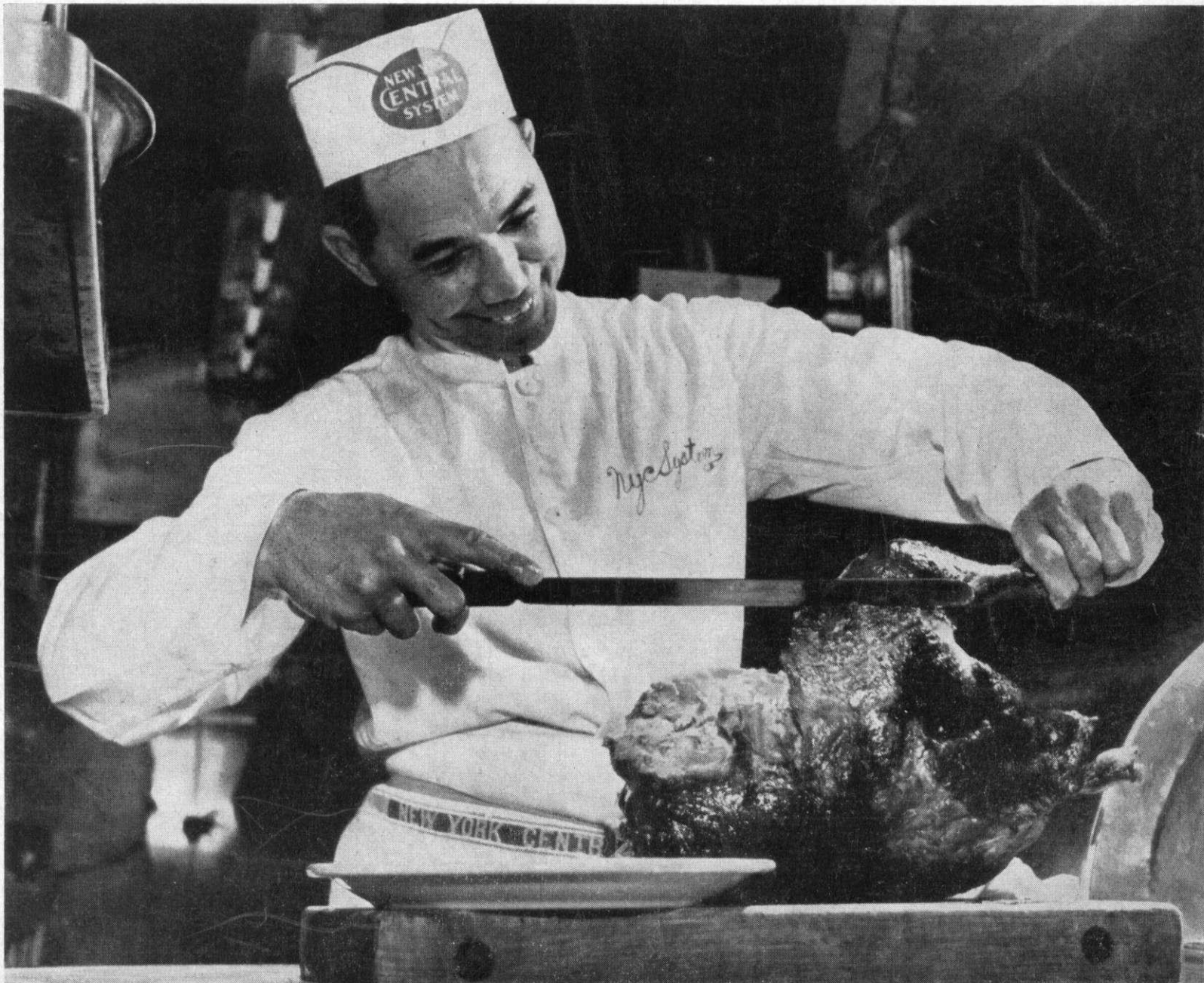
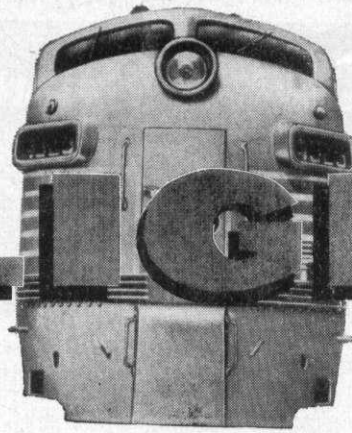




HEADLIGHT

NOVEMBER, 1954



Central Diners Get Set For Thanksgiving Guests

Sharp knife ready to slice into savory turkey signals time for Thanksgiving dinner on New York Central's dining cars. Chef Henry Franklin gets set to separate big drum stick from a bird in the Commodore Vanderbilt kitchen in practice for 10 turkeys he'll carve on the feast day. NYC has ordered 19,000 pounds of the seasonal fowl for the thousands of guests expected for dinner on Thanksgiving Day and the rest of the month. See page seven.

CONCERNING THE

NEW YORK CENTRAL SYSTEM

THRIFT GRILL diners, introduced several months ago on the Empire State Express, have proved successful enough to be added to 25 other Central trains. Their menus offer breakfasts from 75 cents, luncheons from 95 cents and complete dinners from \$1.50, with a full-course steak dinner listed at only \$2.75. Plans are now being made to extend Thrift Grill service to more NYC trains.

* * *

FOR SECOND CONSECUTIVE YEAR, New York Central and other railroads have cut by 50 per cent their rates for carrying hay into areas of southwest affected by prolonged drought. Saying he was "profoundly gratified," President Eisenhower commended the nation's railroads for this action.

* * *

NYC's NEW BRIDGE over the Cuyahoga River in Cleveland won top rating in American Institute of Steel Construction's 26th annual bridge competition. It was declared the "most beautiful movable bridge opened to traffic in 1953."

* * *

ON-THE-JOB SAFETY RECORD of the Central System improved during first eight months of 1954, compared with same period of 1953. This year's figure was 8.91 accidents per million man hours worked, against 9.70 a year ago. Districts of the System and their ratios for the first eight months of this year: Michigan Central, 6.27; Line West, 7.74; Big Four, 7.89; Line East, 11.38. Among smaller segments of the System ratios were: Peoria & Eastern, 3.99; Chicago River & Indiana, 4.47; Indiana Harbor Belt, 5.00; Pittsburgh & Lake Erie, 7.20; Boston & Albany, 9.81.

* * *

THIRTY-FIRST ANNUAL MEETING of the Association of Surgeons of the New York Central System was held in Cincinnati. Prominent members of medical profession addressed group on various phases of medical and surgical work in a program arranged by Dr. Ralph G. Carothers, NYC Surgeon at Cincinnati. Guest speaker at banquet was David S. Ingalls, president of the Cincinnati Times-Star. New officers of group are: Dr. N. L. Higinbotham, New York, president; Dr. S. E. Andrews, Kalamazoo, Mich., first vice president; Dr. H. D. Fowler, Jr., Cleveland, second vice president; Dr. W. H. Norman, Indianapolis, third vice president; F. J. Miller, retired Chief Claim Agent, New York (now living in Elkhart, Ind.), was elected an honorary member of the Association. The doctors plan to meet in Cleveland next year.

* * *

NEW YORK CENTRAL'S NET INCOME for the month of September was \$1,070,442. Total operating revenues for the month were \$56,516,509. In September, 1953, the Central had net income of \$3,572,484 on revenues totaling \$69,438,123.

The September income reduced to \$5,121,146 the net income deficit for the first nine months of 1954, during which operating revenues totaled \$527,019,867. In the similar nine-month period a year ago, NYC had net income of \$26,239,314 on total revenues of \$624,220,615.

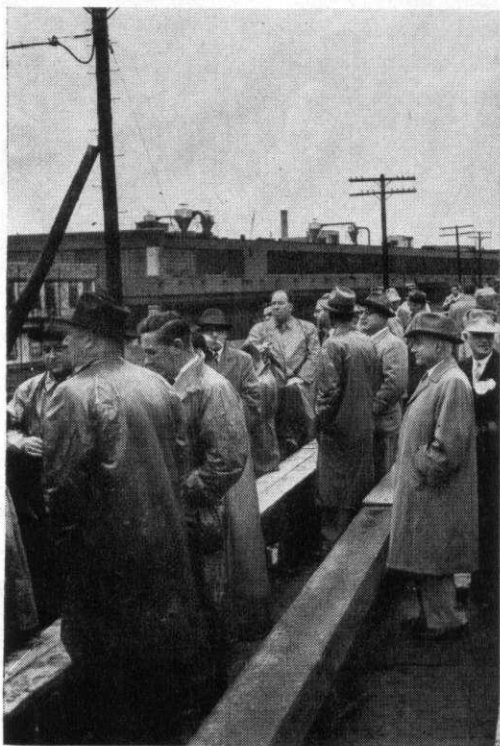
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COMMUTERS on New York Central's River Division trains will be using coupon-type tickets instead of the usual pass-type during November.

The coupons will be used to help chart an up-to-date commuting pattern by supplying a conclusive record of how many people ride what trains and between what stations.



... mail handling will be made faster



... Albany business men tour rail sites



... excursionists try new low Central fares

Buffalo Mail Facilities Being Mechanized

The Central's facilities for handling U. S. mail at Buffalo Central Terminal are being rehabilitated and mechanized as the first step in a program to increase the efficiency of moving mail via NYC.

Conveyor belt equipment formerly used at NYC's Front Street mail terminal in Cleveland has become available with the opening of a new \$8,000,000 mail terminal in Cleveland. The belts have been moved to Buffalo to be adapted for use there.

The main belt unit in Buffalo will be 600 feet long and will carry mail sacks unloaded from railroad cars over the tracks into a building where a new sorting platform is to be constructed. This will eliminate the need for considerable hand trucking of mail sacks and movement of mail through the terminal will be greatly speeded as shorter conveyors inside the building move sacks quickly and directly to proper sorting areas. A total of 800 feet of conveyor belt will be used under the new plan.

Mail at the terminal arrives by truck from city post offices to be sorted and shipped by rail. Carloads of mail also arrive by NYC at Buffalo, some destined for local delivery and some to be sorted for shipment in various directions from this important rail gateway.

Preliminary work on the \$160,000 project has already begun and will continue until about Dec. 1, when the Christmas mail rush begins. The work will be suspended during that period and picked up again after the seasonal rush is over. Completion will require several months and the new system is expected to be ready for full use in the spring.

Albany Industrialists Tour Area Rail Sites

More than 1,600 civic leaders, industrialists, business and professional men in the seven-county Capital District of New York State were recently guests of the New York Central and other railroads serving the area on a one-day tour of the district's rail facilities.

The trip was arranged by the Railroad Community Committee of the Capital District with the cooperation of the Albany Chamber of Commerce. The guests traveled over New York Central, Delaware & Hudson, Boston & Maine and Albany Port District Railroad tracks during their visit. They saw switching points, interchanges, classification yards and other rail facilities presently available to serve them and also had an opportunity to view some of the potentials for industrial expansion in the area surrounding Albany.

Members of the committee took turns in providing a running descriptive commentary over a loudspeaker system with which the special tour train was equipped. While no one left the train during its five and a half hour run, many stops were made at points of special interest.

The Albany committee is one of a number of similar groups sponsored by the eastern railroads in cities which they serve. Objectives of these committees are to stimulate in railroad employees a more active interest in the communities which they and their railroads serve and, in turn, to increase the public's understanding of the railroad industry—its progress, prospects and certain problems which only an informed public can help solve.

'Long Week End' Excursions resumed

The Central has resumed its popular all-expense excursions from Chicago to New York and has inaugurated a new all-expense, four-day excursion from Chicago to Boston.

The first Boston trip left Chicago Oct. 14 and the first New York excursion on Oct. 21. Nov. 25 (Thanksgiving Day) is the date of the next excursion from Chicago to New York.

An all-expense price of \$86.30 includes round-trip rail transportation and tax on the Pacemaker, with a reserved seat each way, meals en-route, hotel accommodations, a night club visit, sight-seeing trips and all transfers and baggage handling.



NYC OFFICIALS ASSEMBLE FOR TWO-DAY MEETING TO STUDY COMPANY'S FINANCIAL STATUS, MAP PLANS FOR NEXT YEAR

NYC Leaders Meet; Map Plans for Future

**Making New York Central nation's top railroad
Is management team's self-set goal**

'Despite a present grim picture of high costs, high debt, increased taxes and decreased business, we can make the New York Central the Number One railroad in the country through a realistic approach to our problems, acceptance of our responsibilities and a lot of hard work."

With these words, NYC President Alfred E. Perlman opened a two-day meeting in New York of the Central's management team. Central men from superintendents and division engineers up and from all parts of the NYC System, attended sessions which stretched from 9:30 a.m. until ten o'clock at night. They heard talks by some of the company's top officers who reviewed the past year's results and outlined a course for the future to make NYC a better railroad, a better place to work, and a better investment for all the shareholders.

The Central's Chairman, Robert R. Young, in a brief talk, expressed his confidence that under Mr. Perlman's

leadership the Central will reach its objective of becoming the nation's best railroad, not only in freight and passenger service, but also in the atmosphere in which its employees and executives work.

Many hours of the meeting were devoted to careful consideration of the purpose and necessity of all projects scheduled for next year, for which a budget must be prepared. The purpose of this was to see that the Central gets full value for the money it will spend.

The picture of the Central presented to the meeting is one of a company faced with a real battle for traffic in a period when the general level of other business has been good, a condition that has prevailed in the entire railroad industry for several years. For too long, the officers said, the Central has spent more than it has taken in.

In the past few months, however, a trend in the right direction has been started. While NYC had a deficit of \$7,117,250 when the new management

took the reins in June, and a deficit of \$5,121,146 for the first nine months of this year, it is anticipated that by the year's end this will be transformed into a profit.

NYC's management team plans to keep this trend rolling, exercising wise budgeting, careful planning, and a never-ending search for ways to make all operations more efficient.

Streamlining of the road's organization, improvement of its service through more efficient use of its equipment and other facilities, modernization of equipment and communications—these are some of the tools that will be used.

First, the Central's service will be made the best available. Then freight and passenger traffic salesmen will be able to approach customers with a product that will help to sell itself.

During their first afternoon session, the Central men heard an address by Lawrence Appley, President of the American Management Association. Great changes are taking place, Mr.

Appley told his listeners. We stand on the brink of the electronics era, of which there is still little concept. And beyond that lies the atomic era, which will dwarf all that has gone before.

The job of running a business is steadily growing more complex, he said, and the future belongs to those who plan successfully for the long pull, determining what they and their companies can be doing today to prepare for the conditions in which they will have to work five or ten years from now. To this end, Mr. Appley said, successful management not only makes plans, but works with people understandingly and helps them put the plans in effect.

At a dinner session, James Q. duPont, Administrative Assistant in Public Relations of the E. I. duPont de Nemours Co., described some fundamental principles for success in business, including among them job know-how, personal attention to business, thrift and economy and right treatment of people.

Central officers in addition to Mr. Young and Mr. Perlman who addressed the meeting were Karl A. Borntrager, Vice President, Operations & Maintenance; Willard F. Place, Vice President, Finance; Arthur E. Baylis, Vice President, Freight Traffic; Ernest C. Nickerson, Vice President, Passenger Services; L. W. Horning, Vice President, Personnel; George H. Albach, Comptroller; Allen L. Prentice, Vice President, Purchases & Stores; Fred B. Hank, Resident Vice President-Boston; Dwight A. Fawcett, Resident Vice President-Chicago; Thomas J. Deegan, Jr., Vice President, Staff; Kenneth L. Moriarty, Chief Engineer; D. E. Mumford, Manager, Safety; and Robert R. Hicks, Director of Training & Employment.

A talk was also given by Ray McBrien of the Denver & Rio Grande Western Railway, who has been serving the Central as a consultant on diesel oils.



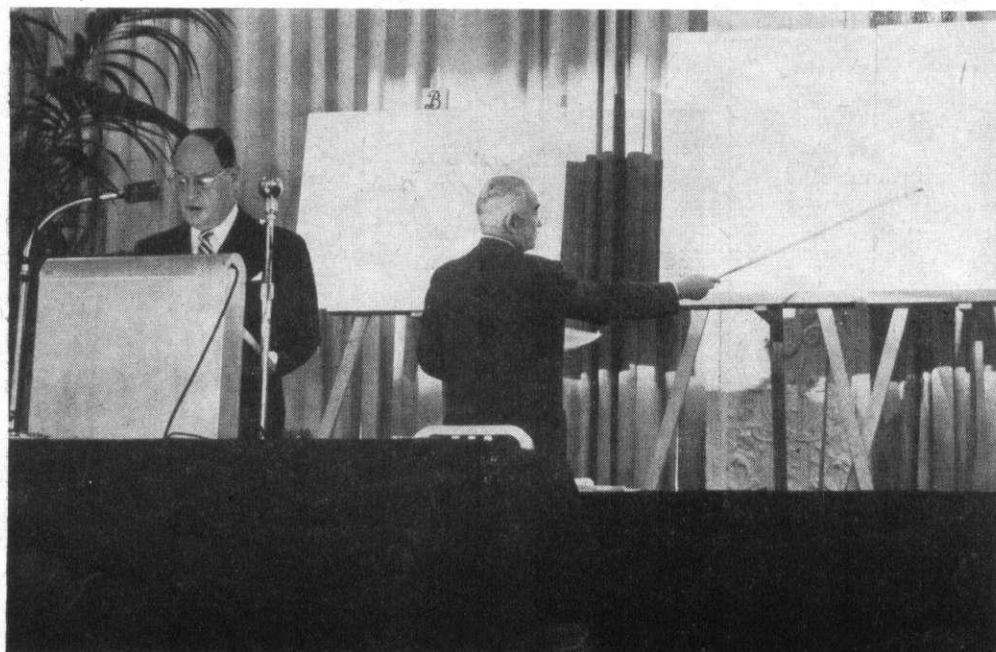
CHECKING DETAILS, Big Four group huddles over outline of one of their proposed construction projects. Left to right: Walter C. Schakel, Engineer of Structures; E. J. Gibbons, General Manager; and F. H. McGovern, Engineer-Maintenance of Way, all of Indianapolis.



SITTING IN on session, Central Chairman Robert R. Young pays close attention as company's financial position is reviewed.



ADDRESSING over 160 NYC officials at meeting, President Perlman points way to make Central the country's top railroad.



FINANCIAL POSITION of the Central is reviewed by Comptroller George H. Albach as Assistant Comptroller Joseph D. Haggerty points to highlights on chart. Report made it clear NYC's big task is to carry over as net income greater percentage of dollars it earns.



GUEST SPEAKER, Lawrence Appley, president of American Management Association, tells of new management concepts.

Centralines

Ludlow Station, Yonkers, N. Y., last month was the scene of a heroic rescue as **Frank Coles**, NYC Agent at Ludlow, saved a two-and-a-half year old boy who was sitting on the track moments before a commuter express rushed by. The station phone rang and a caller asked Mr. Coles if he could get a message to a passenger on the platform. As he walked outside on the crowded platform, he spotted the youngster sitting on the running rail of one of the northbound tracks. Mr. Coles realized the express was due any second. Remaining completely calm, he walked quickly to where the boy sat. To keep the lad at ease and prevent him from lurching toward the electric third rail, he spoke very softly and said, "I have some candy for you." Then he picked up the child and reached the safety of the platform just as the train came into sight. . . . **Jack Lohrfink**, NYC Passenger Traffic department, New York, has been elected president of the eastern region of the American Association of Passenger Rate Men for the third consecutive year.

Bowling season is back in full swing, with leagues active throughout the NYC System. Plans are in the mill for next big tournament of the American Transportation Bowling Association, to be held at season's end in McKees Rocks, Pa. . . . **Don Liddle**, who pitched the final game of the World Series for the victorious New York Giants, is the son of **Wendell E. Liddle** of Mt. Carmel, Ill., a Central Locomotive Engineer on the Cairo line. . . . Retirement dinner honoring **William F. Brownell** when he left his post as Auditor of Station Accounts, New York, included a five-man delegation officially representing Grand Central Lodge 1043, Brotherhood of Railway & Steamship Clerks. . . . Testimonial dinner on his retirement was given by friends of **Fred J. Soltesz**, Auditor of Car Accounts office, Buffalo. He concluded a 48-year NYC career.

Clarence LaFond, Assistant General Passenger Agent, Albany, N. Y., was recent guest speaker before Worcester, Mass., Rotary Club. Mr. LaFond described some of his experiences in representing NYC in two presidential campaigns on candidates' trains when they moved via NYC. . . . **C. C. Sampson**, NYC's Division Freight Agent at Columbus, O., has been named chairman of the speakers' bureau of the Columbus Railroad Community Committee. . . . **Frank K. Mitchell**, Assistant Vice President-Management Services of the Central, has been named a fellow of the American Society of Mechanical Engineers, an honor conferred on engineers of acknowledged engineering attainment, 25 years of active practice in the profession of engineering or teaching in a school of accepted standing. Of the ASME's 40,000 members, to date only 400 have been elected fellows.

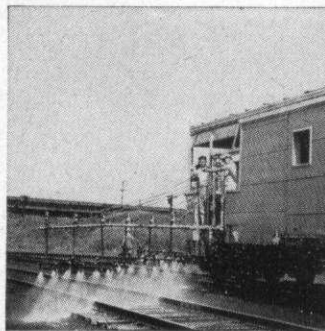


Mr. LaFond

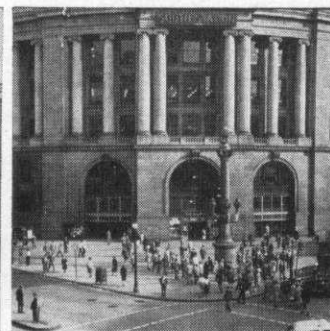
F. H. Baird, Assistant Vice President-Passenger Traffic of the Central, has been elected president of the American Association of Passenger Traffic Officers. . . . Military Railway Service Veterans held annual reunion in Milwaukee, Wis. Meeting was addressed by Major General **Paul F. Yount**, Chief of Transportation, U. S. Army, who urged strengthening of reserve units of Army Transportation Corps. . . . **Dr. A. T. Kemper** of Muncie, Ind., recently passed away. He was a New York Central Surgeon for 51 years and widely known among NYC employees in the Big Four District. . . . **Charles Butterworth**, Vice Consul (Commercial) of the Canadian government in New York, was conducted on tour of NYC's Marine department facilities at Weehawken, N. J., by **Andrew Fleischman**, NYC Customs Agent. To his delight he discovered shipments being transferred from rail to ship were Canadian products destined for foreign countries—an entirely unplanned "extra" for his visit.

Rail Photo Quiz

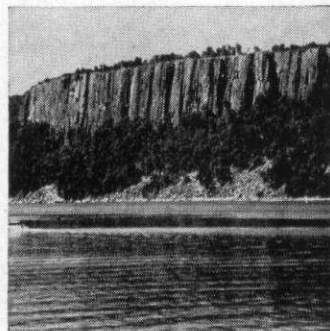
Answers on page 12



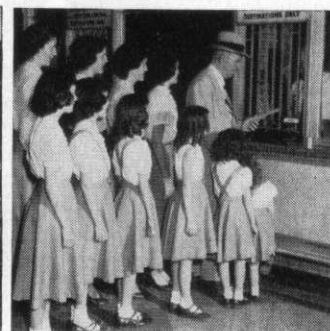
1. For what purpose is this car used on the railroad?
 - a. Washing rails and ties
 - b. Weed-killing
 - c. Putting out fires on the tracks
 - d. Cleaning ballast



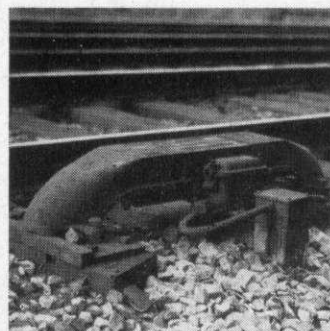
2. In what large city served by the NYC System is this building?
 - a. Albany, N. Y.
 - b. St. Louis, Mo.
 - c. Boston, Mass.
 - d. Erie, Pa.



3. In what state along the New York Central's Water Level Route will you see this familiar sight?
 - a. Illinois
 - b. Pennsylvania
 - c. New York
 - d. Indiana



4. This group is benefiting by taking advantage of the Central's
 - a. new style tickets
 - b. free travel information
 - c. reservation system
 - d. family fare plan



5. This safety device is helpful in train operations. It activates the train stop mechanism on a passing engine if a caution signal is not acknowledged. What is it called?
 - a. Trackside inductor
 - b. Automatic braker
 - c. Signal Guard
 - d. Brake Tripper



6. Approximately what percentage of New York Central System passenger traffic did commuter trains carry during the first eight months of 1954?
 - a. 32.8
 - b. 71.4
 - c. 45.9
 - d. 56.5

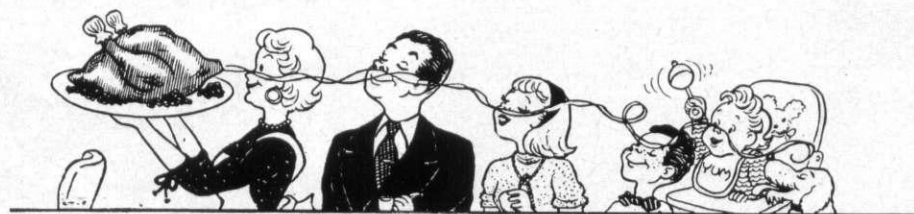


TURKEY TIME approaches again with coming of Thanksgiving season. In commissary cooler NYC Butcher Eugene Brown selects choice birds in anticipation of thousands of holiday meals to be prepared on NYC trains. Try menu at right at your home.



COMPANY'S COMING FOR DINNER

For folks who must travel on Thanksgiving
the Central is preparing holiday feast



Having company at your house for Thanksgiving dinner? So's the Central. As a matter of fact, about 7,000 guests will have their traditional holiday feasts on New York Central dining cars Nov. 25.

The aroma of roasting turkey and the spicy smell of fresh-baked mince and pumpkin pies are part of the American Thanksgiving tradition and top off a day of prayer and thanksgiving for the blessings that go with life in the United States.

To see that travelers enjoy their customary holiday fare (both the aroma and the actual food), NYC has ordered 19,000 pounds of turkey, 3,250 pounds of cranberries, 2,500 pounds of plum and fig pudding and enough mince meat to make 20,000 servings of pie. The season's favorite fowl will also be on NYC menus throughout the remainder of the month after Thanksgiving.

During the period of heavier-than-normal travel around the holiday, the Central's busy chefs will prepare more than 11,800 meals, from breakfast bacon and eggs to turkey dinners. All of these meals will live up to the

year-round top quality for which NYC dining service enjoys a wide reputation.

New York Central provides meals for about 4,000,000 diners a year. The high cost of food affects the Central's pocketbook just as it does your own food budget at home. In addition to the basic price of the food, NYC must add the cost of operating its dining cars between cities and a \$6,000,000 annual payroll for dining service employees.

Despite the high cost of producing meals on dining cars, holiday travelers this year will again taste the fine cuisine and top quality that are as traditional on the Central as turkey is for Thanksgiving dinner.

With the task of catering to 7,000 guests for a holiday dinner the Central's Dining Service department has gained a wealth of know-how in feeding people in large numbers and has a good idea of what they like to eat. If you're expecting a large number of guests for Thanksgiving dinner at your house this year, you may want to take advantage of this know-how by following the menu that will be used on NYC diners, printed on this page.

TWENTIETH CENTURY LIMITED
Thanksgiving Dinner
Spiced Watermelon Rind
Pimiento Olives
Radishes Rosette
Old Fashioned English Beef Broth
Fresh Fruit Cup
Roast Young Turkey
Giblet Gravy
Mushroom Dressing — Cranberry Sauce
Asparagus au Beurre — Glazed Sweet Potatoes
Rolls — Muffins
Mixed Salad en Bowl, Cheese Dressing
(Tomatoes, Cucumbers, Radishes, Escarole, Lettuce)
(Choice)
Mince Meat Cobbler with Cheese
Plum Pudding, Rum Sauce
Pumpkin Pie
Egg Nog Ice Cream
Coffee — Tea



In wishing chair

... eight year old Steven Faber of Chicago tells NYC Engineer W. G. Schaffer of Elkhart, Ind., of ambition to be a railroader. They appeared as guests of Dinny Bruce on program "What Do You Want to Be?" on station WBBM-TV, Chicago. To add to rail theme, NYC models also were shown.



Chicago Tribune photo

On their way

... to a new home near New York City, family of NYC President Alfred E. Perlman is met by Mr. Perlman on arrival in Chicago from Denver, their former home. They switched to NYC for trip east. Boys are Lee (beside Mrs. Perlman), 14, and Michael, 15. Constance is 10.

Headlight Highlights

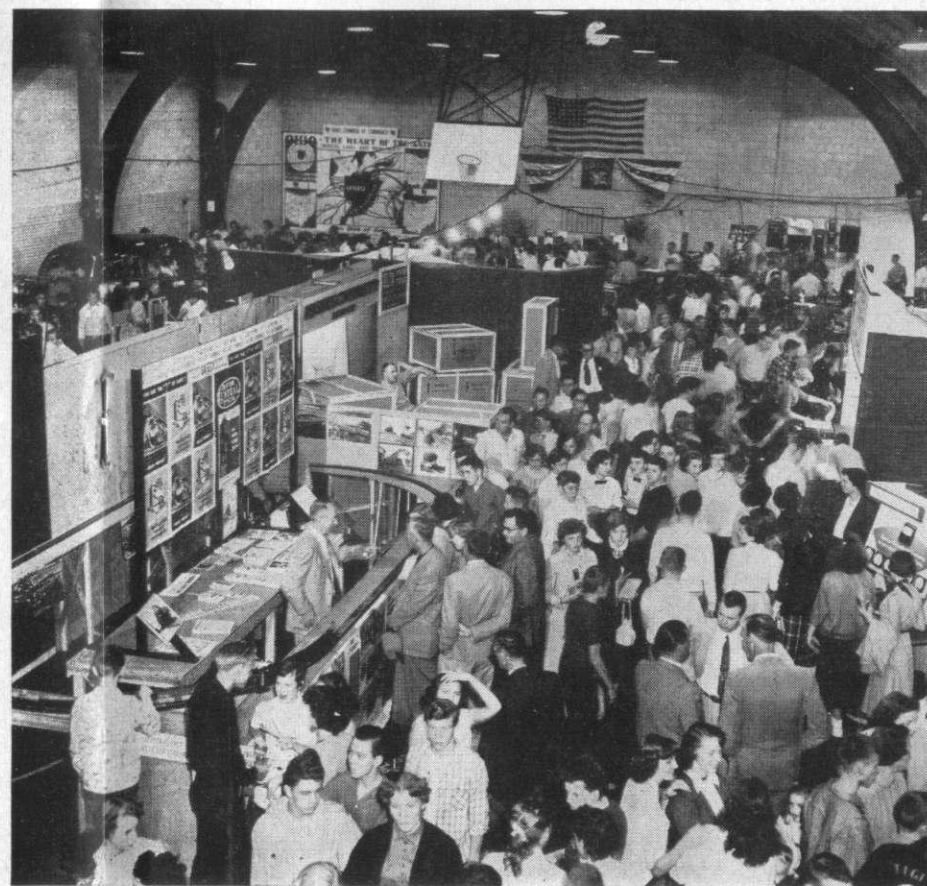


New York Herald Tribune photo

Arriving

... in New York via New York Central, rodeo horses are unloaded from train at Central's West 60th Street freight yard. The horses, some of them bucking broncos, others used in cattle roping stunts, are always one of the favorite attractions of the show, which travels widely on NYC every year during its annual tour.

New York Central Headlight



Big crowds

... were attracted to New York Central's display booth at recent three-day Industrial Show held at Bellefontaine, O. Models of Central equipment made of aluminum were big attraction of the popular booth. Models used were built by C. M. Sprankell, a Central Yard clerk at Bellefontaine.



Conferring

... on first year's program for new Community Relations Committee of Pittsburgh Railroads are (left to right) Richard B. Hood (Bessemer & Lake Erie), John F. Nash and B. W. Tyler (Pennsylvania). Mr. Nash, Vice President of Pittsburgh & Lake Erie, is chairman.

November, 1954



New president

... of the New York Central Lines Square Club, George Owen (left), and Mrs. Owen, of New York, are congratulated by retiring president Harry A. Coughenor and Mrs. Coughenor of Chicago, at Club's 32nd annual convention. Square Club is composed of Master Masons who also are Central employees.



On vacation trip

... to Hollywood, D. S. Mackie, NYC Freight Traffic Manager, Chicago, watched making of new movie about Lady Godiva. From left: Mrs. Mackie; actor George Nadar; N. J. Brennan, Traffic Director, Chrysler Corp.; Mrs. Brennan; actor Victor McLaughlin; Mrs. Robert Hitshe; Mr. Mackie; Robert Hitshe of the Santa Fe.

NYC SERVES COUNTRY'S

the firm founded by Dr. Welch remains the world's largest producer of grape juice, with five of its eight plants located on the New York Central System. Carloads of grape juice, grape jelly, "Grapelade" and "Fruit-of-the-Vine" speed via NYC from plant loading docks to markets all over the country throughout the year.

Each of the plant sites was selected for closeness to Concord grape-producing areas. They are at Westfield and Brocton, N. Y., North East, Pa., Lawton and Mattawan, Mich., Grandview and Kennewick, Wash., and Springdale, Ark. Although the last three are not on the Central, shipments between plants often move over NYC from connections which serve them directly. The Westfield plant is one of the company's largest plants and the firm's office headquarters are also located there.

In addition to pure grape juice, Welch produces frozen grape concentrate, to be mixed with water before use (or for a dessert treat, try it undiluted over ice cream), grape jelly, grapeade, and a recently developed preserve called "Fruit-of-the-Vine," for which the very choicest grapes of the harvest are used. The company's only non-grape product is tomato juice.

Vineyards on NYC among largest

The vineyards of Chautauqua County in the extreme western part of New York State are among the largest Concord grape producers in the United States. Concord grapes are used exclusively in making grape juice, since no other grape gives as attractive an aroma, color or flavor.

Development of a productive vine takes four to five years after planting. The secret of a successful vineyard lies in the care the plants receive throughout the year. One of the most important jobs of a grape farmer is winter pruning of his vines, according to Hall Clothier, a grape grower himself and a leader in the National Grape Co-Operative Association, an organization of Concord grape farmers. He says that with good care a Concord vine will produce abundantly for well over 75 years and has some vines to prove it.



FRUIT OF HIS VINE is proudly displayed by grape farmer Hall Clothier of Silver Creek, N. Y. Fully ripened clusters are ready to head toward grape juice plant in nearby Westfield, N. Y.

Back in 1869 the world's first processed fresh fruit juice came into being. In the fall of that year a New Jersey dentist, Dr. Thomas B. Welch, and his 17-year old son, Charles, gathered several baskets of Concord grapes from a trellis in front of their Vineland, N. J., home. Littering the kitchen with pots and pans, funnels and bottles, they cooked the grapes for a few minutes, then filtered the juice into 12 quart bottles on the kitchen table.

Sealing the bottles with cork and wax, they lowered them into boiling water, following a theory Dr. Welch had read about, developed by Dr. Louis Pasteur of France. The heat treatment (pasteurization) killed all yeast organisms in the grape juice and prevented fermentation as long as the bottles remained sealed.

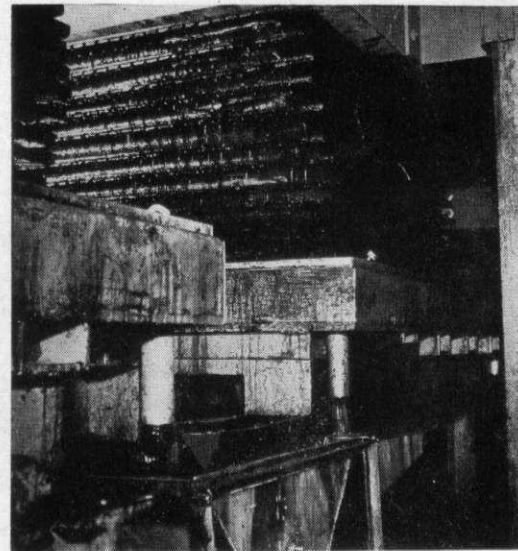
This was the birth of the grape juice industry, and



BELT carries grapes past watchful eyes of inspectors who weed out overripe ones and stray leaves.



HEAT TREATMENT before pressure is applied kills yeast action and brings out the attractive purple color and familiar odor of the grape juice.



PRESSURE is applied to racks of grapes to squeeze out all the juice. After an hour of this only pulp is left. Juice flows to next process.

LARGEST GRAPE JUICE PRODUCER

After inspection and grading at the Welch plant, the grapes are placed in huge water baths where overripe or loose grapes are floated away. A wide belt moving up and out of the water carries the washed bunches past the careful eyes of women who remove clinging leaves or sticks. Next, bunches of grapes are dumped on vibrating screens which shake off the water. From the shaker screens, the clean grapes go tumbling down into hoppers where two brass rollers, set a quarter of an inch apart, are turning. Here the grapes are crushed enough to break the skin, but not to mash the seeds and stems.

Even de-stemming is mechanized

The Concord grapes next fall into a de-stemming machine. Great revolving cylinders crush the grapes and paddles push them through holes in the cylinder walls into a trough. The holes in the cylinders are just big enough for the grapes; stems won't go through. Stems are collected and returned to the farmers to be used as fertilizer in the vineyards from which they came.

In the cooking rooms, the grapes are heated in large stainless steel kettles, holding 150 gallons each. Up to this point the grapes have retained a rather pale color, but the heating releases the rich purple tone associated with grape juice.

Next the mixture moves through pipes to the pressing room, where a flat, square press-bed on wheels is waiting. On a wooden rack the grapes are placed in a blanket made of heavy cotton material about twice as large as the rack. The blanket is doubled over the grapes. On top of this another rack is placed and the process repeated until 15 layers containing between two and three tons of hot grapes are ready. The whole stack, called a "cheese" by juicemakers, is moved down a track to a row of hydraulic presses. Wheeled onto a press the "cheese" is submitted to 150 tons of pressure and the deep purple juice cascades down the sides, is caught in a tank surrounding the base of the press, and streams through an outlet toward the pasteurizing room. The

VISIT to grape juice shipper is made by O. B. Price (left), NYC's General Agricultural & Livestock Agent. He's met at Welch's Westfield office building entrance by (left to right) Traffic Manager Frank J. Barry; Chief Horticulturist S. E. Keech; and Assistant Traffic Manager John W. Burks.



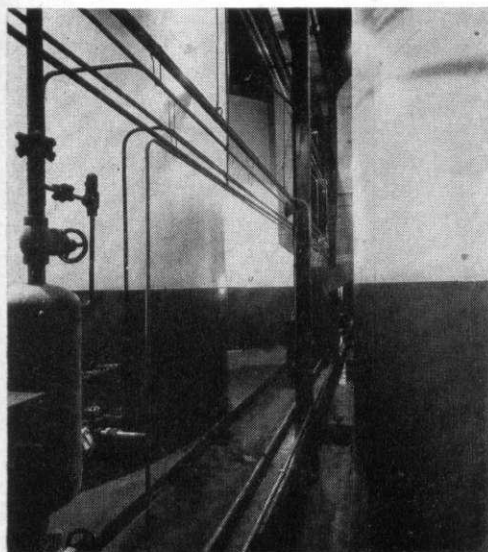
grapes are kept under pressure for an hour, then the pulp is dumped with the stems for use as fertilizer and the blankets are rushed through huge washing machines.

Juice is pasteurized at 185 degrees for three minutes—longer exposure would spoil the delicate aroma and color—then is sent through another machine which brings its temperature down almost to the freezing point. In the process micro-organisms which might cause fermentation are destroyed.

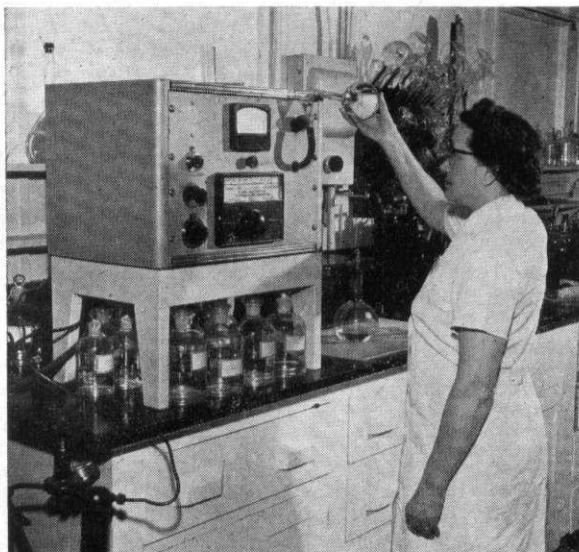
Tremendous stainless steel storage tanks (26 feet high and 32 feet across) are filled with pasteurized grape juice. At the Westfield plant, 16 of these tanks, holding 150,000 gallons each, fill a room about half the size of a regular city block. The storage room is kept at a temperature just above freezing and in six weeks the argol (a salt found under the skin of the grape) has settled to the bottom.

When samples have been tested in the quality control laboratory and approved, a pipeline is connected from the tank to the bottling line and conveyor belt bottling begins. Machines under the watchful eyes of plant employees fill, cap and label the bottles of juice.

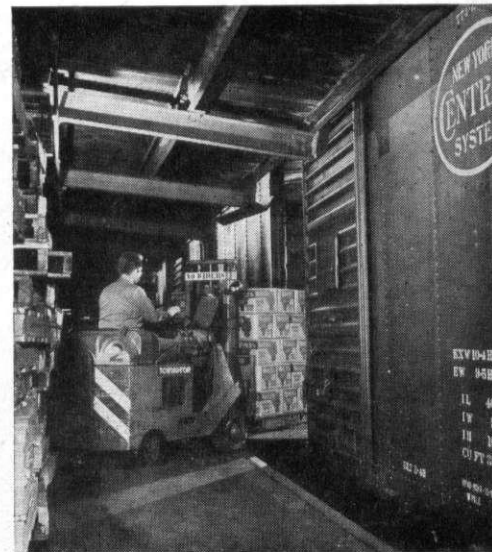
Some cases are stacked for storage; others are collected for immediate shipment via NYC to food distributors for sale from the shelves of stores throughout the United States.



STORAGE TANKS hold pasteurized grape juice until argol (salt found in grapes) has settled to bottom and quality is checked.



QUALITY CONTROL is high on list of operations at Welch plants. Juice is not bottled until scientific tests are completed and laboratory gives approval.



NYC CAR is loaded with cartons of bottled grape juice to be sped by rail to store shelves throughout the land.

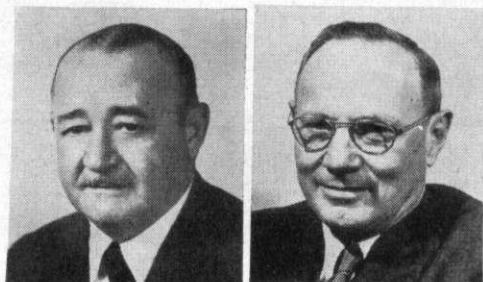
Many Men Take New Posts Throughout NYC System

Heading the list of NYC men named to new posts recently is **Frederick B. Hank**, named Resident Vice President, with headquarters in Boston.

Kenneth L. Moriarty has been appointed Chief Engineer-System, with headquarters at New York.

Frank K. Mitchell has been named Assistant Vice President-Management Services at New York, succeeding **Vernon L. Nelson**, retired.

John E. Newman has been appointed Manager, Personnel, also at New York.



Mr. Hank

Mr. Moriarty

Mr. Hank had been General Manager of the New York Terminal District of the Central since 1949. He started his railroad career in 1915 as a Rodman and Inspector after graduation from Rensselaer Polytechnic Institute, near his native city of Troy, N. Y.

After holding a number of posts in the Engineering department, Mr. Hank was named Assistant to Vice President & General Manager at New York before assuming the post of General Manager.

Mr. Moriarty comes to the Central from the Denver & Rio Grande Western Railroad at Denver, Colo., where he was Vice President in charge of the Operating department. For the past two months Mr. Moriarty has engaged in a study of New York Central yard operations.

A native of Joliet, Ill., he entered railroad service in 1918 at Chicago with the Chicago Great Western, where he worked his way up to the position of Assistant Engineer-Maintenance of Way. Mr. Moriarty joined the Rio Grande in 1924 as Division Engineer at Gunnison, Colo. After serving in a number of posts he became General Manager, a position he held for two years before being

named head of the Operating department.

Mr. Mitchell was formerly Assistant Vice President-Equipment. He has been with the Central since 1918, when he started his railroad career as an Electrician at NYC's Beech Grove, Ind., shops.

Mr. Newman, who was formerly Director of Labor Relations for the Central, has been with NYC since 1913, when he joined the railroad as Stenographer in the Superintendent's office at Corning, N. Y. He transferred to the Personnel department in 1923.

In other appointments in the Central's Personnel department, **E. W. Hobbs** has been named to succeed Mr. Newman as Director of Labor Relations. Mr. Hobbs was formerly Assistant General Manager-Labor Relations at Detroit.

Robert R. Hicks has been named Director of Training and Employment, succeeding **John G. Castle**, who has been promoted to the post of Assistant Director of Labor Relations. **F. C. Hagerman** has also been named an Assistant Director of Labor Relations.

Robert W. Carroll has been appointed an Assistant Secretary of the Central at New York.

In the Operating department, **G. F. Jessup** has been appointed Assistant to General Manager at Syracuse. He is succeeded as Division Superintendent at Syracuse by **Charles B. Fleming**, formerly Superintendent at Albany, N. Y.

Mr. Fleming is succeeded at Albany by **LeRoy H. Stecker**, and **Irving A. Olp** has followed Mr. Stecker as Superintendent at Watertown, N. Y.

J. F. O'Connell has been appointed Terminal Superintendent at Rochester, following the retirement of **Newman J. Evans** from that post.

New Assistant Superintendents are **J. J. Danhof, Jr.**, now headquartered at Buffalo, and **J. W. Hobb**, at Syracuse.

Named as Trainmasters are: **D. B. Fleming, Jr.**, Utica, N. Y.; **W. B. Rogers**, Poughkeepsie, N. Y.; **E. A. Crandall**, Syracuse; and **H. F. Carey**, named Trainmaster-General Yardmaster at Utica.

L. J. Sheils has been appointed Supervisor of Freight Transportation, Line East and Boston & Albany District, with headquarters at Syracuse.

B. G. Smith has been named Transportation Inspector-Michigan Central District, at Detroit.

R. N. Etzold has been appointed General Supervisor of Contracts at New York.

Clifford W. Winklepleck has been named Assistant General Freight Agent, Cincinnati, succeeding **Erwin R. Pister**, retired.

David J. Jones has been appointed District Claim Agent at Jersey Shore, Pa.

Weight Marathon Continues to Gain

With pick-ups in September totaling 86,055 pounds, New York Central's freight station "weight marathon" registered its best performance in the last five months. September's results raised the nine month total for 1954 to 615,912 pounds.



A tribute to employee alertness in spotting improperly billed weights, the pick-ups were turned in by 30 freight stations, five more than the previous month.

Utica, N. Y., led all stations with a pick-up of 17,647 pounds. Individual honors for the month go to **F. Magrane** of Muncie, Ind., for Corraling 7,650 pounds. Others who turned in 2,000 pounds or more are: **H. Mahn**, Buffalo, 6,780; **H. W. Batch**, Mt. Carmel, Ill., 6,036; **R. Rittenhouse**, Utica, 4,824; **F. Mazzatti**, Utica, 4,509; **F. Scepkowski**, Gibson, Ind., 3,600; **R. Vatalaro**, Utica, 3,130; **C. H. Kerber**, Rome, N. Y., 2,800; **Carl Thompson**, Marion, Ind., 2,500; **F. S. Marshall**, Medina, N. Y., 2,258; **S. DeBrule**, Rochester, 2,200; **Howard Davis**, Westchester Avenue, Bronx, N. Y., 2,112.

Those who turned in 1,000 pounds or more are **C. S. Van Alstine**, Herkimer, N. Y., 1,970; **A. J. Bach**, Westchester Avenue, Bronx, 1,864; **A. Burgio**, Buffalo, 1,500; **N. Cavaliere**, Yonkers, N. Y., 1,495; **J. Carr**, Buffalo, 1,470; **E. W. Dawson**, Lafayette, Ind., 1,325; **A. Coduto**, Gibson, Ind., 1,155; **M. Zabko**, Utica, 1,150; **J. L. Brisboe**, Jackson, Mich., 1,145; **J. Lawler**, Mt. Vernon, N. Y., 1,134; **T. J. Ganzer**, Erie, Pa., 1,095; **W. E. Lewis**, Mt. Carmel, Ill., 1,072; **J. Laughlin**, Buffalo, 1,065; **J. Mazzatti**, Utica, 1,044; **E. J. Bielak**, Erie, Pa., 1,020.

Correction

The September HEADLIGHT incorrectly reported the appointment of **Edwin R. Crick** as Accounting and Valuation Engineer at Pittsburgh. Mr. Crick has retired and was succeeded in that post by **Harry E. Carlson**.

America's railroads move more tons more miles than all other forms of transportation combined, making it possible to have homes, food, clothes, autos and everything else in greater abundance here than anywhere else in the world. That's why the railroads are so essential to the nation's good living.

Answers

... to Rail Photo Quiz on page 6:
1. (b); 2. (c); 3. (c); 4. (d); 5. (a); 6. (d).



Mr. Mitchell

Mr. Newman

How They Got Started in Railroading

Asked: "What led you into railroading as a career?"
Six New York Central employees gave these replies:



Mrs. Norah Rideout, Secretary, Superintendent's office, Detroit: "I have just always been attracted by the railroad industry. I think it is the most fascinating business of all. The wide variety of subjects we deal with keeps the work interesting and not humdrum as happens in other industries. Then, too, I personally believe railroading offers many opportunities to women that can't be found elsewhere."



Robert Yeskins, Conductor, Jackson, Mich.: "I started working for the railroad in 1912, and just as jet planes are fascinating to boys today, railroading held a great lure for the youth of that time. So I started as a freight brakeman to fulfill a boyhood dream, and I've been glad ever since."



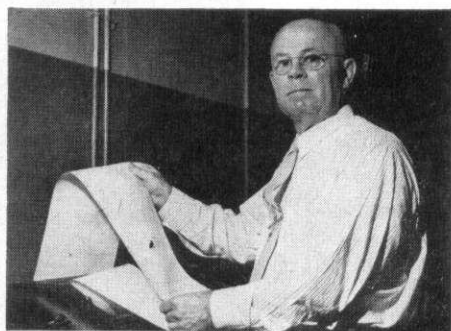
James L. Tyo, Baggage Clerk, Watertown, N. Y.: "When I was a young lad I came here from Canada. It was while visiting my aunt that she suggested I remain and try to get a job with the railroad. She admired it as a steady kind of work. For me it has turned out to be just that and it has helped me raise a family of six children."



A. J. Falk, Conductor, Rochester: "I played baseball for Eastman Kodak in Rochester and 'pro' ball for Williamsport, Pa., and I joined the Central in 1922 so I could get on the railroad team, which was pretty good in those days. I was a Switchman in the yard. That team broke up in 1924, but I liked the railroad and stayed on. Incidentally, my son is a 'pro' ballplayer, too. He's with the Charlotte, N. C., team now."



Lafayette Harris, Pullman Attendant, Train 338, Mackinaw City, Mich.: "With a wife and two children I had to find a good, steady job. My love of travel and dealing with the public led me into this one. With the seniority I have built up now I can feel reasonably secure for the future. It's a clean job and it gives me a lot of satisfaction."



H. A. Hodder, Telegrapher, Rochester: "As a youth I was interested in radio, and it was a hobby of mine. I was in the maritime service, but found it too confining to be on a ship for weeks at a stretch. So I changed to railroading in 1915 for the same type of work and also because it gave me an opportunity to be closer to home."

Equipment Men Take New Titles

In a reorganization of the Central's Equipment department, a number of men have been appointed to new posts and several have been assigned new titles.

W. C. Wardwell has been named General Mechanical Superintendent-Eastern Region, with headquarters at New York.

J. J. Wright has been appointed General Mechanical Superintendent-Western Region, at Cleveland.

At New York, the following men have been named to the posts indicated:

S. T. Kuhn, Assistant Chief Mechanical Officer; **A. L. Wright**, General Mechanical Superintendent - Locomotive - System; **G. J. Flanagan**, General Mechanical Superintendent - Car - System; **W. F. Collins**, Chief-Engineering Services.

C. H. Knowlton, Mechanical Engineer; **G. T. Wilson**, Assistant Mechanical Engineer; **R. H. Graff**, Assistant Mechanical Engineer-Car; **H. H. Duehne**, Assistant Mechanical Engineer-Locomotive; **F. J. Kossuth**, Supervisor Car Maintenance; **A. F. Hagy**, Assistant Supervisor Car Maintenance; **C. L. Hall**, Supervisor Locomotive Maintenance; **A. J. Ritter**, Assistant Supervisor Locomotive Maintenance; **R. G. McAndrew**, Assistant Supervisor Locomotive Maintenance.

Others named to new posts, their titles and locations are:

R. R. Sneddon, Mechanical Superintendent, Detroit; **F. G. Ruskaup**, Mechanical Superintendent, Indianapolis; **R. F. Bachtman**, Assistant General Mechanical Superintendent - Locomotive - Eastern Region, New York; **C. M. Crow**, Assistant General Mechanical Superintendent-Car-Eastern Region, New York; **R. J. Parsons**, Master Mechanic, Harmon, N. Y.; **P. R. Oliver**, Assistant Master Mechanic-Car, Mott Haven, N. Y.

I. W. Martin, Superintendent Diesel Shop; Collinwood, O.; **S. D. Foster**, Assistant Superintendent Diesel Shop, Collinwood; **W. H. Chidley**, Assistant General Mechanical Superintendent-Locomotive-Western Region, Cleveland; **H. C. Haupt**, Assistant General Mechanical Superintendent - Car - Western Region, Cleveland; **J. H. Saltzgaber**, Assistant Mechanical Superintendent, Indianapolis; **T. J. Lyon**, Mechanical Superintendent, Chicago.

Careful Handling Drive To Be Continued

The Central plans to continue throughout the year its drive on freight loss and damage started last month.

Emphasis will be placed on three major factors: greater interest in damage reduction by the men who handle the freight; improved handling of cars in yards; and improved maintenance of cars.

Monthly Roll Shows Recent NYC Retirements

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

Adams, Cyrus E., Conductor, Erie Division	50 0	Syracuse Division	13 5	Chicago	11 10	Limpert, Otto, Conductor, Erie Division	48 0
Alden, Charles W., Leverman, Cleveland	41 8	Douglas, Ransom, Brakeman, Cincinnati	32 10	Iwanisik, John, Blacksmith, De Witt, N. Y.	26 4	Long, Henry R., Blacksmith Helper, Collinwood, O.	27 3
Armstrong, Joseph W., Crossing Watchman, Ft. Wayne, Ind.	28 8	Drzewiecki, Frank, Car Inspector & Repairer, Toledo, O.	48 5	Jackson, Floyd, Hostler, Ft. Wayne, Ind.	40 6	Lucas, Levi G., Carpenter, Mt. Carmel, Ill.	27 6
Arseneau, Frank W., Yard Foreman, Argo, Ill.	30 10	Dymond, Howard, Switchman, Chatham, N. Y.	34 5	Jarasik, Josephine M., Cleaner, Chicago	27 5	McCord, Earl A., Conductor, Toledo Division	50 8
Astry, David W., Trucker, Buffalo	14 11	Eck, Henry G., Conductor, Toledo Division	50 6	Jenkins, Frank W., Carpenter Foreman, Selkirk, N. Y.	42 4	McDaniel, Frank S., Conductor, Erie Division	45 0
Atkinson, Ralph L., Train Dispatcher, Springfield, O.	46 4	Eckels, George A., Test Rack Mechanic, West Detroit, Mich.	31 10	Jones, Wynn B., Assistant Foreman, Suspension Bridge, N. Y.	35 4	McDermott, Patrick J., Foreman, West Springfield, Mass.	25 3
Ayers, Gilliston E., Pumper, West Newton, Pa.	35 10	Edmond, Charles, Oiler, Collinwood, O.	30 7	Kankiewicz, Stanley, Machinist, Buffalo	32 0	McDonald, Harry L., Carpenter, St. Thomas, Ont.	37 4
Babcock, John W., Brakeman, Western Division	30 0	England, Albert E., Conductor, Victoria, Ont.	44 8	Kasper, Edward, Assistant Foreman, Chicago	40 7	McIntosh, Charles, Yard Clerk, Schenectady, N. Y.	10 3
Baldinger, Edward L., Conductor, Toledo Division	45 2	English, Walter M., Machinist, Beech Grove, Ind.	36 1	Kennedy, Mark A., Locomotive Engineer, Jersey Shore, Pa.	42 1	McMahon, George A., Conductor, Erie Division	48 1
Ball, Leigh W., Brakeman, St. Lawrence Division	48 1	Evans, Ellis R., Conductor, Syracuse	35 6	Kepler, Harry R., Clerk, Indianapolis	37 4	McMillen, Gus G., Assistant District Manager-Car, Indianapolis	37 7
Barber, Henry C., Locomotive Engineer, St. Lawrence Division	43 3	Farmer, Hayden, Section Laborer, Indiana Division	10 10	King, William A., Stevedore, Toledo, O.	28 1	McRitchie, Mack A., Conductor, Toledo Division	49 9
Barletta, Crescenzo, Section Laborer, Electric Division	22 7	Farnell, George J., Agent, Redwood, N. Y.	48 10	Klemencic, Egidio, Machinist, Collinwood, O.	34 2	Macciocca, Gaetana, Laborer, Monessen, Pa.	37 1
Barlow, Jesse E., Agent-Telegrapher, Gallen, Mich.	43 5	Fischer, Henry P., Car Repairer, Nottingham, O.	43 5	Kletecki, Tom M., Boilermaker, Collinwood, O.	30 1	Maffel, Louis, Section Laborer, Victoria, Ont.	33 8
Barth, Fred A., Clerk, Stanley, O.	42 10	Flickinger, Jesse A., Conductor, Western Division	51 0	Knapp, Clayton O., Locomotive Engineer, Erie Division	42 8	Malik, George, Section Laborer, Elyria, O.	13 3
Beach, Harry W., Conductor, Elkhart, Ind.	50 7	Foster, Frank L., Assistant to President, Pittsburgh	49 3	Kohut, George, Section Laborer, Alliquippa, Pa.	11 0	Mann, Freeman, Conductor, Toledo Division	47 3
Beasley, William H., Locomotive Engineer, Peoria & Eastern Division	43 10	Fox, James E., Electrical-Foreman, New York	48 1	Kupec, George, Machinist, West Springfield, Mass.	42 2	Mann, Horace T., Clerk, Utica, N. Y.	11 8
Beldeck, Adelbert E., Freight Agent, Wende, N. Y.	36 1	Francel, Joseph, Laborer, Collinwood, O.	21 1	Lanzillotti, Giacomo, Car Repairer, Selkirk, N. Y.	13 2	Mapes, Frank, Agent-Telegrapher, Leslie, Mich.	36 1
Bencic, Frank, Hostler, Collinwood, O.	36 10	Frantz, Joseph P., Sheet Metal Worker, East Buffalo, N. Y.	35 11	Leathead, William D., Road Foreman of Engines, Toledo, O.	41 10	Marcoux, Arthur J., Conductor, Chicago	44 11
Bettner, Clell, Machinist, Beech Grove, Ind.	42 4	Fuhr, Gordon C., Bill Clerk, Minerva, O.	36 10	LeHuquet, Bert V., Locomotive Engineer, Syracuse Division	45 3	Martino, Gregoris, Cook, Hammond, Ind.	11 6
Betz, John, Bridgeman, New York	35 0	Fuller, William J., Foreman, Harmon, N. Y.	49 5	Lenz, Henry C., Conductor, Toledo Division	54 8	Masters, George F., Locomotive Engineer, Syracuse Division	44 2
Bichey, Mike J., Freight Car Painter, McKees Rocks, Pa.	32 2	Gabrick, Stephen, Car Repairer, East Youngstown, O.	42 2	Levesay, Roy A., Locomotive Engineer, Ohio Division	45 1	Mater, Edward H., Car Inspector & Repairer, Elkhart, Ind.	13 1
Bielow, John, Carpenter, Detroit	41 3	Galeski, Michael, Carpenter, Chicago	12 1	Libbey, Harry O., Chief Clerk, New York	36 5	Mattson, John V., Conductor, Allston, Mass.	36 10
Bohnsack, Rudolf O., Coach Repairer, Beech Grove, Ind.	31 2	Gallagher, John P., General Superintendent Insurance & Fire Protection, New York	44 2	Lilley, Walter E., Baggageman, Saginaw, Mich.	33 1	Mauer, John M., Locomotive Engineer, Buffalo Division	51 6
Booker, John, Stevedore, Weehawken, N. J.	11 7	Garda, Dominico G., Stower, Chicago	31 4				
Bouchard, George W., Crossing Watchman, Kankakee, Ill.	34 9	Gaylor, John M., Carpenter, Jersey Shore, Pa.	18 6				
Brandon, Earl C., Conductor, Western Division	36 9	Gerwin, Rudolph H., Laborer, Toledo, O.	43 3				
Bray, Robert J., Carpenter, Petersburg, Ind.	31 4	Gillespie, James W., Chief Clerk, Indianapolis	46 0				
Brown, Leroy, Clerk, St. Thomas, Ont.	28 2	Girardot, Charles, Chief Clerk, Bay City, Mich.	44 1				
Bulen, Ernest E., Telegrapher, Toledo, O.	10 4	Gleason, Patrick L., Conductor, Syracuse Division	51 10				
Bulla, Ross J., Conductor, Western Division	63 3	Goldenbaum, Frederick T., Electrical Welder, Buffalo	43 2				
Bunnell, Lawrence L., Crossing Watchman, Mitchell, Ill.	25 3	Gottfried, Herbert E., Signal Inspector, McKees Rocks, Pa.	41 10				
Burch, Ross M., Section Foreman, Jackson, Mich.	40 3	Grabe, George A., Laborer, North Bergen, N. J.	31 4				
Bustion, Louis, Assistant Foreman, Detroit	11 1	Graham, Eugene R., Trainman, West Alliquippa, Pa.	32 1				
Cabanski, John F., Car Repairer, Toledo, O.	36 0	Graham, Paul A., Telegrapher, Jersey Shore, Pa.	50 11				
Campagna, Nicholas, Engine Cleaner, Allston, Mass.	23 10	Gray, Joseph L., Loader, Cleveland	12 0				
Cancula, Joseph, Store Helper, Collinwood, O.	26 5	Green, Arthur M., Stationary Engineer, West Springfield, Mass.	14 5				
Cannon, John R., Ticket Seller, New York	31 6	Greenawalt, Lester B., Electrical-Foreman, Chicago	34 6				
Cantrick, Carl R., Yardmaster, Air Line Junction, O.	32 11	Griffis, Clyde E., Crossing Watchman, Gallen, O.	36 4				
Carey, Charley C., Conductor, Toledo, O.	37 3	Gullstrom, Eugene W., Locomotive Engineer, Western Division	44 10				
Carey, Joseph A., Machinist, Niles, Mich.	33 3	Hamilton, Owen, Agent, Kalamazoo, Mich.	39 6				
Carnes, James H., Assistant General Storekeeper, West Albany, N. Y.	48 4	Hampson, James V., Furnace Tender, McKees Rocks, Pa.	45 10				
Chavalas, Tim, Section Foreman, Ohio Central Division	33 5	Hardesty, Etha M., Clerk, New York	39 4				
Clow, William E., Car Inspector & Repairer, Selkirk, N. Y.	39 4	Harvey, Huston G., Section Foreman, Dickerson Run, Pa.	26 8				
Coble, Clyde, Conductor, Toledo Division	46 10	Hawthorne, Charles H., Sanitation & Heating Inspector, New York	50 11				
Coleman, William, Section Laborer, Gypsum, O.	26 0	Heaverlo, John, Brakeman, Springfield, O.	12 7				
Connors, Arthur J., Leverman, Cleveland	43 0	Henderson, Arthur, Brakeman, Michigan Division	44 11				
Coy, William S., Agent-Telegrapher, Jackson, Mich.	56 6	Hessler, Edward F., Brakeman, Cleveland	34 8				
Davidson, Frank P., Locomotive Engineer, Western Division	44 9	Hineline, Harry F., Electrical Foreman, Jackson, Mich.	36 11				
Davis, Frank J., Painter, New York	28 5	Hoffman, Henry J., Freight Handler, Pittsburgh	11 9				
DeGowin, Harold M., General Agent, Portland, Ore.	30 6	Holmes, Ada E., Clerk, Detroit	43 10				
Dennis, George A., Locomotive Engineer, Hudson Division	45 11	Holycross, Joseph C., Patrolman, Kankakee, Ill.	28 6				
Donovan, Edward M., Conductor, Toledo Division	46 11	Hopkins, Mark C., Local Storekeeper, Bay City, Mich.	33 1				
Donovan, Gerald F., Head Clerk, Utica, N. Y.	41 0	Howard, Harry T., Gang Leader, Ashtabula, O.	31 6				
Dougherty, John J., Brakeman,		Howard, Thomas, Section Laborer, West Lorne, Ont.	36 6				



DEPARTMENT ASSOCIATES honored William C. Bosse, Assistant General Baggage Agent Buffalo on his retirement at an office luncheon. C. A. Riebling (fifth from left), General Baggage Agent, presents Mr. Bosse with congratulations and gifts from friends.



RETIRING AFTER many years of New York Central service is R. L. Rudicel (second from right), Telegraph Operator, Indianapolis. With him are (left to right): P. A. Livengood, General Chairman, O.R.T.; K. F. Emmanuel, General Manager Peoria & Eastern Railway; D. F. Gant, Chief Dispatcher, P&E, and Mr. and Mrs. Rudicel.

May, Carl A., Telephoner-Leverman, Syracuse, N. Y.	50	2	Reynolds, Harley H., Locomotive Engineer, Cleveland Division	36	11
Mayer, Theodore W., Assistant Auditor Freight Accounts, Detroit	49	10	Rials, William R., Car Inspector, East St. Louis, Ill.	31	10
Medlen, William S., Conductor, Toledo, O.	37	11	Rininsland, Frank G., Store Helper, Selkirk, N. Y.	25	7
Merkel, Frederick, Assistant Foreman, Harmon, N. Y.	30	2	Rodriguez, Hipolito, Section Laborer, Toledo Division	28	9
Miller, Edwin L., Draftsman, New York	18	4	Rudy, Andrew, Freight Car Repairer, McKees Rocks, Pa.	28	11
Miller, Fred M., Locomotive Engineer, McKees Rocks, Pa.	46	0	Ryan, Michael, Locomotive Engineer, Syracuse Division	48	3
Miller, Louis J., Conductor, Toledo Division	47	0	Safford, Herbert P., Locomotive Engineer, Boston Division	37	2
Milligan, James R., Section Laborer, Harrisburg, Ill.	11	3	Schisler, August, Watchman, Harmon, N. Y.	30	5
Mitchell, Jefferson H., Laborer, Indianapolis	37	0	Schurs, Frank, Carpenter, Weehawken, N. J.	23	4
Molzahn, William T., Brakeman, Rochester, N. Y.	46	0	Schweda, August, Machinist, Jackson, Mich.	38	9
Moore, Alonza, Laborer, West Detroit, Mich.	28	1	Seifert, Henry, Wreckmaster, Riverside, O.	49	11
Mortimer, Fred, Section Laborer, Yarmouth, Ont.	27	6	Shade, Thomas R., Marine Engineer, Weehawken, N. J.	28	4
Mulkeen, Patrick, Boiler Inspector, McKees Rocks, Pa.	36	8	Sharpe, Bert A., Assistant Signal Inspector, Cleveland	44	7
Mulligan, Stephen H., Manager "Q" Office, New York	45	1	Sheehan, Leon J., Extra Gang Foreman, Chester, Mass.	43	6
Murdock, John F., Laborer, West Springfield, Mass.	26	11	Shelton, Louis B., Lamp tender, Petersburg, Ind.	35	5
Murray, John, Conveyor Machinist, New York	29	4	Shepherd, John L., Foreman, Harmon, N. Y.	40	10
Napoli, August, Boilermaker, Cleveland	37	2	Shigley, Earl F., Night Inspector Foreman, Elkhart, Ind.	34	9
Nathan, James E., Machinist Helper, Jackson, Mich.	35	2	Shoultz, Silas L., Assistant Foreman, Mt. Carmel, Ill.	33	6
Nelson, Charles W., Section Foreman, Cherry Tree, Pa.	47	3	Shouse, Ray O., Locomotive Engineer, Mattoon, Ill.	43	4
Nichols, Floyd T., Engine House Foreman, Middletown, O.	38	2	Shufelt, Charles E., Crossing Watchman, Brockport, N. Y.	31	5
Nichols, Philip D., Land & Tax Agent, New York	34	8	Sigler, Napoleon M., Conductor, Detroit	44	1
Nuemeister, Fred, Checker, Cleveland	33	8	Sikers, Anna Mrs., Head Janitress, Chicago	40	11
O'Brien, Patrick J., Locomotive Engineer, River Division	48	9	Sikorski, Charles L., Lampman, Detroit	47	10
Osso, James, Section Laborer, McKeesport, Pa.	10	3	Simmons, John T., Baggage & Mail Trucker, Cleveland	32	0
Ostermeyer, Frank W., Machinist Helper, Collinwood, O.	19	4	Simms, Nick, Section Laborer, Canandaigua, N. Y.	10	3
Ostrander, Earl C., Locomotive Engineer, Harlem Division	48	0	Smith, Edgar W., Brakeman, Harrisburg, Ill.	44	3
Owens, Jodie, Laborer, Jackson, Mich.	29	5	Smith, Harry C., Trainman, McKees Rocks, Pa.	44	7
Palocz, Mike, Machinist, Linn-dale, O.	32	0	Smith, Hugh M., Section Laborer, Norwood, N. Y.	10	6
Pantostis, Ahleas N., Section Laborer, College, Pa.	25	2	Smith, Joseph F., Machinist, Jackson, Mich.	46	1
Picardi, Rizieri, Mason Helper, Pittsburgh	30	0	Smith, Joseph F., Pumper, Pittsburgh	38	8
Pierce, Barzillai T., Foreman, Worcester, Mass.	30	2	Smith, William F., Conductor, Toledo Division	45	0
Piper, George J., Hostler, Beacon Park, Mass.	41	3	Smutek, John, Welder, Detroit	34	0
Podbielski, Stanley, Laborer, DeWitt, N. Y.	10	4	Soltesz, Ferdinand J., Chief of Home Route & Movement Department, Buffalo	47	11
Post, Earl W., Car Distributor, Springfield, O.	27	3	Sparks, John W., Section Laborer, Ivorydale, O.	13	3
Powers, Carl W., Conductor, Michigan Division	48	1	Spatz, Myron E., Conductor, Ohio Division	42	11
Quinlivan, Frank L., Conductor, East Youngstown, O.	38	10	Specht, Kenneth M., Triple Valve Repairer, Alliquippa, Pa.	26	2
Quinto, Salvatore, Assistant Foreman, Little Falls, N. Y.	50	3	Spidell, Severn, Leading Signal Maintainer, Columbus, O.	36	0
Rademaker, Henry F., Car Inspector & Repairer, Rockport, O.	44	8	Spoonholtz, Charles F., Clerk, Chicago	41	7
Ray, Bruce C., Locomotive Engineer, Syracuse Division	42	1	Spurgeon, Julian H., Machinist, Air Line Junction, O.	39	2
Reed, Charles E., Foreman, Rockport, O.	44	6	Stanosky, Joe, Section Laborer, West Alliquippa, Pa.	21	2
Reed, William T., Locomotive Engineer, Albany Division	48	10	Starbala, Joseph A., Car Repairer, Selkirk, N. Y.	37	5
Revier, Everett P., Laborer, Massena, N. Y.	28	2	Stare, Frank, Boilermaker, Collinwood, O.	44	9
			Steele, Charles, Tallyman, Cincinnati	37	8



F. J. SEEKIRCHER (second from right), Assistant Manager and Censor, "Q" telegraph office, New York accepts his certificate of service from S. H. Mulligan, Manager "Q" office. Watching are (left to right): J. L. Niesse, General Superintendent-Communications; P. S. Hughel, Supt.-Communications, J. T. Boyd, Wire Chief.

Steiner, Herman, Locomotive Engineer, Buffalo Division	44	0	Wagner, Jane E., Clerk, Cleveland	32	1
Stephens, Thomas W., Laborer, St. Thomas, Ont.	13	7	Wagoner, Michael F., Locomotive Engineer, McKees Rocks, Pa.	47	11
Stevens, Frederick M., Power House Engineer, Glassport, Pa.	44	0	Wahlman, John H., Instrumentman, Boston	37	0
Stevens, Herbert J., Chainman, Syracuse	13	2	Walczak, Steve, Machinist Helper, Jackson, Mich.	43	5
Stevenson, Cash B., Conductor, Buffalo Division	42	4	Wales, Roy, Conductor, Erie Division	52	4
Stienbarger, Jacob F., Locomotive Engineer, West Division	34	3	Walker, Martin L., Brakeman, Clearfield, Pa.	41	8
Stockdale, Lewis W., Hostler, Elkhart, Ind.	11	9	Walsh, William P., Head Delivery Clerk, New York	36	2
Stone, John W., Conductor, Erie Division	44	10	Walteri, John, Car Repairer, Ash-tabula Harbor, O.	45	2
Stover, Jennie B., Cashier, South Bend, Ind.	44	4	Way, Clark H., Ticket Clerk, Niagara Falls, N. Y.	39	8
Sungren, John B., Foreman, East Buffalo, N. Y.	41	3	Wegener, William G., Boilermaker, Beech Grove, Ind.	40	11
Sutley, Mrs. Hazel K., Telegrapher, Beaver Dams, N. Y.	12	2	Weinert, William, Machinist, South Buffalo, N. Y.	31	9
Szabo, Paul, Cabinet Maker, New York	36	6	Weiss, John C., Conductor, Rochester, N. Y.	32	0
Tappen, Clarence R., Laborer, Elkhart, Ind.	31	5	Weisse, Bernard J., Pier Foreman, Weehawken, N. J.	46	0
Teachout, Herbert D., Division Foreman, Ashtabula, O.	44	10	Weller, Arthur, Conductor, Erie Division	51	1
Teichert, Otto H., Trainman, McKees Rocks, Pa.	38	10	Wentz, Ross D., Labor Foreman, Collinwood, O.	33	7
Tevebaugh, Leslie A., Yardmaster, Mattoon, Ill.	42	5	Westover, Frank H., Conductor, Harlem Division	41	2
Thomas, Frank, Boilermaker, Collinwood, O.	36	11	Wheaton, Nellie B., Steno-Clerk, Chicago	35	7
Thomas, Robert A., Laborer, VanWert, O.	36	10	White, Charles B., Section Foreman, Wick, O.	26	4
Thomas, William E., Passenger Representative, Chicago	49	5	White, William L., Chief Examiner, New York	47	7
Thompson, Henry C., Locomotive Engineer, St. Lawrence Division	44	8	Witmore, Edward G., Brakeman, Toledo Division	36	9
Thornton, George D., Gang Leader, Erie, Pa.	29	2	Whitterkin, George A., Conductor, Detroit Division	43	10
Thornton, William M., Check Clerk, Pittsburgh	47	3	Wilford, Morris B., Locomotive Fireman, Toledo Division	24	11
Tidball, Beryl R., Machinist, Jackson, Mich.	36	6	Williams, Oscar, Lieutenant of Police, Charleston, W. Va.	31	0
Townson, Ernest F., Locomotive Engineer, West Springfield, Mass.	43	8	Wilson, Frederick A., Machinist, West Albany, N. Y.	42	1
Trainor, Hugh, Switchtender, Selkirk, N. Y.	34	11	Winne, Clarence S., Laborer, Rensselaer, N. Y.	12	0
True, John C., Locomotive Engineer, Boston Division	47	9	Wise, Tony, Carpenter, Collinwood, O.	29	11
Tumbry, Florian F., Machinist, Collinwood, O.	36	8	Wiser, Benjamin W., Boilermaker, Elkhart, Ind.	11	7
Tuller, Clark J., Locomotive Engineer, Erie Division	45	1	Witaszek, Stanley J., Coach Cleaner, Toledo, O.	31	2
Urton, Francis R., Machinist Helper, Bellefontaine, O.	36	11	Wolfe, Felix, Machinist, Brewster, N. Y.	31	11
Vaillancourt, Ferdinand A., Conductor, Albany, N. Y.	41	8	Wood, David, Machinist, DeWitt, N. Y.	31	11
Vanderbilt, Austin D., Assistant Foreman, Harmon, N. Y.	40	10	Woodman, John B., Conductor, Toledo, O.	41	10
VanGorder, Charles, Locomotive Fireman, Pennsylvania Division	44	11	Woodruff, Horace L., Leading Signal Maintainer, Electric Division	43	11
VanHoesen, Howard L., Cook, West Springfield, Mass.	11	7	Woods, David G., Yardmaster, Utica, N. Y.	37	2
VanMeter, William B., Trucker, Anderson, Ind.	26	0	Woods, James, Stationary Fireman, Linn-dale, O.	27	11
VanTassel, Ray C., Conductor, Syracuse Division	48	6	Wright, James L., Signal Mechanic, Pittsfield, Mass.	40	2
VanVeghten, Irving B., Locomotive Engineer, Albany Division	45	0	Young, Robert, Boilermaker Helper, Air Line Junction, O.	36	0
Varat, Marko, Laborer, Collinwood, O.	31	3	Yount, Herbert M., Machinist, Collinwood, O.	34	2
VanVorst, Charles V., Locomotive Engineer, Albany, N. Y.	48	2	Zaharakis, George, Machinist, New York	32	2
Vennert, Joseph, Car Inspector, West Springfield, Mass.	45	7	Zolt, Christ M., Crane Engineer, Chicago	41	2
Vernier, Ira A., Storekeeper, Elkhart, Ind.	42	2	Zito, Peter, Patrol Foreman, Buffalo Division	39	5
Vine, Walter S., Freight Clerk, St. Thomas, Ont.	41	6	Zuelch, Claude J., Locomotive Engineer, Michigan Division	44	2



ON LAST DAY OF NYC service George Gunn (right), Enginehouse Foreman, VanWert, O. finds pictures recalling the days when he was General Foreman of Shops in the Canal Zone while the Panama Canal was being built. He shows them to his successor, F. R. McCleary (left) and F. K. Mitchell, Jr., Assistant Superintendent.

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Railroading's Secret

Modern railroading's secret is teamwork. In no field of activity has teamwork been developed to a greater degree than it has in the railroad industry. Everyone who is familiar with the operations of a railroad knows how vitally important teamwork is to the industry and what a shambles railway service would be without it.

It is teamwork in every department at all points that enables the railroad to operate its trains safely and maintain its schedules.

Literally hundreds of railroad men and women work together as a far-flung team to operate each train. The passenger aboard the streamliner is aware that the train crew consists of a conductor, a locomotive engineer, a fireman, one or two trainmen and baggageman.

But these members of the train crew are only a few of the many railroaders who work night and day to make it possible for the train to go through on schedule and without mishap.

As his train speeds along, the passenger catches fleeting glimpses of men at work along the tracks, in the yards, at stations and in signal towers. Though they aren't riding the train with the passenger, these men are really part of the "train crew," for they contribute in various ways to the comfort and safety of his trip.

All along the right of way there are other men, each skilled in his particular job, performing special services to make the passenger's ride an enjoyable one. Some work on the tracks to keep them level and smooth. Others inspect the train as it stops at certain stations. These skillful, sharp-eyed guardians of safety check brakes, wheels, bearings, couplers and other parts to make sure everything is in top working order.

When a train has reached its destination, still other men have their work to do. The engine is taken off for servicing and made ready for the return trip. The cars go to the coach yard for cleaning,

Help Wanted

Two years ago this July the Ground Observer Corps officially began Operation Skywatch—code name for the 24-hour-a-day watch to keep enemy bombers from America's skies. Stationed on high buildings and other observation posts, volunteers in the Corps not only enjoy a wonderful view of the countryside around them, they have the great satisfaction of performing an important and fascinating mission as part of the country's air defense team.

Volunteers are trained to perform the vital task of reporting to the United States Air Force potentially hostile aircraft in order to give adequate warning to the Air Defense Forces and Civil Defense authorities.

More help is needed to plug the holes in our radar screen, which loses its effectiveness when planes fly at low altitudes. You may obtain information on how to join the observation post nearest your home by contacting the office of the Ground Observer Corps in your city.

For the protection of America; for the safety of your family and your home; for a good way to show your gratitude for our country during this Thanksgiving season, volunteer for service with the Ground Observer Corps.

Suggestion for Shopping

It's only November, but we'd like to suggest that you do your Christmas shopping early.

The soundness of this advice lies in the fact that the early shopper gets first choice and a wider selection. This is especially true in the case of Christmas cards. Again this year greeting card publishers are aware of the popularity of railroad themes on holiday cards and have come out with several new and attractive designs to please both recipients and senders. In addition to the cards themselves, many stores this year plan to feature gift wrapping papers and stickers with locomotives and trains highlighted.

What could be more appropriate for members of railroad families as well as railroad fans than these special railroad items? So don't wait until the stores are swarming with shoppers and the stock is "pawed over." Do your shopping earlier than usual this year.

inside and out. Then, when all is ready, they are made up into trains to serve other passengers on other journeys.

Men and women in shops, offices and stations all along the line and on the trains work together not only to carry the commerce of the country, but also to meet individual transportation needs comfortably, economically, safely and satisfactorily.

Teamwork is truly the secret of successful railroading.



COLLIER'S "Everyone in there is on the wrong train, Frank—Hey! You're not Frank!" AL JOHNS

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