiberto J. Vito.
NEW YORK CITY AREA: Mitchell Abramchuk, Philip J. Alterio, James R. Alvado, William J. Boylan Jr., Lawrence H. Brendel, Thomas J. Byrne, Samuel A. Chapman, Mack Coleman Jr., Louis D'Angelo, Frank DeCesare Jr., Rocco A. DiRenno, Arthur Fargo, Joseph C. Ferguson, James F. Flaherty, John J. Flynn, Harry Freeman, George T. Kane, Arthur W. Lewis, Ike Mosley, Richard A. Mullin, Guiseppe V. Musorrafti, Sylvester Norris, Walter G. Nowakowski, Robert E. Peterson, Joseph Sasso, Martin See, Harry P. Shepard, Edward J. Stein, Albert L. Stipo, Frank G. Wassil, Robert J. Whalen, Francelle O. Wright.
PITTSBURGH: Richard C. Amrhein, Lloyd L. Cunningham, Walter H. Emrich, Robert K. Grinnen, Henry F. Hall, Richard S. Jameson, Carl L. McDougle, William G. Smith.
SELKIRK, N. Y.: Maurice H. Clough, Sherwood P. Kerker, George J. Lather Jr., William J. Nunziato.
SPRINGFIELD, MASS.: Orien M. Nichols, Carmine E. A. Serafino, Allan R. Walker, John I. Walmer.
SPRINGFIELD, O.: Bennie F. Headen, George Moore Jr., Marvin E. Titer.
SYRACUSE, N. Y.: Edmund J. Arbaszewski, Larry W. Barry, Louis H. Bettinger, John A. Capella, Guidono F. Cutri, Robert J. Green, LaVerne M. Henderson, James Nesci, John E. Radley.
TOLEDO, O.: AREA: James R. Albright, Robert M. Bielawski, Paul Delong, Nathaniel Ensley, James S. Fulford, Donald E. Miller, John A. Oliver, Donald D. Peabody, Donald A. Schude, Frank R. Windisch.
UTICA, N. Y.: Donald E. Pudney, Edward R. Roback, Charles S. Zurakowski.
WEEHAWKEN, N. J.: Donald T. Aloisio, Willie F. Dennis, Edward Jarahian, Henry G. Krizek.
WEST ALBANY, N. Y.: Arthur G. Engwer, Raymond E. Flood, Charles L. Gavin.
WEST COLUMBUS, O.: Herbert L. Cronin, William F. Lentz, Charles T. Rupe.
WESTERN DIVISION: William C. Eisen, Clarence G. Hassig Jr., Milo L. Ruetz.
WORCESTER, MASS.: John J. Flynn, Joseph F. McDonald, James C. Trainor.
ALSO: John P. Burns, Aliquippa, Pa.: Richard L. Smith, Avis, Pa.: Garland G. Ransom, Batesville, Ind.: Arthur E. Collins, Birmingham, Ala.: James Mangiaracina, Robert L. Sinise, Blue Island, Ill.: James A. Paul, Brewster, N. Y.: William F. Rafter, Clarence Center, N. Y.: John J. Collins Jr., J. Arlington Miller, Clearfield, Pa.: Robert L. Station, Connorsville, Ind.: Kenneth L. Allen, Corning, N. Y.: Donald Q. Coulter, Corning, O.: Charles J. Finnegan, Cossackie, N. Y.: Morris D. Willows, East Alton, Ill.: Salvatore L. Guerra, East Boston, Mass.: Albert J. Krawczyk Jr., John G. Michels, Englewood, Ill.: James R. Smith, Fairborn, O.: Joseph A. Brady, Framingham, Mass.: Edward R. Hern, Fultonham, O.: Henry J. Klos, Paul R. Lazarus, Harriet, N. Y.: Marvin J. Gothard, Hobson, O.: Pasquale N. Buttino, Thomas O. West, Hudson Division: Maurice E. Lewman, William E. Tegarden, Indiana Division: Kenneth F. Whitaker, Ivorydale, O.: John E. Brooks Jr., Kalamazoo, Mich.: Richard I. Deardorff, Kenton, O.:
ALSO: Charles F. Allen, Harry A. Cline, Louisville, Ky.: Donald C. Knight, James W. VanScyoc, Mattoon, Ill.: Charles A. Wiseman, Michigan City, Ind.: Donald L. Easter, Michigan Division: William B. Lewis, Mt. Carmel, Ill.: Douglas G. Tucker, Mt. Vernon, N. Y.: Ronald L. Ferris, Newark, N. Y.: Samuel A. Amato, Newell, Pa.: Edwin J. Oliger, N. Bergen, N. J.: Elson E. Wheeler Jr., N. Grafton, Mass.: Robert P. Lazelle, Norwalk, O.: Carl Kasunic, Nottingham, O.: Robert A. Noyes, Ohlman, Ill.: Frank Guiliano, Oneida, N. Y.: Harry S. Walker, Ormiston, Pa.: William Fraley, Paulding, O.: George W. Hart, Poughkeepsie, N. Y.: William R. Boule, Robert McGugins, Benselae, N. Y.: Michael P. Samonia, Ripley, N. Y.: Donald L. Froman, Robinson, Ill.: William M. Dukes, Donald P. Rushlow, Rochester, N. Y.: Kenneth Reinshuttle, Saginaw, Mich.: Aubrey L. Gallant, St. Thomas, Ont.: Robert E. Seward, Jimmie D. Thomas, Sharonville, O.: Robert Holman, Sycamore, O.: Paul E. Schumacher, Transit, N. Y.: Edward L. Crosbie, Lorne N. Money, Watertown, N. Y.: Spencer M. Adam, Charles K. Rhodes, Wesleyville, Pa.: John J. O'Brien, West Springfield, Mass.

Will Send HEADLIGHT

On request, the HEADLIGHT will be sent to any Central employe in the armed forces. Please mail requests to HEADLIGHT.

New York Central Headlight



TWO SIGNS LIKE THIS GREET WORKERS AT BEECH GROVE



GOING TO WORK AT WEST ALBANY, YOU CAN'T MISS THIS

Central Shops Say Safety with Big Boards

Two of the Central's biggest repair points—West Albany, N. Y., and Beech Grove, Ind.—are using billboard advertising techniques to promote safety. Shops at these points have erected big outdoor boards to display the giant posters issued monthly by the National Safety Council. Two boards at Beech Grove and one at West Albany are fore-

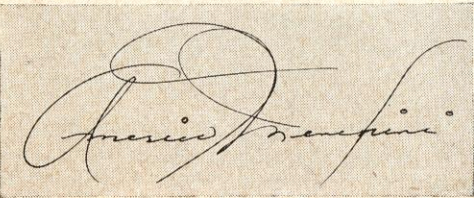
runners of others scheduled to appear soon at a number of other major points around the System. In addition, the Beech Grove locomotive shop has an electrically illuminated safety "scoreboard" on which the day-to-day records of its 10 departments are displayed. A green light flashes opposite the

name of each department on each day that it has no reportable accident. If it has an accident which may prove reportable, a red light flashes instead of the green. If the accident does prove reportable, a red light burns permanently under the department's name for the rest of the year. Shop people are convinced it helps prevent accidents.

The Passionate Penman—They Swoon When He Scribbles



AMERICO AND (BELOW) HIS SIGNATURE



Look out, girls! There's something new in the field of romance. Before it's done, this may make your thick-toned crooners seem about as exciting as an evening at home when the television isn't working. The new secret weapon is handwriting. It was discovered by Americo Meneghini, Messenger-Stenographer for the Central at Chicago. He sent a sample of his penmanship to a Chicago newspaper's handwriting analyst, and discovered that there's dynamite in his fountain pen. Right off, the paper sent him \$50 for having an unusually interesting hand. Then it selected his writing for discussion in a special St. Valentine's Day article on the handwriting of love. "Speaking of love brings up the question of ardor," the paper's expert said. "The handwriting of Americo Meneghini expresses such fervent feeling that it demands attention." His script was loaded, the expert went on to say, with "ardent feeling, impulsively expressed with vivid symbolism and dramatic gestures." A personal letter to Americo went

into greater detail. "Your writing indicates a very sensuous nature," it warned, but added that "if this can be translated into creative work, it can be used very constructively." Among the things which give Americo's jottings so much jolt, according to the analyst, are "the very forward slant, the deep black pen pressure, the high upper loops, the long rhythmic strokes, and the flying t-bars." A note of caution was added about the t-bars, however: "They are usually on the wrong side of the stem. This shows procrastination." The size of Americo's signature also impressed the expert. It took up so much room there wasn't space to reproduce it in the newspaper. (A smaller version, condensed for the HEADLIGHT, appears at left.) Americo confesses he's a little confused about his new-found power, but he's very happy about the \$50. "Now I really believe that old saying about the pen being mightier than the sword," he says. The cash will help him continue study in the field of music education. Postscript: Americo is married.

Club News

At Cleveland

Members of the Cleveland chapter, Railway Business Women's Association, enjoyed their annual dinner dance April 7. Louis B. Seltzer, editor of the Cleveland Press, was principal speaker.

At Detroit

Mrs. Bessie Neely (below), Revision Clerk at the Detroit freight station, is the new president of that city's chapter of R.B.W.A. Amy Madden, elected treasurer, is another NYC representative among officers of the Detroit chapter.



At New York

The Colonel F. E. Williamson Post 6593, Veterans of Foreign Wars, installed officers recently. Re-elected commander was James J. Lee (above). Other officers are Albert Turtoro, John McManmon, Peter Kiernan, Howard McCarthy, William Burns, George Martin, Michael Campbell, Robert Matteson, F. H. Woolfall, LeRoy Kimball, Danny Lee. The Post meets monthly.

On the IHB

The recently formed Pioneers club on the Indiana Harbor Belt Railroad held a dinner recently. Membership buttons were passed out to the 200 IHB veterans (30 years of service are required for eligibility) who have joined. Earliest Pioneer at the dinner was Wire Chief Percy L. Wright (right, below, with Night Chief Clerk Mrs. Margaret Eichner and General Manager R. H. McGraw). Mr. Wright has been with the IHB 54 years; Mrs. Eichner, 31 years.



On the P. & L. E.

More than 28,000 pins were knocked over during the recent bowling match that pitted 30 keglers from the Pittsburgh & Lake Erie Railroad athletic association at Youngstown, O., against 30 members of the association at McKees Rocks, Pa. The McKees Rocks platoon



Gets Gold Pass

Mr. and Mrs. H. J. Barton (see picture above) were guests of honor at a luncheon recently at which Mr. Barton received his gold pass in honor of 50 years of service with the Central. Mr. Barton is Stationmaster at Syracuse, N. Y. His entire NYC career has seen him assigned at the Syracuse passenger station. He started there as an Usher, was advanced through a number of posts to Assistant Stationmaster, then to Stationmaster, having filled that post since 1925.

won, 14,274 pins to 14,172. A return mass match on Youngstown alleys was scheduled between the two teams.

At St. Louis

New York Central members of the Railway Business Women's Association, St. Louis chapter, were entertained at dinner by girls of the Accounting department. In keeping with the chapter's custom, members whose birthdays fell within the month were guests of honor and received gifts. Helen Halloran and Ella Rund were April birthday girls.

At Collinwood

Roundhouse won the 1950-51 championship in the Railroad Y.M.C.A. basketball league at Collinwood, O. A trophy was presented to them by Assistant General Manager W. F. Davis at a dinner recently.

At Buffalo

The Buffalo chapter, R.B.W.A., has four NYC representatives on its slate of officers for the coming year. They are Mrs. Lucy J. Holbrook, Mrs. Virginia Walsh, Mrs. Dorothy Kennedy, Mrs. Elma Clark. Membership of the Buffalo chapter now totals 315.

Installation took place at the annual spring luncheon, held this year at the Transit Valley Country Club.

Among MRS Veterans

Railroaders who served with Military Railway Service units during World War II are reminded that the MRS Veterans Association will hold its annual convention in Cleveland Sept. 21 and 22. Details can be had by writing R. H. Major, chairman, at Hotel Hollenden, Cleveland, O.

Answers

Railroad Quiz

Check your choices with the answers given below. If you answered all 10 correctly, you're exceptional; if you got 7 to 9 correct, you're in the upper brackets; 4 to 6, fair; 1 to 3, better than nothing.

- 1. a (1855) [By a railroad in the Republic of Panama]
- 2. b (Conductor)
- 3. a (50 miles)
- 4. c (New York City)
- 5. d (Model railroader)
- 6. c (One used for back and forth switching moves)
- 7. b (Gibson, Ind.)
- 8. c (Running fast)
- 9. d (\$68,000,000)
- 10. a (Day it leaves point of origin)

Tell-a-Photo

This locomotive was famous because, as No. 999, it set a world speed record of 112.5 miles per hour in 1893. Rebuilt with smaller driving wheels and renumbered, it spent some years in local passenger service on the Pennsylvania Division before being put into storage as an important historical exhibit.

Hits Seaway Defense Claims; Likens to 'Fifth Leg on Dog'

Attempts to "palm off the St. Lawrence seaway as a defense project" were attacked by NYC Vice President Boynton S. Voorhees last month in a speech before the Bankers Club of Cincinnati.

"Actually, the proposed seaway would be just about as useful for defense as a fifth leg on a dog," he told his listeners. "Winter ice would preclude its being used at all for five months of the year," he said. "In the seven months that it could be open, it would be a prime target for enemy planes using the Polar route."

Noting that "a single bomb . . . could immobilize any such seaway," he pointed to the British railroads' wartime record of speed in repairing bomb damage and flexibility in routing around damage.

Deaths

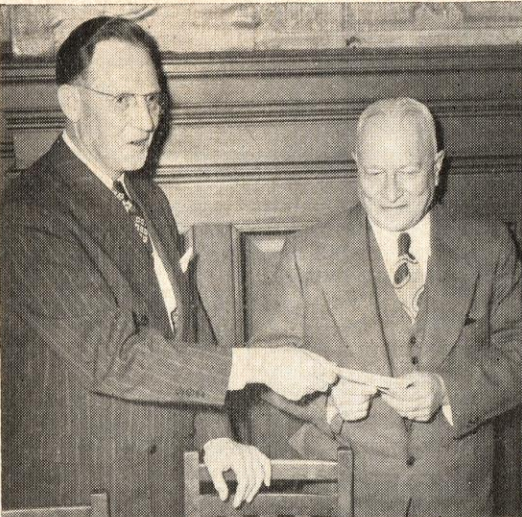
Edward A. Curtis, 70, retired Baggage Master, Boston & Albany Railroad.

John M. Hart, 95, retired Engineman, one of first to drive Twentieth Century Limited; retired 1917.

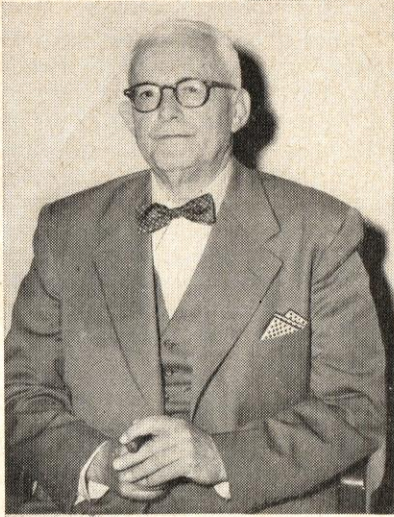
William F. Huser, 47, Assistant Superintendent Dining Service, Cleveland; joined NYC 1923.

Albert Rozell, 73, retired Statistician, New York City; joined NYC 1903, retired 1944.

Monthly Roll Shows Recent NYC Retirements



CASH GIFT is presented to Head Timekeeper C. E. Haag (right), retiring at Pittsburgh, by P. F. Kraber, Auditor of Disbursements.



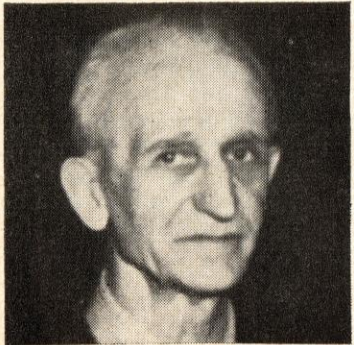
IN NEW YORK, Frank Tuthill, Chief Clerk to GCT Manager, retired from post last month.



GENERAL STOREKEEPER A. M. Gage (right), who retired recently at Detroit, is congratulated by General Manager K. A. Borntrager.

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.

Agnew, William A., Janitor, White Plains, N.Y.	32	6	Engineer, Pennsylvania Division	50	6	tive Engineer, Canada Division	34	8
Anderson, John A., Air Brake Inspector, Allston, Mass.	22	6	Creasser, Charles W., Gang Foreman, Indianapolis	28	6	Schultz, Charles, Store Foreman, Detroit	51	3
Biggar, George C., Assistant Signal Supervisor, Weehawken, N.J.	48	5	Crocker, Charles E., Traveling Car Agent, New York City	48	5	Sheerer, Joseph S., Locomotive Engineer, Ohio Central Division	35	5
Boddy, James F., Inspector & Repairman, Marcy, O.	25	3	Cummings, Paul L., Conductor, St. Lawrence Division	36	7	Shuman, George G., Boilermaker, W. Albany, N.Y.	28	1
Bojarski, Anthony J., Car Repairer, Detroit	25	6	Curtis, Edward A., Section Laborer, River Division	38	7	Sine, Roy T., Conductor, Illinois Division	43	3
Bonacci, Giovanni, Section Foreman, Rochester, N.Y.	32	6	Dausman, Harry W., Clerk, E. St. Louis, Ill.	28	6	Sircoulomb, George M., Building Maintainer, Cleveland	15	1
Bovee, Charles E., Telegrapher, Erie Division	33	10	Davenport, Harlen P., Conductor, Indiana Division	30	6	Smith, Joseph, Laborer, New York City	30	5
Brown, William H., Conductor, Putnam Division	47	10	Denman, Harry, Conductor, Western Division	39	2	Snyder, William M., Gang Foreman, Elkhart, Ind.	49	8
Bulaski, John J., Passenger Carman, W. Albany, N.Y.	40	9	Doran, Ella M., Accountant, Utica, N.Y.	44	3	Sonnenburg, Charles A., Stower, Gibson, Ind.	28	0
Burroughs, John E., Waiter, Buffalo	28	4	Edwards, Percy C., Conductor, Pittsburgh & Lake Erie	41	10	Steneck, John W., Conductor, New York City	51	4
Byrne, William W., Crossing Watchman, New York City	59	0	Fischer, Louis, Machinist, W. Albany, N.Y.	26	10	Stewart, Everett A., Machine Runner, Dewitt, N.Y.	28	8
Cassell, Owen R., Brakeman, Indiana Division	47	4	Fitch, Frank, Carpenter, Niles, Mich.	28	9	Stone, Clarence R., Agent, Valley Cottage, N.Y.	45	6
Catlin, Addison C., Locomotive Engineer, St. Lawrence Division	47	3	Fortino, Filippo, Laborer, Elkhart, Ind.	37	5	Tanner, Earl E., General Supervisor, Buildings & Bridges, New York City	46	0
Cheney, Bert B., Red Cap, Rochester, N.Y.	20	8	Frazzini, Dominick, Section Foreman, Wesleyville, Pa.	41	5	Taylor, John O., Switchman, Chicago	30	4
Coleman, Michael, Conductor, Western Division	16	1	Fritz, John, Carman Helper, Collinwood, O.	22	5	Tilton, Henry R., Conductor, Ohio Central Division	44	3
Countryman, Claude D., Conduc-			Furlan, Leopold, Car Repairer, Linndale, O.	35	9	Tobin, Richard F., Chief Train Dispatcher, Syracuse, N.Y.	48	10
			Garrison, George C., Watchman, Weehawken, N.J.	16	10	Tuthill, Frank, Chief Clerk, New York City	49	0
			Gasaway, William A., Locomotive Engineer, Ohio Division	45	1	Wicks, John, Freight Truckee, Schenectady, N.Y.	24	0
			Gray, Joseph, Section Foreman, Mt. Carmel, Ill.	38	9	Wozniak, Edward J., Locomotive Engineer, Western Division	45	10
			Haag, Charles E., Head Clerk, Pittsburgh	34	11	Young, James W., Conductor, Indianapolis	30	11
			Hardy, Albert, Section Laborer, Indianapolis	22	11	Zadrovitz, Steven, Section Laborer, Cleveland Division	28	5
			Hervey, Robert S., Auditor of Revenue, Pittsburgh	49	5	Zammiello, Nick J., Section Foreman, River Division	35	0
			Hodgen, Robert A., Locomotive					



RETIRED recently was Albert Stecker, Electrical Worker in Grand Central, New York.



DESIGNER Joseph C. Barry (left) New York, checks out with boss, D. B. Thompson.



OUT WEST, at Hillsboro, Ill., E. C. Benson, Signal Maintainer, ended NYC career.



RECENTLY retired was Grover Monroe, Cleaner at 33rd Street freight house, N. Y.

Why We've Had Lay-Offs

strike's effects, it is a matter of record that, during the first three months of this year, the Central lost nearly \$8,000,000. In February, the month most directly affected by the strike, there was a loss of more than \$10,000,000, which was only partially offset by relatively small showings "in the black" for January and March.

To make matters worse, freight traffic has not been running at the volume we had hoped for, while the level of costs has risen to a new high. The prices we eastern railroads must pay for materials and supplies now have risen 137% since

1939, while railroad wage rates now are 138% above the '39 level.

On the revenue side, freight and passenger rates have lagged far behind soaring cost levels. Freight rate increases granted by the Interstate Commerce Commission since 1939 amount to only about 66% for the Central and other eastern roads. Because of various factors—such as the lowering of certain rates to meet competition—the average revenue actually received by the Central for hauling a ton of freight one mile has risen even less. As closely as can be estimated at this point, taking into consideration the 4% interim rate increase effective April 4, revenue per ton-mile of freight service performed is only about 55% higher now than it was in 1939. During the same period, basic passenger rates of eastern railroads, including the Central, have gone up only about 40%.



MR. METZMAN

With costs soaring, rates lagging, and business volume off, the Central was caught in a squeeze. In the interests of the three groups for whom the Central management must look out—the owners of the road, the employees, and our customers—something had to be done. Just as any family must, the Central had to keep its expenses in line with its revenues. With less work to be done, and less money coming in with which to meet payrolls, some employees had to be laid off.

There Was No Choice

As President of the Central, I sincerely regret that this was necessary. But there was no choice. If a railroad is to provide good, steady, secure jobs for anybody, if it is to render adequate service to the public and play its role in the preparedness program, if it is to bring its owners a fair return on their investment, it must be in sound condition. To maintain the Central's financial soundness, expenses had to be reduced.

Approximately 5,000 employees have been furloughed because of the situation I have described. It is my earnest hope that conditions from here on will be such that no further lay-offs will be necessary; that, on the contrary, it will be possible to offer jobs again to people now on the furlough list. Whether or not this will be possible depends, of course, on the future turn our business takes. Railroad jobs are tied very closely to railroad traffic volume; if we can build up our freight and passenger business in the months ahead, we should be able to look forward to improvement in the job situation on the Central.

There's Something We Can Do

There is something each of us can do to help bring this about. We can all get behind the campaign which the Central's Traffic department is waging for more business. In our own jobs, we can work to make Central service even better and more attractive to shippers and passengers, so that more people will buy their transportation from us. Beyond our individual jobs, we can become salesmen and saleswomen for the Central among our friends, relatives, neighbors, and merchants. If they can tell from our talk that we're proud of Central service, they may be influenced to try it themselves. If they find out more about NYC service—through our telling them—they may begin using it. Nobody knows all the factors that make up a customer's mind when he's buying a railroad ticket or routing a shipment of freight, but you can be one of them if you'll just make the effort.

If you're tempted to think the railroad business is too big to be influenced by just one person like yourself, remember that our entire company is made up

OUR READERS TELL US

Word from Camp

Dear Editor:

I received recent issues of the HEADLIGHT and was very pleased to get them. Thank you so much. I would like you to do me a favor, if you would, and publish this message from me to the men of the Pennsylvania Division:

"I enjoyed working with you men. I hope to return to my old job and try to give all my best service to the New York Central Railroad."

Pvt. DOUGLAS H. DANN
Co. A., 317 Signal Construction
Camp Gordon, Ga.

Speaking of Slogans

Dear Editor:

Saw a box car the other day which read, "Be specific—Ship Union Pacific." Here's one for you: "Why Be Experimental?—Ship New York Central."

W. F. PAYNE

Detroit

Found the Sound

Dear Editor:

Al Davino found "The Thing," according to the February HEADLIGHT. Well, my son found the "boom de boom."

He was playing outside not long ago when he thought he heard something funny in the sound of the train going over the Central's tracks near our home. When his father came home from work (he's a section man on the Central), he told him.

While we were having supper a train went past. My husband said it sounded funny to him, too. Then he kept repeating something he had heard at a safety meeting about "an idea isn't worth a d— if it's kept inside the head and nothing is done about it."

It was dark and raining, but he went out and looked at the track. He found a broken rail. He called the tower and was told to go out and stand at the spot with a lantern until the repair crew came. They soon arrived and made the necessary repairs.

We got a nice letter from Mr. Cox, the Division Engineer, commending my husband and son for what they had done.

MRS. JOSEPH P. ROMEO

Geneva, O.

of individual persons like yourself. The effort you make, toward doing your job a little better each day, toward getting new customers for the Central every time you have the chance, can be multiplied by a lot of other people doing the same thing. Together, those efforts can do more than anything else to write an insurance policy on railroad jobs, including your own.

G. Metzman
President

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EDITOR

James R. Brugger

ASSOCIATE EDITORS

Harry B. Spurrier
Chicago

Henry Doherty
New York

Cecil G. Muldoon
Cleveland

PHOTOGRAPHERS

D. V. Hyde

Ed Nowak