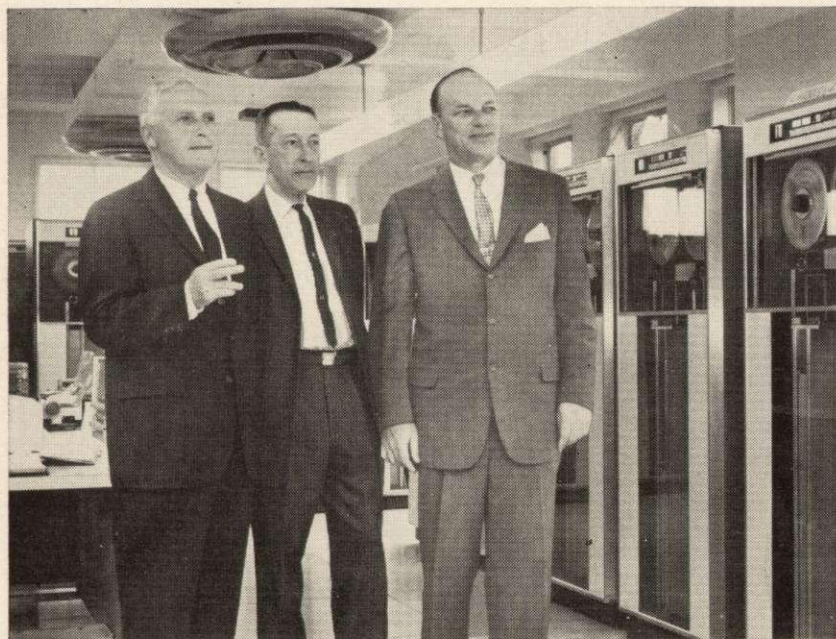




COURTESY AWARDS
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... page 11

MEAL-A-MAT OPENS NEW RAIL FOOD SERVICE
... page 5



Inspecting...

new data processing center in Buffalo, NYC President Alfred E. Perlman (left) and Walter R. Grant (right), Vice President-Finance, are guided among machines by Herbert M. Tirmenstein, Auditor of Car Accounts, which cost the Central \$2 million.

With its three separate IBM data processing systems, the center handles at high speed freight sales reports, car records, freight and passenger operating statistics, claim work and freight loss and damage claims for the entire NYC System. It's one of the most modern and complete such installations in American industry and provides quickly important business data which formerly could be compiled only over long periods of time.



Travel agents...

from Detroit area gathered for seminar held in that city's Michigan Central Terminal Building during which they became better acquainted with modern railroad coach, dining and sleeping car accommodations and services.

Central was joined by other railroads for the session, which was attended by 69 travel agency representatives and 26 railroad passenger representatives. NYC equipment was displayed under guidance of Oscar J. Steinhart, (fourth left) Central's Assistant Passenger Sales Manager at Detroit.

Travel agents' comments at seminar's conclusion were highly enthusiastic, point to greatly improved relationship between them and railroads.

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THE COVER: LaSalle Street Station Usher H. M. Hofer (right) in Chicago receives first Courtesy Award in new campaign. For more on courtesy and awards, see pages 7 and 8.

Headlight

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NORMAN M. STONE
Editor

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New York Central Headlight

Company-Paid Insurance

Boon to NYC People



NYC has paid \$3.5 million in premiums for insurance covering employees since 1956. Over 3,000 claims filed each year



By BARBARA CAHILL

Since September 15, 1956, the starting date of Central's comprehensive hospital, medical and surgical expense insurance, NYC has paid out \$3,437,460 in premiums to the Mutual of New York Insurance Co. for this coverage.

Included in this figure is the cost of three expansions to the original program, which provided hospital, surgical, polio, medical and major medical expense benefits to Central's employees. The first expansion, on Feb. 1, 1957, offered hospital, surgical and in-hospital benefits to eligible dependents of employees. (Eligible dependents are wives and husbands of employees insured under the program and their unmarried children, two weeks of age or older, who have not reached their 19th birthday.) On Jan. 1, 1962, benefits to dependents were increased by 20 per cent, bringing their maximum coverage up to that of employees and extending to them the benefits of the Major Medical Plan. Once again, on Aug. 1, 1962, Central expanded its program of employee benefits by inaugurating an individual life insurance policy, in an amount equal to twice his annual salary, for each employee with over two years' service.

During 1962 alone over 3,000 claims were paid under these insurance policies, amounting to almost \$800,000. Included in these figures are claims made by both employees and their dependents. Such claims cover a wide variety of cases—from the joyful arrival of a new baby to a long hospital confinement following a heart attack.

Through its comprehensive insurance plan Central has been able to help its employees and their dependents weather difficult times of family illness by eliminating for them the additional worry of how to meet high medical care costs.

For example, one Central employee, who had sustained a fractured skull following an accident, was confined to a hospital for 25 days. His total expenses amounted to \$2,541.78.

Under the Basic Plan of hospital, sur-

gical and medical benefits, the entire hospital bill of \$1,142.60 was paid. In addition, this plan provided \$63 of the \$100 surgical fee and \$100 of the \$630 physician expenses—for a total of \$1,305.60.

Through the Major Medical Plan, the balance of the surgical and physician expenses (\$567.00), the cost of special nurses (\$652.50), and a drug bill (\$8.94) were eligible for payment. The insurance program covered \$846.33 of the \$1,128.44 of eligible expenses.

The Central man paid only a total of \$382.11 for his 25 day stay in the hospital. In addition to a \$7.74 charge for non-prescription vitamins, this figure represents the first \$100 of expenses eligible under the Major Medical Plan and 25% of the balance.

Central's benefits to the dependents of its employees is equally as broad. The 11 day hospital stay for a cholecystectomy operation and an incidental appendectomy on the wife of a Central employee illustrates this point.

Out of total charges of \$937.85, the insurance program covered \$712.73. Of the \$225.12 the family had to pay, \$98 was judged ineligible for benefits as it represented hospital room and board charges in excess of the semi-private rate allowed under the program.

The Basic Plan paid \$631.35, which covered the remainder of the hospital bill (\$381.35), \$225 of the surgeon's fee and \$25 of the charges for anesthesia.

Under the Major Medical Plan, payment of \$81.38 was made. This covered 75% of the remaining charges in excess of \$100. Included in the eligible ex-



penses was the balance of the surgery and anesthesia expenses and a drug bill.

Another of Central's employees discovered that since coverage for dependents was expanded on Jan. 1, 1962, he is now able to claim the continuing costs of his wife's diabetic condition. His wife uses insulin daily, visits her doctor every three or four weeks, and has had numerous prescriptions for her condition. In the fall of 1962 she developed a diabetic ulcer on her foot and it was necessary for her to visit a podiatrist to clear it up. Even the podiatrist fees were judged eligible for benefits, as the ulcer was the result of her diabetic condition. In 1962 this employee received \$140 in benefits, which was a considerable aid in meeting the expenses of his wife's condition. Claims for this condition can be made each year, subject, of course, to the \$100 cash deductible provision and 25 per cent of the excess clause.

As these cases illustrate, actual hospital charges for room and board, in an amount not to exceed semi-private accommodations, will be paid under the Basic Plan. This benefit is payable for a maximum period of 120 days for each confinement. Other charges made by the hospital to a maximum of \$500, except those made for the services of physicians, nurses and other specialists, will also be paid. These latter charges will be eligible for benefits under the Major Medical Plan.

Surgical benefits under the Basic Plan will be paid in the amount of the surgeon's fee, but not to exceed the amount listed in the prescribed schedule of charges for such an operation. Balances in excess of the prescription charges will be eligible for payment under Major Medical. Benefits will be paid for each operation, however, the amount payable for all operations due to the same or related causes may not exceed \$300. Charges in excess of this amount will be eligible through Major Medical.

Benefits for expenses incurred for visits by a physician for treatment of

PLEASE TURN PAGE

Company-Paid Insurance Helps Employees . . . CONTINUED

bodily injury or sickness are also available under the medical expense clause of the Basic Plan. A maximum of \$480 is available for physician's visits during a hospital confinement. But, this fee is not to exceed an amount equal to the number of days for which hospital benefits are payable multiplied by \$4.00.

Physician's visits while not confined to a hospital are also covered. Charges up to \$4.00 per office visit and \$5.00 per home visit will be paid beginning with the second visit due to injury and the fourth visit due to sickness. Visits are limited to one a day and to a maximum of 120 visits a year.

Charges for X-ray or laboratory examinations, other than urinalysis and X-ray therapy, are available in accordance with a schedule of charges, but not to exceed \$50 in any six successive months period. These benefits are *not* available for dental work, eye refractions, surgical procedures for which surgical benefits are paid, or X-ray and laboratory examinations charged by a hospital while confined to it. These

latter charges are provided for under hospital benefits.

The benefits of the Basic Plan are available for dependents as well as for employees.

Major Medical benefits cover hospital charges, other than room and board; physician and surgeon fees in excess of amounts paid under the Basic Plan; charges for registered nurses, other than those made by a member of the family or a nurse who ordinarily resides in your home; transportation to or from a hospital; and charges for services and supplies including: X-rays, lab tests, anesthesia, oxygen, drugs and medicines requiring a doctor's prescription; artificial limbs or eyes; and rental of iron lungs, wheelchairs and other durable equipment.

Since January 1962, Major Medical benefits have been available for dependents as well as for employees. Under this plan the first \$100 of eligible expenses must be paid by the claimant (the figure is \$250 for employees making over \$7,200 a year). A benefit equal to 75

per cent of the remaining amount will be paid. For those earning under \$7,200 a year, the cash deductible figure is not applied to each illness, rather it is cumulative for all illnesses or accidents during a calendar year. The total lifetime benefit under this plan is \$5,000 (\$10,000 for employees earning over \$7,200 a year).

New York Central initiated these plans for YOU—its employees. The Company hopes that through them it will be able to make a significant contribution to your well being. But, the benefits of the plan do not come automatically—you must apply for them.

Therefore, the wise Central employee will make it his business to know what is available, by reading his copy of the Employee Certificate, distributed to all NYC personnel. Additions or changes in the plan are shown through the issuance of new certificates. If in doubt on a specific claim, you can always check with the Employee Benefits department, 466 Lexington Avenue, New York 17, N. Y., which is ready and able to help.

Labor and Management Join In Asking Congress to Amend Retirement-Unemployment Acts

Railway labor and management have jointly submitted to Congress a set of proposals to amend the Railroad Retirement Act, the Railroad Retirement Tax Act, and the Railroad Unemployment Insurance Act. These proposals are contained in identical bills introduced into the 88th Congress. The bills are S. 2056, introduced by Senator Quentin Burdick of North Dakota, and H.R. 8100, sponsored by Congressman Oren Harris of Arkansas. This legislation is designed to provide the additional income needed to improve the financial condition of the railroad retirement and unemployment insurance systems to the point where they may be considered reasonably sound.

Contrary to some reports now being circulated, the railroad retirement system is in sound financial condition on a current basis, with the balance in the reserve having increased steadily over the years. The proposed amendments are intended to improve the long-range prospects of the system.

The changes in the railroad unemployment insurance law would tighten the benefit structure and bring about a modest increase in the revenue. It is contemplated that the changes would per-

mit the gradual reduction of the deficit in the railroad unemployment insurance account.

The main features of the proposed changes are as follows:

1. Under the Railroad Retirement and Railroad Retirement Tax Acts, the maximum amount of railroad earnings subject to taxation and creditable towards benefits would be increased from \$400 to \$450 monthly. Railroads match the taxes paid by employees.

2. The maximum unemployment contribution rate would be raised from 3¾ percent to 4 percent of the first \$400 of monthly earnings. This tax is payable by employers only.

3. The amount of base year earnings needed to qualify an employee for unemployment and sickness benefits would be increased from \$500 to \$750. New employees would have to meet an additional requirement of at least 7 months of railroad service to qualify.

4. Unemployment benefits would be payable under more restrictive conditions to employees who voluntarily quit their jobs.

5. The interest rate on the railroad retirement reserve would be equal to the average market yield on medium and long-term U. S. securities, with a minimum rate of 3 percent. The special obligations in the present reserve would be converted immediately to the new investment basis.

6. Future military service credits would be financed by the Federal Government on a cost basis instead of a tax basis.

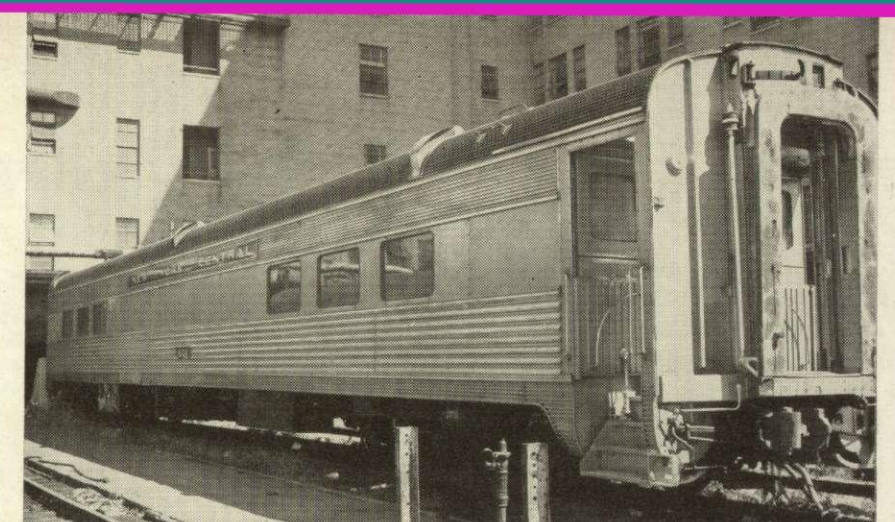
The bills would place the programs in reasonably sound financial condition, principally by increasing the tax and interest income of the systems. They would not only largely eliminate the long-range deficiency in the retirement program, but would also eventually erase the deficit in the unemployment insurance account. After passage by Congress, President Kennedy signed the measure on Oct. 7.



New York Central Headlight



OPENING DAY for Meal-a-Mat finds A. H. Smith, NYC Manager-Dining & Sleeping Car Service, demonstrating Radar Oven for heating of meals to stage-screen star Hermione Gingold. At right: newly equipped car's exterior.



Meal-a-Mat on Central Opens New Era In Rail Food Service

Vending machines offer travelers good food at low cost on daylight Buffalo-New York run

▶▶▶ New York Central on Sept. 16 unveiled its *Meal-A-Mat*, the only automatic restaurant car in the East.

Comedienne Hermione Gingold joined forces with Central's dining and sleeping car service manager, Abram H. Smith, in a demonstration of the new equipment at Grand Central Terminal in New York.

Hailing the restaurant car as "Central's newest economy travel star," Mr. Smith noted that the *Meal-A-Mat* "will provide a waffles and coffee breakfast for 50 cents and full-course dinner for as little as \$1.35.

"Automatic facilities enable us to offer our customers high quality, fast food service at popular prices. Such facilities create maximum efficiency in use of floor space and eliminate waste, since food is stored at refrigerated temperatures until purchased."

Equipped with a do-it-yourself microwave oven, nine vending units and a dollar bill changer, the *Meal-A-Mat* provides a wide variety of hot and cold food and beverages. Bar service is also available from an attendant who assists passengers and replenishes vending units enroute when necessary. The *Meal-A-Mat* car has a total seating capacity of 53. Tables equipped with toasters are located at each end of the car and the vending units occupy the center.

The car unveiled at the ceremony in New York was also exhibited in cities throughout central New York State. It is the first of two slated for initial service between New York and Buffalo. Commencing Sept. 23, the *Meal-A-Mats* were assigned to the daily westbound *North Shore Limited* (Train 39), and to the eastbound *Mohawk* (Train 40).

Light snacks, breakfast, luncheon,

and dinner meals will be provided by these vending units on the cars:

Budget-priced entrees offered on Central's *Meal-A-Mat* reflect the railroad's promotion of economy travel. Macaroni au Gratin is available at 75 cents. Broiled Salisbury steak, potatoes au gratin, broccoli costs \$1.00; lobster Newburg, Spanish rice, broccoli \$1.25; roast Vermont turkey, savory dressing, creamed peas, candied sweet potatoes \$1.25; pot roast, brown gravy, potato pancake, red cabbage \$1.25.

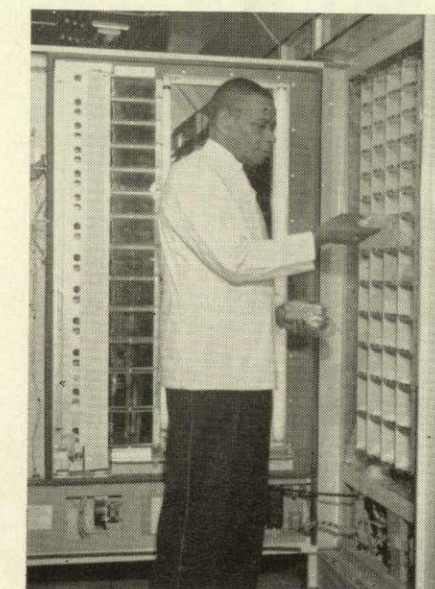
Customers of the new car will encounter a unique electronic service with do-it-yourself Radarange cooking. After removing his refrigerated selection from a vending unit, the passenger places it



EASY ACCESS to dinner is afforded passengers, who can see food before buying.

— still in its paper wrapping — into the electronic oven and presses a button.

Using microwave energy, the oven cooks the food thoroughly and at great speed. Sandwiches can be heated in ten seconds; entrees, the *Meal-A-Mat's* longest cooking item, require two minutes and 45 seconds. Only the food absorbs the intense heat produced by the microwave oven. The plate beneath remains cool and the inside of the oven remains at room temperature during the cooking process. Its interior finished in soft, muted tones of green, blue and yellow, the *Meal-A-Mat* is equipped with background music. Double-plate tinted glass windows eliminate glare. The car was designed by Central's mechanical department. Vending machine equipment was built by the Automatic Canteen Company of America and the Radarange oven by Raytheon Company.



QUICK REFILL of machines is demonstrated by Waiter Clifford Cox. Vending machine front opens easily like door for re-stocking.

Short Lines from Rail News Ticker

NYC Leads Nation's Rails As More Tri-Level Cars Are Added to Auto Fleet

Merchants Despatch Transportation, Inc., a wholly-owned subsidiary of the New York Central, has placed a \$2,170,000 order for 98 Lo-Dek seventy-ton flat cars with tri-level auto racks.

The Butler, Pa., plant of Pullman Standard Car Mfg. Co. is building the new cars, which will be equipped with roller bearing trucks, and Whitehead and Kales, Inc., Detroit, Mich., is producing the tri-level rack units.

The cars will be leased by the New York Central from MDT.

Announcing this order Malcolm P. Richards, NYC's Vice President—Purchases & Stores, stated that the Central leads the nation's railroads in the transportation of assembled automobiles and the new equipment will bring its total of auto rack cars to 1,138.

Tri-level cars can transport 12 standard or 15 compact automobiles.

Champlain Waterway Project Opposed by NYC At Hearing

A proposal to build a seaway through Lake Champlain was vigorously opposed recently as totally unjustified by Arthur E. Baylis, Vice President—Marketing, of the Central.

Testifying in Albany, N. Y., against the Champlain Seaway proposal before an International Joint Commission studying the project, Mr. Baylis said, "It has always been our policy to foster economically sound, progressive, and truly efficient improvements in our national transportation system. But we can see no justification for this project linking the St. Lawrence River with the Hudson River. Rather, the logic of historical experience is heavily weighted against establishing another marginal waterway."

Mr. Baylis pointed out that years ago Central had publicly expressed its views that the St. Lawrence Seaway could not pay its own way under the toll structure proposed for it and that it would hurt existing sound transportation facilities as well as become an increasing burden on the nation's tax payers.

"The record since the construction of that waterway makes the truth of our predictions patent," the Central executive declared. He pointed out that New York Central has lost considerable traffic to the Seaway. The waterway's revenues, however, each year have become pro-

gressively lower and insufficient to meet the U.S. costs.

Mr. Baylis said, "There is no doubt that the proposed Champlain Seaway would reduce the volume of the New York Central's freight traffic and thereby add to its financial difficulties, just as the St. Lawrence Seaway has hurt us, although the damage may not be so extensive as that of which has been occasioned by the Seaway."

The Central official warned of the possibility that freight tonnage susceptible to diversion from its lines to the proposed Champlain Seaway might well result in placing the railroad in a position where "we would not be able to maintain the existing level of service over this line and industries served by this line would have to accept a reduction in the volume and quality of their service, or even the possible abandonment of the line."

"Frankly," he said, "we are confused by a public policy which would destroy an all-weather, year-round, dependable transportation facility that is paying taxes to local communities and which is struggling to remain self-supporting, in favor of a publicly financed water route with a limited season of navigation and which on the basis of past experience with comparable waterways, such as the St. Lawrence Seaway, produces substantial deficits which must be borne by the general tax payer."

Early NYC Steam Photos Sought by Author

Alvin Stauffer, author of *Steam Power of the New York Central System: 1915-1955*, which many Central people have enjoyed since its publication in 1961, is writing a companion volume covering the years prior to 1915. He is interested in locating photos of early steam locomotives—both of New York Central and its predecessor railroads—for possible use in the new book and would appreciate it if anyone having such pictures would contact him at Box 145, Route 4, Medina, Ohio.

Old Ferry Boats Never Sink

Ever wonder what happens to old ferry boats? For instance, those the Central used to operate between New York and Weehawken, N. J., on the Hudson River?

One of them—*The Stoney Point*—popped into the news last month when it was spotted doing duty as a floating shrimp packing house in Fort Myers, Fla. She was last in NYC service in 1959.

Expansion Planned for NYC's Ashtabula Coal-Ore Facilities

Central is expanding its operations at Ashtabula, O., it was announced recently by Robert G. Flannery, General Manager of the Western District.

Mr. Flannery said the Central is establishing a key operating branch at that port city on Lake Erie as a direct result of the growing importance of the railroad's coal and ore facilities there.

To supervise the over-all operation of these installations, Earl M. Platz has been named Assistant Transportation Superintendent at Ashtabula. Previously, administrative headquarters for the Ashtabula facilities were at Erie, Pa. Mr. Platz has been Assistant Terminal Superintendent at Elkhart, Ind. He joined NYC's Operating department in 1953.

NYC President Is Named Director of Reading Railway

The Interstate Commerce Commission recently approved the election of Alfred E. Perlman, President of the Central, to the Board of Directors of the Reading Railway Company.

The Commission's decision came on reconsideration of Mr. Perlman's application for such approval, which earlier had been denied.

Commenting on the ICC decision, Mr. Perlman said, "It is very gratifying to have this application approved, especially in view of the historic affiliation between Central and Reading. New York Central has been represented on the Reading board since 1926, and presently owns 11.22% of Reading's outstanding stock. The interchange of freight traffic between the two roads is very substantial, providing Central with access to points in New Jersey and giving Reading a gateway to important areas of New York State and the west."

"The favorable result of this reconsideration by the ICC means not only that Central's interests will continue to have the representation we believe they deserve, but that Reading will have an even closer association with one of its important connections."

Railroad Women To Share Again in Public Service Award

Public service activities of railroad women employees again will be accorded national recognition in the 3rd Annual Kate Shelley Awards competition, sponsored by MODERN RAILROADS magazine.

The awards are named for a 15-year-old Iowa girl who saved a passenger train from disaster in 1881 when she struggled through a heavy storm to warn the crew of a washout ahead.

The competition is open to all among the railroads' 70,000 women employees who devote spare time to special efforts on behalf of their industry.

The current contest covers activities in the period between April 1, 1963 and March 31, 1964. The grand award winner in the group and individual categories will receive a trophy and gold medal, while merit award winners will get a plaque and silver medal. The presentation will be made at the 1964 annual convention of the National Association of Railway Business Women in New Orleans next May.

Last year's winners of the grand awards were the Spokane (Wash.) Lilac Chapter of the NARBW and Mrs. Bess Bowling of Columbus, Ohio, a car distributor for the Chesapeake & Ohio Railway. In addition, four groups and four individual entrants received merit awards. A New York Central woman, Elinore Prize, of the District Public Relations department at Cleveland, shared in the 1962 award.

Awards' purpose

The awards have a four-fold purpose:

1. To spotlight effective efforts to increase public understanding of the continued essentiality of railroads to our economy.
2. To focus attention on effective public relations efforts to enhance the public image of the railroads.
3. To give national recognition to railroad women employees for activities that build public support for fair competitive opportunities for the railroads.
4. To help motivate citizen action for a sounder and more equitable national transportation policy, as presently spelled out in President Kennedy's Transportation Message.

Deadline for entries in the 1964 competition is April 1. Descriptive brochures and entry blanks can be obtained from the Chairman, Kate Shelley Contest Committee, Modern Railroads, 201 North Wells Street, Chicago, Illinois 60606.

Below Average?

Railroad employees who operate America's trains earned on the average of \$8,120 in 1962—over 40 per cent more than the \$5,700 average earnings for the employee in a general manufacturing job.

Employee Awards Spark Added Interest In New Courtesy Campaign

Recognizing the need for courtesy and good customer relations at all times, New York Central has undertaken a system-wide program designed to promote and reward acts of courtesy by NYC employees. The three part program has been shaped to:

1. Seek to have supervisors set examples by:
 - a) reporting observations while traveling
 - b) frequent inspections of trains and stations
 - c) on the spot corrections
2. Recognize acts of courtesy:
 - a) by channeling commendations through a central committee
 - b) by making district awards
 - c) by making system awards
3. Recognize acts of discourtesy:
 - a) by setting and enforcing standards
 - b) by assessing consistent discipline

District committee formed

To carry out these functions, District, Division, Terminal and Departmental committees have been formed. These consist, generally, of Operating, Transportation, Engineering, Passenger, Police and Safety department representatives and Freight Sales Managers. Monthly meetings are held at which all commendations and complaints are carefully examined and appropriate action taken, including commendation to employees for meritorious conduct or arranging for corrective action where service has resulted in customer complaints. Whenever evidence is received of defective or unsatisfactory equipment, either passenger or freight, the necessary steps are taken to have it restored to proper standards. In an effort to reach every employee in the districts, special meetings are also being held to include agents and operating crews. Rules examination classes also emphasize the need for courtesy. Employees of concessionaires, like Union News Company, who ride NYC trains are also being reminded of the importance of courtesy to customers.

NYC success linked to courtesy

This whole courtesy program is linked inseparably with NYC's Customer Relations Program designed to attract new business to the rails. It is an all-out effort to get more traffic moving over the New York Central, and only as success

comes in the first can success be expected in the latter.

In a recent letter to all Central employees John F. Nash, Senior Vice President, emphasized that "the railroad is a service industry and customer contact is the very foundation of success or failure in any service industry."

In turn, the success of the Central's Courtesy and Customer Relations programs depends upon the wholehearted support of every NYC employee. These programs will be successful if every man and woman on the railroad makes courtesy a habit and remembers the old adage that "he who has many friends has been a friend to many." Then, everybody on the NYC System can with complete confidence adopt a slogan proclaimed on a poster on Central's northern district: "The Central way is the courteous way."

First award to Chicago man

At press time it was announced that the first Courtesy award (a \$25.00 U.S. Savings Bond) has been made to **H. M. Hofer**, a Red Cap at LaSalle Street Station, Chicago. Red Cap Hofer's award was based on his action when a young mother with a four year old son arrived in Chicago too late to catch the Twentieth Century Limited for New York. She had been misinformed by the ticket clerk of another railroad about the train's departure time. With only about 15 minutes in which to accomplish it, Red Cap Hofer quickly arranged for the mother and her young son to obtain accommodations on a train leaving from another station and reach their destination without too much delay.

Courtesy pins to be given

A new lapel pin has been designed, bearing the inscription, "New York Central Courtesy Award." It will be given by District Courtesy Committees to employees who are cited for their courtesy by Central customers. The attractive, gold plated pin with its black lettering, is cast in the shape of the New York Central System oval trademark.

On the following pages is reprinted material originally published many years ago under the title "Company Manners" and portions of which have occasionally been reproduced in the HEADLIGHT. Like many things in life, courtesy remains constant and, with a little up-dating, this material carries just as good a message as ever.

Courtesy smooths the way

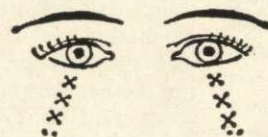
Courtesy is like oil. It keeps our daily contacts with each other and the public running smoothly. It prevents the friction that wastes energy and generates heat under the collar. True courtesy is simply Considerate Behavior Toward Others. Practice it and you personally can do more for the efficiency of this railroad than the most modern piece of equipment ever designed. Practice it and you can do more to win public good will and patronage than the finest NYC advertisement ever written.

WERE YOU BORN POLITE?



A man may think he washes his hands or says, "Thank You," by inborn instinct. But ask anyone who "knew him when." The truth is, we are all born little savages. We grow civilized by training and example when we are children. And, while it is "hard to teach an old dog new tricks," we can go on becoming more courteous all our lives. Only one

thing is necessary. That is to realize how much courtesy toward others smooths our own paths . . . and what a powerful force it is in attracting customers to our railroad.



ARE YOUR EYES X-RAYS?

No. And neither are anyone else's. That is why personal appearance is so important. If a conductor wears a soiled or wrinkled uniform, can passengers be expected to see the heart of gold beneath it? If a supervisor wears stubble on his chin, will his workers be inspired to do their jobs smartly? Naturally, clean hands are more important in the dining car than around the roundhouse. But we can all be neat according to our jobs . . . and help build the kind of impression that builds business for the railroad and jobs for its employees.

WHAT'S THE MOST BECOMING THING YOU CAN WEAR?

The answer to that is a pleasant smile. The person behind such a smile has a big advantage. For a smile not only lights up your face, it reacts inside of you . . . actually



helps you to be pleasant and good natured. Best of all, a smile is contagious. It wins smiles in return, and makes others want to do what you ask or feel confidence in what you say. Within an organization, a smile aids efficiency. And in dealing with customers, a pleasant smile is truly public relations improver No. 1. Try it and see!

EVER TRY THESE ON?

To put ourselves occasionally in the other fellow's shoes is one of the most interesting and fruitful things we can do. With your fellow railroaders, it makes for smooth, pleasant teamwork. And in dealing with shippers or passengers, it's the very starting point for good public relations. If a customer seems irritated, impatient or unreasonable . . . put yourself in his shoes. Try to see his point of view, and you'll find yourself more than half way toward the goal of clearing up the difficulty . . . turning a possible knocker into a friend of yours and your railroad.



BETWEEN OURSELVES COURTESY COUNTS

It takes the teamwork of 60,000 men and women to run New York Central. To do this vast job efficiently, we must be able to work together and get along smoothly with one another. That is why "between ourselves—courtesy counts." This does not mean the kind of courtesy you find in a book of etiquette. It means courtesy in the broadest sense of *Considerate Behavior Toward Others* . . . our fellow employees as much as our customers.

GIVE THE NEW RAILROADER A HAND



Let's be sympathetic and helpful with the employee who has just joined the railroad. He may be as green and bewildered as we were once. The treatment we give him at the start will color his whole attitude . . . and go far toward making him a valuable member of our transportation team.



KIDDING DOESN'T MAKE FRIENDS

Kidding, practical jokes, belittling all come in the same class. They undermine the other fellow's sense of confidence and feeling of importance. The results are twofold. Number One, people avoid the chronic kidder. Number Two—the man who undermines the confidence of his fellows cuts down their ability to work. None of us can afford to have poor workers as teammates.



KNOCKS NEVER BOOST A KNOCKER

A knocker can lower the morale of any group. That is why fellow employees instinctively avoid him. If you don't like the way something is done, try to work out a better plan. Constructive suggestions are what make a good railroad better.

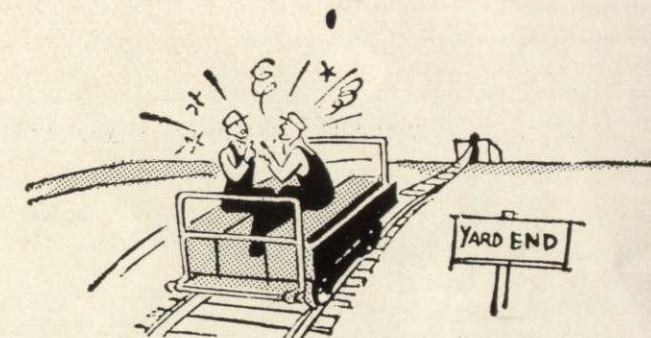
PRAISE PAYS TWO WAYS

When you see someone doing a good job, why not say so? Say it to him. Say it to others. Because praise pays two ways. It encourages fellow employees to do their best, and it helps you to get ahead as a likeable, constructive member of the transportation team.



GOSSIPS STILL GET DUCKED

The Pilgrim Fathers used a ducking stool to punish gossips. Well, most people will still duck a gossip . . . duck having anything to do with him or her. So don't be a tale-bearer. The smart thing to do about gossip at any time is *forget it!*



WHERE DO ARGUMENTS GET YOU?

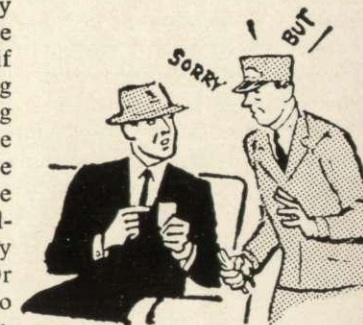
Some people think arguments sharpen their minds. Actually, arguments only sharpen your temper and dull your influence with others. There's no need to be a "yes-man" and agree with everyone. But arguing with them merely wastes time and convinces nobody.

POLITICS ARE POISON

A safe rule is never to let yourself be drawn into talking politics with a customer. Many people lose their tempers at the slightest disagreement on that subject. Let's stick to building good will in our fields, and not go outside where we can get into trouble. Politics are public relations poison!

TIPS ON TOUGH SITUATIONS

Certain difficult situations crop up that call for tact, not argument. Why win an argument and lose a friend? For example, if there is a misunderstanding or mistake in making change, *don't argue*. Take the customer's name, give him yours and offer to have a check mailed if the balance at the end of the day shows you were wrong. Or if a customer wants you to take his check, simply say, "I'm sorry, but I am not permitted to do that. Would you like to talk to . . . ?" Then, if possible, refer him to someone with the necessary authority.



Safety Glasses Urged For Eye Protection

The three accidents struck thousands of miles apart—but they were disturbingly similar:

- A midwestern farmer gripping a pair of pliers slipped and struck his glasses. Doctors were still finding glass splinters in his eye several weeks later.
- An eastern construction worker required emergency surgery for eye injuries after a whipping cable smashed his glasses.
- Another midwesterner on a picnic was blinded in his right eye when a ball hit his glasses and shattered them.

Safety glasses, tough, shatter-resistant lenses in sturdy frames, would have saved these three men from damaged and destroyed eyesight—and could do much to reduce the needless toll of ravaged vision from the 345,000 eye accidents that befall Americans each year.

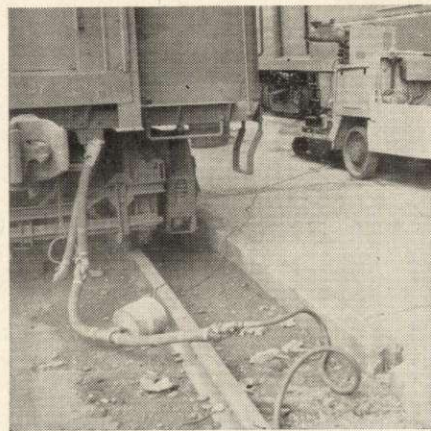
The National Society for the Prevention of Blindness strongly endorses the use of safety eyewear for children and adults now wearing regular glasses; for persons with defective sight, particularly those with but one good eye; and for all participating in recreation or hobbies which involve hazards to the eyes, and especially for industrial employees working with machinery.

Protective safety lenses are made stronger than regular glass lenses through a tempering process similar to the way steel is case hardened. Their resistance to impact enables the lenses to serve as a shield for the eyes rather than an additional hazard. Safety lenses are also made from optical plastic; both types must pass stringent tests for shatter resistance.

Many cases cited

In a recent statement urging use of safety lenses, The National Society for the Prevention of Blindness said: "This recommendation is based upon thousands of case histories of eyesight saved by safety lenses, and is fortified further by over a quarter century of proved industrial usage of such lenses."

"Only those safety lenses and other protective eyewear which comply with quality and performance requirements of American Standards Association codes Z.80 (non-industrial eyewear) and Z.2 (industrial eyewear) are recommended; safety lenses meeting these codes have minimum thickness of two millimeters and three millimeters respectively. All safety lenses should be mounted in sturdy flame-resistant frames."



Electrical impulses are converted to acoustic signals by a transducer (foreground) at end of a train. The impulses flow through the train's air line and are reconverted to electrical signals by a similar device at the other end. This ingenious system is being perfected by the Central's big Cleveland Technical Research Center.

Central Scientists Score with Air-Line Message Transmitter

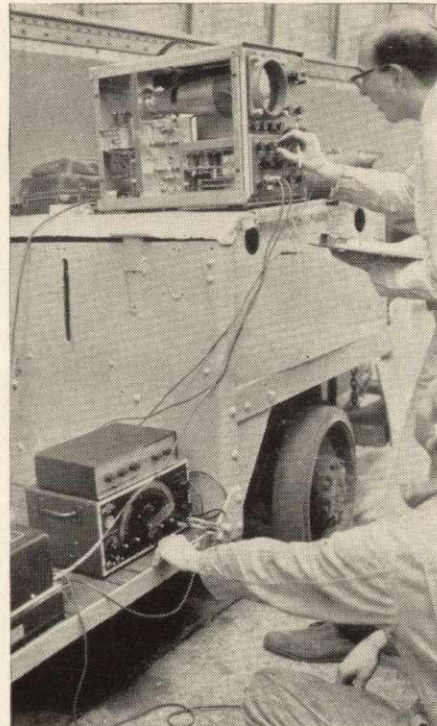
►► New York Central technicians have developed an ingenious method of transmitting messages from the locomotive to other cars in a train.

Scientists at NYC's Cleveland Technical Research Center discovered they could use a train's air brake line as a vehicle for data transmission without affecting the normal operation of the brake system.

A specially designed unit called a transducer, is connected to the air line at each end of the train. Electrical signals, representing speech or control messages, are converted by the transducer to acoustic impulses. Flowing through the air line, they are once again

"Safety lens spectacles provide incomparable protection for eyesight, well worth the nominal additional charge over the cost of ordinary glasses."

The National Society offers a folder, "This . . . Not This," to persons interested in learning about safety advantages of safety eyewear over regular glasses. The publication answers the nine most-frequently-asked questions about protective lenses and vision accidents. Single copies may be obtained free from the National Society for the Prevention of Blindness, 16 East 40 Street, New York 16, N. Y.



converted to electrical signals to operate a loud speaker or a control unit.

Under the standard technique of message transmission, it is necessary to use radio or string wire the length of the train. Both of these methods are costly and present operating problems.

NYC technicians have put the new system through a rigorous testing period. Experiments show the communications system operated satisfactorily through eight to fourteen passenger cars and a larger number of freight cars.

The railroad scientists hope that further refinement will permit use of the system in such push-pull operations as Grand Central Terminal in New York.



NEW officers of NYC Athletic Assn. (New York) were installed at the Manhattan group's recent yearly dinner by L. H. Rose (left) Director-Employee Benefits. From left: Vincent Rice, President; Larry Galvin, Vice President; Fred Battles, Secretary-Treas.

New York Central Headlight

Central Hits A 'First' In Joint Venture With Flying Tigers For Air-Rail Service

The first joint rail-air freight service ever established was announced Sept. 9 by Alfred E. Perlman, President of the New York Central and Robert W. Prescott, President of Flying Tiger Line.

The New York Central-Flying Tiger agreement represents a break-through in combining freight service by rail and air. The joint operation will allow shippers to use the facilities of both types of carriers as though they were dealing with only a single, integrated transportation company.

Eliminated is the voluminous paper work and other time-consuming and duplicate processes necessary when shippers are required to deal separately with each type of carrier transporting their goods.

Service will be available initially to shippers in 33 communities in the Albany-Troy-Schenectady, New York, area served by the New York Central Railroad and some 250 west coast cities reached by Flying Tiger Line and member motor carriers in the air line's Skyroad program. This program provides air transportation by Flying Tiger between its air terminals and truck service to plants beyond the major air terminals.

Expansion anticipated

Expansion of rail-air service to other areas covered by New York Central is anticipated after experience is gained in the first stage of the new service.

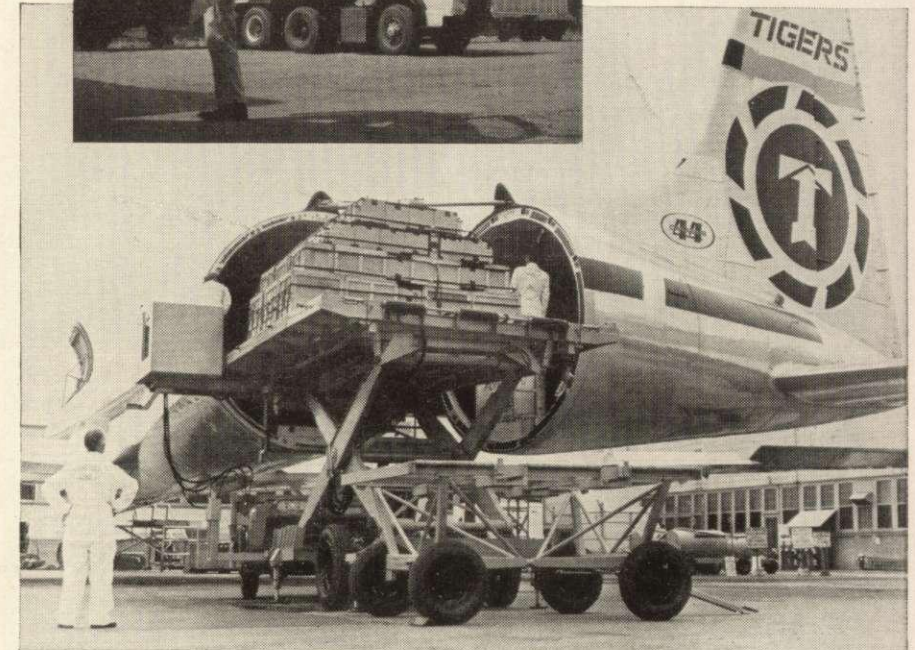
Under the rail-air agreement, New York Central picks up freight in the 33-community area, puts it in Flexi-Van service to New York City, where delivery is made to Flying Tiger's main terminal at the Newark, N. J. airport. FTL then flies the freight shipment to primary destinations such as Los Angeles and San Francisco, California; Portland, Oregon; or Seattle, Washington. Freight is then trucked to any destination within a 200-mile radius of the major terminal.

The combined rail-air service is designed to provide second day delivery and will offer the first through all-cargo air service from the Albany-Troy-Schenectady area.

Besides permitting a simplified single bill of lading for shipments and single



MODERN WAY for freight to move with extra speed is NYC's latest tie-in with Flying Tiger Lines for joint use of Flexi-Van for ground movement and Tiger swing-tail cargo plane for the long distance flight.



carrier responsibility, the new rail-air tie-in offers shippers co-ordinated schedules and co-ordinated information and service.

Initially, the NYC-FTL operation offers general commodity through rates on shipments between the Albany and Los Angeles areas. Eventually, as traffic volume develops, it is anticipated that

more favorable rates for specific commodities will be offered. Such rates, would be lower than the general rail-air charges but higher than all-surface transportation costs. They would seek to attract those commodities which could stand a rate higher than all-surface costs but could not afford the general rail-air rates.

ICC Examiners Give Piggyback Okay, Praise

Railroad piggyback service is "one of the most dynamic formulas for transportation of freight this country has ever seen," two Interstate Commerce Commission examiners have reported to the ICC.

They recommend that the ICC erect no roadblocks that would slow the growth of hauling truck trailers on railroad flat cars.

Examiners Harold P. Boss and Richard S. Ries found all forms of piggyback service legal.

The investigation by the two examiners was ordered by the Commission to determine the necessity of adopting piggyback rules and regulations to govern the use of multi-level railroad

cars for shipping automobiles. The examiners said the multilevel car system is irrelevant to the piggyback investigation and should be studied separately.

The examiners proposed that the existing five plan number identification system not be changed but kept flexible to provide for future development.

They asserted that the greatest amount of flexibility must remain available to the management of carriers in order to make piggyback service operate at peak efficiency.

The examiners said: "We believe that the transportation industry is on the threshold of a new and exciting era. At last the heat of competition between the various modes of transportation appears to be congealing into a formula that is not only beneficial to the various common carriers but also shipping public."



Faster running time . . .

for NYC trains between Suspension Bridge, N. Y., and Elkhart, Ind., was hailed when westbound freight NC-1 moved through tunnel under river between Windsor, Ont., and Detroit on Sept. 5 under terms of new agreement covering train crews there.

Agreement, permitting regular road crews to run right on through tunnel cuts approximately one hour from running time of trains using route, with resulting improvement in Central service to shippers.

On hand to greet NC-1 on first trip under new rules (front row, from left): J. F. Parrish, General Chairman, Brotherhood of Locomotive Engineers; J. E. Lustig, General Chairman, Brotherhood of Firemen & Enginemen; Charles T. Popma, NYC General Manager-Northern District; W. H. Dawdy, Engineer on NC-1; R. L. Fiebert, General Chairman, Brotherhood of Railroad Trainmen. In back row (from left): Head End Brakeman G. L. Hambly; Fireman J. Hall, and J. D. Burke, General Chairman, Order of Railway Conductors & Brakemen.

Rail Management-Labor Cooperate to Place Unemployed Railroaders

The Railroad Retirement Board has reported that rail management and labor are cooperating at "ground level" to find employment, in and outside the railroad industry, for experienced railroad workers idled by economic and other adverse developments. This teamwork is continuing under a plan known as the "partnership program," which was initiated by the RRB in July, 1956. Under the program, unemployment claims agents, railroads, rail unions, and the board's field offices have combined their efforts to find jobs for laid-off railroaders. Effectiveness of this cooperation, the RRB reported, is borne out by the fact that in the six fiscal years since the program started, jobs were found for 213,400 idled rail workers—141,500 on the railroads and 71,900 in other industries. As a by-product of the program, railroad management and labor officials have developed a plan of job transfers on a local level, the board said. These involve transfers to other seniority districts or departments on the same railroads in identical or different occupations. The RRB reported that in the last two fiscal years, 15,000 railroad employees facing layoff were transferred under this plan, in many cases without loss of any working time.

Railroads Tops In Travel Safety

Railroad travel in 1963 was 15 times safer than on the highways and over twice as safe as by domestic airlines. The railroads carried nearly 312 million passengers a total of 19.9 billion miles. On a per 100-million passenger-mile basis, the fatality rate for railroads was .15; for auto travel, 2.3; domestic airlines, .35 (excluding bomb explosion fatalities), and .16 for buses.

What Highway Tests Show

Analysis of a \$27,000,000 road test shows that heavy axle load damage to highways—in comparison with lighter axle loads—is substantially greater than had previously been acknowledged. The multi-million-dollar test was conducted under the sponsorship of the American Association of State Highway Officials. Analysts found from the data collected that an 18,000-pound single-axle load caused 5,000 times as much pavement deterioration as a 2,000-pound load, and that a 22,000-pound single-axle load caused 11,750 times as much damage. The average automobile has a single-axle load of somewhat less than 2,000 pounds.



GOLD PASS is presented to Joseph Wozniak, Locomotive Hostler, Chicago, by General Foreman C. E. Rhodes (left) and C. E. Nicholson, Sr., Assistant General Foreman.

NEW YORK DISTRICT

Angen, J. H., Structural Engineer, New York 38
Archer, E. T., Assistant Supervisor Tariff Bureau, New York 40
Beesmer, F., Carpenter, Kingston, N. Y. 38
Benedict, J. F., Mail Handler, New York 22
Bernabo, D., Laborer, Harmon, N. Y. 19
Bertie, S., Cook, New York 39
Bimonte, S. J., Leading Signal Maintainer, New York 35
Biordi, D., Section Foreman, Harmon, N. Y. 42
Bisthoff, S., Switch Tender, New York 19
Botts, V. R., Machinist, Harmon, N. Y. 41
Boutureira, F. F., Fireman, Weehawken, N. J. 35
Brooks, J., Stevedore, Weehawken, N. J. 22
Brooks, L. M., Special Clerk, New York 46
Brown, S., Stevedore, Weehawken, N. J. 34
Brown, E. C., Butcher, New York 36
Bukas, J., Cooper, Weehawken, N. J. 56
Cable, E. G., Jr., Brakeman, New York 17
Calcutti, N., Machinist, Harmon, N. Y. 44
Carrier, J. P., Boilermaker, Bergen, N. J. 42
Castle, J. B., Bill Clerk New York 45
Caulle, L. D., Locomotive Engineman, Weehawken, N. J. 40
Cenker, J. F., Machinist, Harmon, N. Y. 34
Chapman, A. D., Barge Captain, Weehawken, N. J. 25
Clancy, T. J., Stenographer, New York 36
Coghlan, F. J., Clerk, New York 24
Collins, J. H., Parlor Car Porter, Bronx, N. Y. 41
Cordova, A., Trackman, Weehawken, N. J. 42
Cotter, T. F., Mail Handler, New York 27
Grummey, T. F., Machinist, Weehawken, N. J. 44
Cuzzolino, J., Mail Handler, New York 21
Cypher, E. S., Machinist Helper, Harmon, N. Y. 19
Davies, G. M., Mechanical Engineer, New York 37
Davis, W., Cook, New York 34
De Luca, J., Barge Captain, Weehawken, N. J. 42
Dean, G. F., Electrician, Harmon, N. Y. 41
Denehan, P., Mail Porter, GCT 34
Di Muccio, R. S., Mason, New York 21
Dostilio, A., Trackman, Mt. Vernon, N. Y. 20



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



MECHANICAL Department well wishers pose with G. A. Mundt, Supervisor at Buffalo, after 46 years' service. Back row from left; A. F. Hagy, Supervisor Car Maintenance-Passenger; M. T. Bernhofer, Administrative Assistant; J. H. Eble, Chief Clerk; Front row from left; Mr. Mundt and P. R. Oliver, Supervisor Car Maintenance-Freight.

Gramenstetter, O. W., Chief Clerk, Weehawken, N. J. 44
Grasso, L. J., Machinist, Harmon, N. Y. 21
Grib, M., Oiler, Weehawken, N. J. 22
Grimm, C. F., Brakeman, New York 38
Grosso, S. J., Machinist, Harmon, N. Y. 13
Hart, A. F., Foreman, No. White Plains, N. Y. 36
Hassett, A. J., General Foreman, New York 40
Heady, M. R., Baggage Man, Tarrytown, N. Y. 20
Henninger, C. H., Freight Stower, Kingston, N. Y. 49
Hughes, C., Stevedore, New York 31
Hurban, S. P., Stevedore, N. Y. 30
Hurt, R., Mail Handler, New York 21
Kavanaugh, W. J., Foreman, New York 33
Kryger, O. H., Jr., Locomotive Engineer, New York 33
Kuss, A., Car Inspector, Croton, N. Y. 38

La Barbero, G., Trackman, Bronx, N. Y. 31
Lawrence, K. R., Clerk, New York 45
Lawton, F. L., Bartender, New York 44
Lee, G. R., Electrician, Harmon, N. Y. 34
Leslie, G. E., Clerk, Weehawken, N. J. 46
Levin, H., Engineman, GCT, N. Y. 37
Lewis, E. B., Cashier, New York 44
Losee, W. H., Assistant to Treasurer, New York 35
Lyman, A. J., Assistant Agent, Hastings, N. Y. 26
Lynch, E., Clerk, New York 41
Madan, P. G., Stevedore, Weehawken, N. J. 33
Male, G. G., Yard Conductor, Weehawken, N. J. 36
Manzone, L., Mail Handler, New York 20
Mashack, E., Stevedore, Weehawken, N. J. 19
Mast, H. L., Administrative Assistant Marketing, New York 42
Matich, S., Crane Operator, Weehawken, N. J. 50
Mazur, M. S., Machinist, Harmon, N. Y. 47
McCarthy, A. M., Telephone Operator, New York 19
McCormack, J., Crossing Watchman, Hoboken, N. J. 10
McManus, W. A., Plumber, Kingston, N. Y. 24
McMullan, H. L., Checker, Weehawken, N. J. 20
McNeill, D. P., Mail Handler, New York 17
Meade, J. J., Mail Handler, GCT 12
Meagher, N. A., Clerk, New York 49
Menta, R. J., Foreman, Weehawken, N. J. 41
Murphy, W., Mason Helper, New York 32
Nagle, J. J., Boilermaker, Harmon, N. Y. 45
Nater, F., Switchtender, New York 43
Neary, J. H., Baggage Clerk, GCT 44
Niwinski, B. J., Car Cleaner, New York 20
Pales, M., Elevator Operator, New York 16
Payne, R. L., Porter, New York 25
Peterson, G., Crane Operator, Harmon, N. Y. 25
Pinder, H. M., Laborer, New York 28
Pizza, J. J., Receiving Clerk, New York 30
Pollock, F. W., Auditor Revenue, New York 46
Pully, D., Inspector Repairer, Weehawken, N. J. 42
Purdy, E., Electrician, Harmon, N. Y. 19
Ranieri, V., Laborer, Weehawken, N. J. 21
Reilly, E. A., Signal Maintainer, Beacon, N. Y. 46
Renn, W. R., Charwoman, New York 36
Richards, L., Watchman, Weehawken, N. J. 37
Robinson, M. J., Car Inspector, New York 16

CONGRATULATIONS are in order as J. H. Danhof, Superintendent, Hudson Division (right) shakes hands with John Duffy, Clerk in the Division office and wishes him and his wife the best of luck on his retirement.



CHARLES SHUMAKER (right), Transmission department, New York, receives retirement certificate from Ernest R. Frutiger, Supervisor of Transmission.



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TIE BAR
"SIDE-VIEW" TIE BAR



AT ASHTABULA, O., Shop Superintendent P. J. Smith (right) in the photograph at left, gets Certificate of Retirement from R. T. Tomlinson, Manager Scrap & Reclamation. Mr. Smith retires after 38 years with NYC.

RETIREMENT Certificate is presented to Walter T. Truax, upon his retirement as Supervisor of Passenger Transportation, Northern District, by E. H. O'Keefe, District Transportation Superintendent in photo (r.).



RECENTLY RETIRED

CONTINUED

Roddy, L. E., Laborer, Mott Haven, N.Y. 34
Roes, F., Locomotive Fireman, No. Bergen, N. J. 46
Rue, J. E., Clerk, Weehawken, N. J. 26
Russo, A. A., Wireman, GCT 34
Sabey, L. R., Clerk, New York 46
Sant, S., Pipefitter, New York 38
Schantzenberg, P. E., Assistant Chief Clerk, New York 47
Scheinblum, H. L., Trackman, New York 44
Scheid, E. H., Clearance Engineer, New York 45
Schmitt, R. C., Machinist, Harmon, N. Y. 14
Schreiber, L. O., Car Foreman, Weehawken, N. J. 48
Schultz, J. L., Brakeman, Weehawken, N. J. 47
Sciortino, S., Mail Handler, New York 31
Segnit, L. E., Baggage, Beacon, N. Y. 35
Simpson, T., Mail Handler, New York 27
Simpson, W., District Freight Salesman, New York 38
Slater, V. W., Dispatcher, New York 46
Slattery, C. H., Tax Analyst, New York 44
Smith, E. E., Sheet Metal Worker, Harmon, N. Y. 42
Sohanchyk, M., Clerk, Yonkers, N. Y. 39
Speirs, M., Clerk, New York 21
Stackney, F. S., Machinist, Harmon, N. Y. 39
Stymus, F. G., Clerk, New York 39
Sulm, J., Cashier, New York 44
Suydam, C. B., Clerk, New York 44
Talarico, P. A., Assistant Superintendent Building, New York 43
Taylor, H. A., Chief Clerk, New York 46
Thompson, A. H., Clerk, New York 44
Thomson, G. R., Clerk, New York 20
Thorpe, J. P., Stevedore, Weehawken, N. J. 13
Tinnelly, W., Ironworker, New York 37
Torres, F., Mail Handler, New York 18
Tweed, W. J., Signal Maintainer, Harmon, N. Y. 33
Twohill, E. M., Engineer, New York 45
Van Nuis, O. W., Sub Station Operator, New York 50
Vangor, M., Laborer, Harmon, N. Y. 30
Waldron, E. K., Locomotive Fireman, Harmon, N. Y. 22
Walker, C. E., Assist. Inspector Building Bridges, New York 36
Waltsak, J. A., Lighter Captain, Weehawken, N. J. 25
Washington, A., Stevedore, Weehawken, N. J. 21
Weerbrouck, C. E., Barge Captain, Weehawken, N. J. 19
Welby, J. A., Lineman, New York 26
Wells, H. E., Cashier, Weehawken, N. J. 43
Westfall, A., Machinist, Harmon, N. Y. 34
Wilkerson, J. H., Mail Handler, New York 19
Williams, H., Car Cleaner, Mott Haven, N. Y. 28
Wilson, J., Mail Handler, New York 21
Winspear, E. M., Telegrapher Clerk, Poughkeepsie, N. Y. 13



BEST WISHES are extended to L. A. Faulkner (second from left), Asst. Mechanical Superintendent at Indianapolis, upon his retirement after 48 years of service. Those present to wish him well were (left to right) R. J. Parsons, Master Mechanic; K. F. Miller, Mechanical Superintendent; and J. C. Reves, District Supervisor Car during fete at Indianapolis.

EASTERN DISTRICT

Abell, S. C., Yard Conductor, Watertown, N. Y. 45
Almy, A. F., Conductor, Selkirk, N. Y. 48
Archambo, J. A., Carman, E. Rochester 35
Arendt, T. J., E. Rochester 38
Balachowski, J. J., Signal Maintainer, Buffalo 44
Barner, H. E., Car Repairer, Corning, N. Y. 39
Barnum, L. G., Welder, Rochester 36
Bartola, F. J., Laborer, Buffalo 25
Baumgardner, D. W., Yard Conductor, Buffalo 41
Baxter, M. E., Assistant Agent, Watertown, N. Y. 46
Beeman, A. L., Conductor, Syracuse 42
Belcher, J., Laborer, Buffalo 39
Bieler, E. H., Clerk, E. Buffalo 47
Blackwell, H. E., Clerk Stenographer, Jersey Shore, Pa. 42
Blakley, G. A., Engineer, Rochester 49
Blanchard, T. L., Engineer, Springfield, Mass. 50
Boire, A., Car Inspector, W. Springfield, Mass. 40
Bommer, J. A., Signal Helper, Buffalo 48
Borowicz, A. B., Car Inspector, Buffalo 45
Bossert, J. S., Engineer, Newburgh Junction, Penna. 50
Boucher, F. E., Yard Brakeman, Springfield, Mass. 47
Brady, W. E., Machinist, Buffalo 38
Breitwise, J. D., Car Inspector, Corning, N. Y. 40
Brigham, A. M., Brakeman, Buffalo 42

Brion, O. L., Scale Inspector, Syracuse 46
Britten, C. E., Maintainer, Springfield, Mass. 39
Brooks, R. J., Engineer, Corning 49
Brown, H. J., Brakeman, Utica, N. Y. 46
Brown, C. W., Red Cap, Buffalo 38
Brown, W. M., Clerk, Syracuse 40
Bumbolo, J., Carman, Dewitt, N. Y. 19
Burgio, J., Janitor, Rochester 18
Burke, J. D., Agent, Winchendon, Mass. 43
Burns, R. M., Engineer, Boston 45
Bush, H. C., Station Fireman, Watertown, N. Y. 34
Callahan, H. D., Chief Clerk, Buffalo 44
Campbell, J. I., Signal Supervisor, Rochester 39
Carroll, M. P., Telephone Operator, Watertown, N. Y. 15
Casey, J. T., Car Cleaner, Allston, Mass. 19
Cavanagh, T. A., Engineer, Albany 51
Chalebois, V. J., Engineer, Watertown, N. Y. 39
Chmarak, F. W., Oiler, Dewitt, N. Y. 46
Christensen, M., Trucker, Syracuse 19
Cipriani, L. G., Section Laborer, Albany 22
Clarke, S., Parlor Car Porter, Buffalo 44
Clas, A. C., Yard Conductor, Selkirk, N. Y. 20
Clayton, F. L., Clerk, Buffalo 11
Cole, F. E., Boilermaker, Buffalo 46
Conaway, C. K., Laborer, Clearfield, Penna. 19
Connors, J. T., Yard Brakeman, Springfield, Mass. 45
Curro, S., Trucker, Buffalo 20
Cusack, C. T., Switchtender, Selkirk, N. Y. 18
Czarnecki, S. A., Carman, Buffalo 46
De Neff, I., Machinist, E. Rochester 19
Del Santo, M., Laborer, Fond du Lac, Wis. 14
Dempsey, J. F., Brakeman, Buffalo 21
Donahue, L. E., Conductor, Utica 46
Dowler, G. O., Engineer, Columbus, N. Y. 37
Driscoll, F. T., Clerk Accounting, Utica 47

Dubour, A. T., Stationmaster, Mass. 45
Dunn, D., Laborer, Buffalo 15
Dunnigan, J. C., Brakeman, Buffalo 38
Dusci, A. J., Crossing Watchman, New York 18
Duszcak, S. S., Yard Foreman, Buffalo 42
Dydyk, T., Carman, Dewitt, N. Y. 39
Early, J. P., Mail Handler, Worcester, Mass. 23
Edwards, W. A., Welder, Jersey Shore, Pa. 19
Erlandson, C. R., Administrative Assistant, Boston, Mass. 37
Fallon, B. G., Telephone Operator, Watertown, N. Y. 44
Fargo, C. R., Car, Dewitt, N. Y. 48
Feldmann, A. K., Telegrapher, Syracuse 38
Finnen, T. A., Fireman, New York 45
Fischang, W. E., Trucker, Kingston, N. Y. 19
Flegel, N. E., Carman, Dewitt, N. Y. 22
Flynt, A. J., Engineer, Albany 21
Foley, A. D., Engineer, Corning, N. Y. 18
Forenzo, F., Boilermaker Helper, Selkirk, N. Y. 45
Foster, R. V., Switchtender, Suspension Bridge, N. Y. 35
Fraughton, J., Agent, Malone, N. Y. 48
Frear, W. H., Yard Conductor, Schenectady, N. Y. 36
Frey, J. C., Conductor, Syracuse 49
Friers, E. J., Signal Foreman, Ft. Plain, N. Y. 47
Fuina, B., Repairer, Selkirk, N. Y. 21
Galifio, J., Stationery Engineer, E. Rochester 49
Gardner, H. D., Assistant Inspector, Albany 20
Garrett, I. B., Steno Clerk, Rochester 40
Garuffi, F., Switchtender, Selkirk, N. Y. 17
Gates, C. E., Clerk, Kingston, N. Y. 19
Girvin, W. H., Head Clerk, Albany 29
Gorman, H. M., Brakeman, Niagara Falls, N. Y. 40
Graven, E. J., Conductor, Youngstown, Ohio 45
Green, H. P., Clerk, Syracuse 39
Hagar, W. E., Engineer, Springfield, Mass. 46
Hanlon, J. R., Engineer, Syracuse 44
Hladky, K., Trackman, Buffalo 12
Hobbs, G., Carman, E. Rochester, N. Y. 15
Hoefler, E. F., Crossing Watchman, Niagara Falls, N. Y. 21
Hood, W. L., Stower, Boston 23
Hoover, W. J., Engineer, Clearfield, Penna. 47
Hornauer, A. R., Machinist, Selkirk, N. Y. 22
Horrigan, A. T., Horrigan, Clerk, Buffalo 45
Hoverman, O. W., Car Inspector, Albany 19
Huband, F. F., Inspector, E. Syracuse 13
Hunter, G. C., Yard Conductor, Avis, Pa. 49
Hurley, J. F., Chief Ticket Clerk, Pittsfield, Mass. 32
Jackson, B., Agent, Albany 43
Jackson, J. H., Yard Conductor, Rochester 45
Jennings, G. H., Switchtender, Dewitt, N. Y. 10
Jepson, S. T., Brakeman, Buffalo 46
Johnston, I. L., Lineman, Geneva, N. Y. 14

Kaiser, A. M., Baggage Trucker, Rochester 37
Kaltenbach, L. C., Clerk, Buffalo 34
Keating, G. S., Foreman, Selkirk, N. Y. 37
Keefer, E. K., Conductor, Syracuse 50
Keel, A. F., Switchtender, Buffalo 19
Kelchner, J. D., Conductor, Clearfield, Pa. 40
Keller, E. J., Trucker-Laborer, Williamsport, Pa. 40
Kelsch, J. H., Brakeman, Selkirk, N. Y. 50
Kennedy, H. V., Conductor, Syracuse 52
Kerin, A. M., Agent, Clearfield, Pa. 52
Kilbourn, B. L., Agent, Syracuse 37
Kihnert, E. A., Laborer, Weehawken, N. J. 48
King, D., Assistant Foreman, E. Rochester 41
Kirkham, G. F., Locomotive Engineer, Rensselaer, N. Y. 42
Kitts, T. F., Baggage, Buffalo 43
Klan, E., Mail Sorter, Springfield, Mass. 34
Kozent, F. E., Sheet Metal Worker, Buffalo 12
Koenig, L. M., Machinist, Buffalo 12
Kolano, T. F., Mail Sorter, Springfield, Mass. 13
Kolarz, E., Trucker, Buffalo 17
Komiss, E., General Accountant, Utica, N. Y. 44
Laro, A. J., Hostler, Springfield, Mass. 20
Law, G. F., Towerman, Boston 35
Lee, G. W., Assistant Supervisor, Watertown, N. Y. 39
Levenberg, B., B&M Trucker, Albany 19
Lightfoot, J. T., Car Inspector, Corning, N. Y. 44
Liszewski, S., Engineer, Buffalo 46
Littler, H. S., Brakeman, Buffalo 42
Long, J. J., Yard Conductor, Albany 46
Luke, G. M., Train Dispatcher, Rochester 21
Lynch, C. J., Switchtender, Buffalo 42
MacCabe, L. P., Yard Brakeman, Boston 40
Mangine, J. P., Dispatcher, Buffalo 46
Manington, R. H., Operator, New York 36
Markell, F. O., Clerk Stenographer, Syracuse 39
McCarthy, J. W., District Freight Salesman, Syracuse 47
McGovern, W. F., Conductor, Malone, N. Y. 47
McGowan, J. P., Trucker, Buffalo 39
McInroy, H. R., Agent, Elkhart, Pa. 21
McNerney, W. E., Clerk, Syracuse 49
McNerney, M. E., Clerk, E. Syracuse 45
McNamara, L. J., Engineer, Syracuse 43
Meyer, G. M., Yard Master, Buffalo 42
Miller, F. A., Sheet Metal Worker, Newberry Junction, Pa. 27
Miller, J. P., Conductor, Youngstown, Ohio 46
Miller, P., Laborer, E. Syracuse, N. Y. 27
Miner, G. W., Conductor, Syracuse 40
Minkler, R. A., Conductor, Springfield, Mass. 45
Mirco, A., Car Repairer, Selkirk, N. Y. 22
Misener, R. H., Carman, E. Rochester 45
Mitchell, O. M., Machinist, Syracuse 40
Moberg, J. E., Foreman, Springfield, Mass. 42
Monaghan, C. C., Electrician, Utica 16
Monahan, V. D., Clerk, Utica 45
Morgan, R., Trackman, Westboro, Mass. 20
Moriarty, F. M., Car Cleaner, Boston 20
Mulligan, J. H., Switchtender, Selkirk, N. Y. 18
Mundt, G. A., Supervisor, Buffalo 45
Murphy, T. J., Car Inspector, Springfield, Mass. 44
Murphy, W. A., Clerk, Utica 48
Myers, L. P., Car Inspector, Dewitt, N. Y. 45
Nelson, W. V., Passenger Conductor, Buffalo 46
Newcomb, L. C., Crew Dispatcher, Corning, N. Y. 46
O'Brien, L. B., Signal Supervisor, Springfield, Mass. 48

WESTERN DISTRICT

Austin, F. J., Yard Conductor, Cleveland 47
Baffa, N., Painter, Ashtabula, Ohio 47
Baker, F. E., Locomotive Engineer, Chicago 42
Banks, F., Store Helper, Chicago 15
Bar, M. M., Janitress, Chicago 33
Beno, G. M., Car Cleaner, Cleveland 11
Billingslea, C. W., Freight Car Cleaner, Cleveland 39
Blakely, J. R., Locomotive Engineer, Erie, Pa. 46
Bordon, S. A., Janitor, Cleveland 19
Boyer, D. A., Telephone Operator, Cleveland 45
Brossmer, J. E., Freight Claim Agent, Chicago 39
Brothers, R. W., Locomotive Engineer, Minerva, Ohio 42
Brunacci, E. B., Mason, Ashtabula, Ohio 17
Butler, J. F., Switchman, Cleveland 44
Campbell, M. E., Conductor, Toledo, Ohio 46
Candela, S., Blacksmith, Ashtabula, Ohio 49
Capich, M. F., Motor Truck Operator, Collinwood, Ohio 32
Capitani, N., Auto Truck Driver, Ashtabula, Ohio 46
Chapman, G. R., Yardmaster, Cleveland 34
Cheney, R. H., Engineer Accounting Office, Chicago 45
Constien, O. A., Yard Clerk, Toledo, Ohio 52
Cox, W. H., Engineer, Cleveland 46
Csobanovits, F. M., Clerk, Englewood, Ill. 20
Davis, I. J., Steno Clerk, Toledo, Ohio 43
De Luca, A., Car Oiler, Ashtabula, Ohio 43
Dickman, C. E., Industrial Clerk, West Park, Ohio 46
Dobbeck, W. A., Pipefitter, Toledo, Ohio 16
Doerk, C. E., Car Inspector, Nottingham, Ohio 40
Dorsey, V. E., Road Foreman, Ashtabula, Ohio 41
Dougan, C. H., Conductor, Buffalo, N. Y. 46
Dougherty, F. R., Telegraph Operator, Cleveland 33
Dreher, C. J., Yard Conductor, Air Line Junction, Ohio 45
Eaton, H. E., Carman, Ashtabula, Ohio 18
Emerson, E. F., Yardmaster, Youngstown, Ohio 40
Espinoza, J., Laborer, Cleveland 17
Evani, N. A., Foreman, Ashtabula, Ohio 47
Fallon, P. J., Clerk, Toledo, Ohio 42
Farschman, H. L., Signal Maintainer, Toledo, Ohio 45
Ferritto, A., Switchman, Ashtabula, Ohio 17
Fish, W. R., Conductor, Toledo, Ohio 38
Fogt, H. E., District Supervisor Budget & Statistics, Cleveland 36
Furrer, C. J., Clerk, Toledo, Ohio 46
Garcia, L., Laborer, Gibson, Ind. 22
Gattorn, J., Laborer, Ashtabula, Ohio 36
Gay, R., Laborer, Elkhart, Ind. 17
Gearhart, H. O., Locomotive Engineer, Toledo, Ohio 49
Gillooly, C. F., Passenger Brake-man, Cleveland 47
Glitzbecker, J. F., Yard Conductor, Ashtabula, Ohio 47
Goglin, E. C., Foreman, Nottingham, Ohio 38
Golding, C. F., Yard Conductor, Kankakee, Ill. 36
Gosey, W. S., Laborer, Collinswood, Ohio 16
Greve, L. J., Jr., Conductor, Cleveland 49
Grove, W. C., Car Inspector, Toledo, Ohio 37
Guerra, J., Laborer, Toledo, Ohio 22
Gushwa, H. L., Passenger Brake-man, Elkhart, Ind. 40
Guttman, P. G., Clerk, Cleveland 40
Hager, R. C., Supervisor Track, Kankakee, Ill. 47
Harding, B. E., Locomotive Engineer, Toledo, Ohio 43
Hasenpflug, J. L., Local Storekeeper, Nottingham, Ohio 41
Hatter, R., Switchtender, Englewood, Ill. 32
Heasley, H. A., Telegraph Operator, Ashtabula, Ohio 40
Hill, J., Laborer, Collinwood, Ohio 20

Hillman, W. W., Locomotive Engineer, Buffalo 46
Holbrook, F. B., Laborer, Ashtabula, Ohio 21
Hoover, R. A., Passenger Conductor, Elkhart, Ind. 45
Howe, E., B.M. Trucker, Toledo, Ohio 39
Hutchisson, P. M., Signal Maintainer, Toledo, Ohio 15
Jackson, C., Laborer, Elkhart, Ind. 46
Jackson, G., Switchman, Toledo, Ohio 17
James, C., Yard Conductor, Englewood, Ill. 46
Johnson, A. L., Yard Conductor, Chicago, Ill. 43
Johnson, J. E., Station Pantryman, Chicago 35
Kemnitz, O. E., Conductor, Kankakee, Ill. 39
Kentner, L. S., PBX Operator, Elkhart, Ind. 18
King, I., Section Laborer, Gouley Bridge, Va. 25
Kirby, J. F., Engineer, Collinwood, Ohio 46
Klein, A., Machinist, Collinwood, Ohio 41
Kohlman, W. M., Conductor, Cleveland 42
Korta, M., Oiler, Collinwood, Ohio 45
Kumar, C., Car Inspector, Cleveland 34
Kuntz, A. J., Trainmaster, Cleveland, Ohio 46
Kurki, A. P., Track Foreman, Ashtabula, Ohio 31
Lacey, J. R., Locomotive Engineer, Collinwood, Ohio 46
Lamb, C. H., Machinist, Collinwood, Ohio 44
Landles, W. R., Conductor, Youngstown, Ohio 28
Lape, T. F., Lineman, Hammond, Ind. 14
Le Grier, T., Laborer, Collinwood, Ohio 31
Lewandowski, J. S., Inspector Repairman, Toledo, Ohio 30
Lewis, E. A., Sheet Metal Worker, Collinwood, Ohio 30
Lewis, E. W., Locomotive Fireman, Toledo, Ohio 18
Lewis, S. W., General Clerk, Cleveland 46
Lindquist, H. A., Yard Conductor, Chicago 19
Lipke, W. M., Switchman, Toledo, Ohio 20
Livingston, J. N., Inspector, Cleveland 47
Lockwood, S. W., Clerk, Cleveland 40
Longworth, G. J., Assistant Agent, Toledo, Ohio 40
Love, V. D., Steno Clerk, Cleveland, Ohio 22
Lovejoy, G. R., Carpenter, Toledo, Ohio 42

Callender, S. R., Yard Conductor, Indianapolis 46
Capps, J. H., Relay Inspector, Mattoon, Ill. 37
Champion, F. D., Agent, Harrisburg, Ill. 49
Chandler, C. M., Blacksmith, Beech Grove, Ind. 47
Chitwood, J. E., Yard Conductor, Cincinnati, Ohio 37
Choate, G., Trackman, Harrisburg, Ill. 35
Clark, F., Brakeman, Sharonville, Ohio 20
Clough, C. E., Engineer, Bellefontaine, Ohio 48
Collins, S. D., Conductor, Cincinnati 42
Combs, P. W., Engineer, Terre Haute, Ind. 19
Connolly, T. G., Engineer, Van Wert, Ohio 39
Cooper, H. L., Machinist, Columbus 45
Cooper, J. B., Conductor, Anderson, Ind. 46
Corwin, C. L., Foreman, Bellefontaine, Ohio 36
Courtney, C., Conductor, Cincinnati 46
Cox, A., Operator, Eldorado, Ill. 46
Crawford, J. H., Section Laborer, Harrisburg, Ill. 35
Crisler, R. J., Locomotive Carpenter, Beech Grove, Ind. 45
Crockett, R. P., Fireman, Bloomington, Ill. 19
Davis, H. M., Engineer, Springfield, Ohio 46
Davis, R. L., Agent, Terre Haute, Ind. 46
Douglas, J. F., Machinist, Beechgrove Car Shop 37
Dunbar, C. E., Conductor, Indianapolis 44
Elliott, D., Boilermaker, Sharonville, Ohio 20
Emerson, G. A., Engineer, Cincinnati 39
Engelman, F. E., Yard Conductor, Danville, Ill. 49
Enlow, D. B., Foreman, Mt. Carmel, Ill. 41
Ervin, L. D., Engine House Foreman, Hobson, Ohio 48
Fairchild, J. D., Crossing Watchman, Paris, Ill. 46
Fanton, V. J., Rate Clerk, Louisville, Ky. 46
Flannigan, R. E., Trackman, Harrisburg, Ill. 27
Fleming, T. H., Engineer, Corning, Ohio 49
Fletcher, S. C., Car Inspector, Toledo, Ohio 35

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Amolsch, A. F., Locomotive Engineer, Detroit 40
Amolsch, A. S., Freight Conductor, Detroit 47
Appleget, C. E., Voucher Clerk, Detroit 39
Armstrong, C. L., Section Foreman, Saginaw, Mich. 47
Austin, R. M., Road Conductor, Bay City, Mich. 47
Barnes, H. L., Clerk, Detroit 47
Barnette, W., Laborer, Jackson, Mich. 33
Benson, W. H., Car Inspector, Jackson, Mich. 44
Berry, M. S., Baggage Clerk, Detroit 18
Bidwell, E. D., Locomotive Fireman, Niles, Mich. 22
Bista, J. W., Truckman, Ypsilanti, Mich. 39
Bockenstier, F. H., Clerk, Detroit 44
Borsos, A. T., Ticket Agent, Niles, Mich. 46
Brand, L., Comptometer Operator, Detroit 40
Brown, C. R., Clerk, Detroit 40
Brown, G. S., Clerk, Detroit 48
Caldwell, W. E., Passenger Brakeman, Detroit 39
Cantenberg, M. M., Clerk, Detroit 43
Carlson, C. R., Engineer, Niles, Mich. 45
Carne, C. H., Passenger Conductor, Detroit 47
Chaefer, B. W., Supervisor Track, Hillsdale, Mich. 38
Chamberlain, W. P., Yard Conductor, Detroit 48
Chambers, H. T., Bridge Carpenter, Jackson, Mich. 11
Claydon, J. S., Assistant Head Accountant, Detroit 52
Cohoon, S. H., Locomotive Engineer, St. Thomas, Ont., Can. 43
Cole, J. E., Clerk, Jackson, Mich. 46

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Abell, A., Car Inspector, Indianapolis 40
Agler, C. M., Conductor, Van Wert, Ohio 47
Allen, O. V., Engineer, Columbus, Ohio 40
Allensworth, F. D., Yardmaster, Hobson, Ohio 48
Allyn, H., Engineer, Cleveland 37
Arent, S. L., District Lineman, Gallon, Ohio 14
Aye, W. E., Engineer, E. St. Louis, Ill. 45
Bechhold, W. E., Machinist, Columbus 44
Beechboard, H., Laborer, Anderson, Ind. 21
Bender, G. F., Yard Conductor, Indianapolis 42
Bernreuter, G. J., Tallyman, E. St. Louis, Ill. 35
Blackard, O., Conductor, Mt. Carmel, Ill. 36
Bledsoe, C. M., Lampman, Indianapolis 13
Bodenheimer, H. E., Yardmaster, Louisville, Ky. 26
Brenton, A. R., Section Stockman, Beech Grove, Ind. 40
Bridge, C. G., Telegraph, Dayton, Ohio 47
Broedel, P. J., Conductor, Mt. Carmel, Ill. 45
Brogan, D. C., Crossing Watchman, Lafayette, Ind. 17
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Callender, J. E., Clerk, Indianapolis 46



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