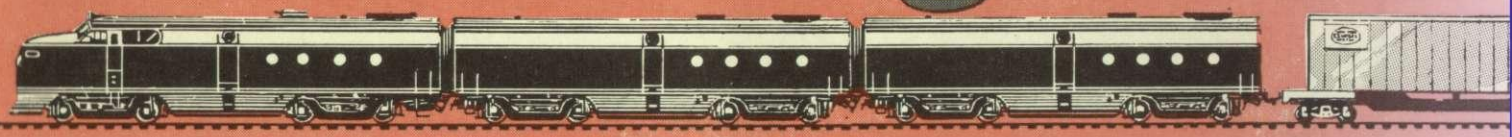
NEW YORK CENTRAL SYSTEM

Headlight

JANUARY 1965



1965

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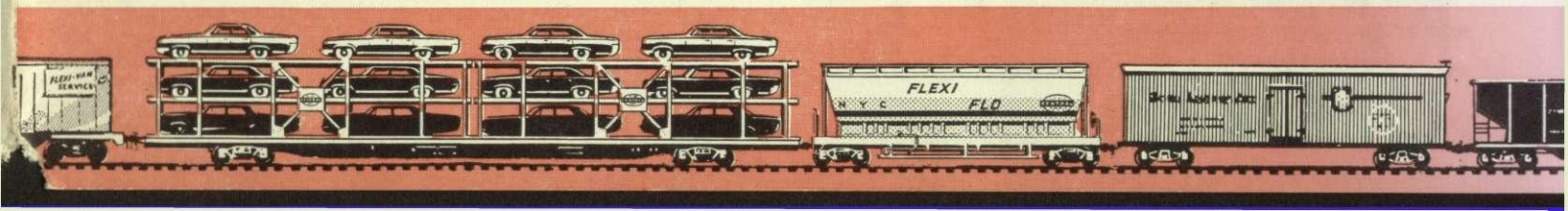
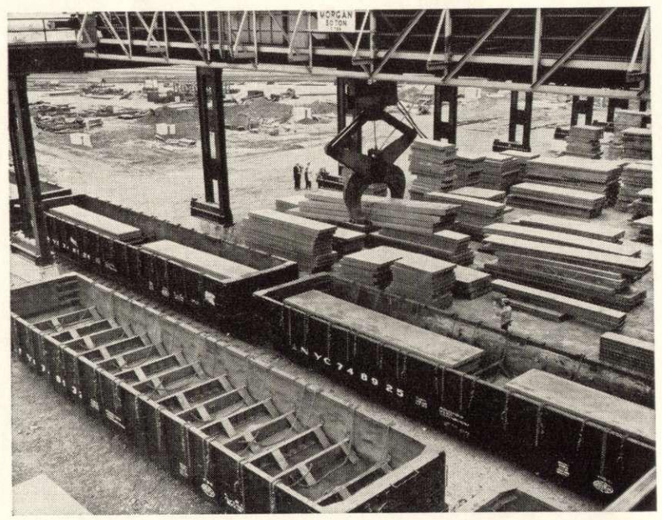


Plans for a Hawaiian Holiday . . .

are underway by members of the New York Central Athletic Association of Manhattan. The DC-8F Jet Champagne Flight leaves August 7th for a 15-day tour, including stops in Los Angeles, San Francisco and Honolulu. Working out details of the vacation trip are Travel Agent Rene Pouteau, (L), of Male Travel Bureau, Inc., New York City, and Central's Robert Chevlowe, Treasurer of the Athletic Association, Budgets & Statistics Office, New York, who welcomes inquiries about the trip from NYC people anywhere.



Specially-equipped gondolas . . .

are loaded with hot steel slabs at Bethlehem Steel Company, Lackawanna, N.Y. Destination is Bethlehem's recently-completed $350 million finishing plant at Burns Harbor, Ind. (HEADLIGHT, Sept., 1964). Weighing 7½ tons each, the 20 to 25 foot slabs are cooled to about 700 degrees Fahrenheit for their 500-mile rail journey. About 25 cars a week have been rolling out of the Lackawanna plant. Volume is expected to increase to about 100 cars every other day early in 1965, and to 100 cars per day within 18 months.

Headlight

JANUARY, 1965

Vol. 26 — 43 — No. 1

NEWS BRIEFS 3
IMPROVED CAR HANDLING . . . 4
JAPAN'S 'BULLET' TRAIN 5
NEW YARD AT PAINESVILLE . . 6
BUFORD HEADS P&LE 7
FLEXI-VAN SETS NEW RECORD . . 8
HEADLIGHT HILITES 10
PROMOTIONS 12
LADIES OF U.N. TOUR CENTRAL . 12
RECENTLY RETIRED 13
PATS ON THE BACK 14
THE DIESEL: THEN & NOW . . . 16

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ON THE COVER: We feel it only fitting and proper that the theme for our first cover for the New Year is that railroading is a continuous process of moving people, *millions of 'em*—plus countless tons of raw materials and finished products. People and freight are transported swiftly, safely and economically. Railroading is a 'round the clock business – for 365 days of the year. We hope our cover will be helpful to you through all the months ahead. It makes a handy wall calendar and can also be slid under glass tops of desks for quick ready reference. Best wishes for a Happy & Prosperous 1965 from the HEADLIGHT staff.

NEWS BRIEFS

REVENUE CAR LOADINGS . . .
for the New York Central System totaled 124,632 cars during the month of November. The total represents an increase of 1,279 revenue cars loaded (for a percentage increase of 1 per cent) over November of 1963.

Increases were also noted in such commodity categories as Grain, Live Stock and Coke. A total of 5,463 revenue grain cars were loaded during November (an increase of 23.8 per cent or 1,703 cars over November, 1963). Live Stock loadings totaled 592 cars—an increase of 74.1 per cent or 252 cars.

Coke revenue loadings totaled 2,802 cars, an increase of 31.2 per cent or 666 cars.

• • •

DURING THE 11-MONTH PERIOD . . .
from January 1st through November of 1964, cumulative car loading figures reached a total of 2,746,388 revenue loadings for the Central. This represents an increase of 33,588 revenue cars (1.2 per cent) over the 11-month period in 1963.

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RAILROAD RETIREMENT BOARD . . .
reports that tax rate under Railroad Retirement Tax Act was increased from 7¼ per cent to 8⅛ per cent on January 1, 1965. Contributions under the Railroad Unemployment Insurance Act remain at the maximum rate of four per cent in 1965, the Board said.

Railroad retirement tax rate applies to the first $450 of employee earnings each calendar month. Employers match the amount paid by employees. Under unemployment insurance law, monthly limit on taxable earnings is $400 and contributions are paid by employers only.

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NEXT SESSION OF CONGRESS . . .
will give "full consideration" to a transportation bill, reports Chairman of the House Interstate & Foreign Commerce Committee.

Rep. Oren Harris (D-Ark.), head of the Committee, said that the "congressional approach" will depend largely on suggestions expected from President Johnson. The President, according to Rep. Harris, wishes to see passage of a transportation bill "along the general line and for the purposes included in the bill (H.R. 9903) reported by the Committee."

"Simple justice as well as practical economics demands that we follow through on this new legislation," Rep. Harris stated.

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DELIVERY IS SCHEDULED TO BEGIN . . .
in January and February of the first of Central's 500 covered hopper cars of 100-ton capacity for hauling grain. Cost of entire order is $7,300,000. Biggest portion of total—$5,800,000—is being built by Despatch Shops, Inc., East Rochester, N.Y. Remaining 100 of high-capacity cars, costing $1,500,000, are being built by American Car and Foundry Division of ACF Industries, Inc., Huntington, W. Va.

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33,500 RETIRED EMPLOYEES . . .
of Central were receiving annuities from Railroad Retirement Board at end of 1963, the Board reports. Annuities averaged $139. Wives of 13,500 of these employees were also receiving an average annuity of $57 monthly.

The Board also reported that during 1963, a total of 3,200 Central employees were added to the Board's retirement rolls. Average annuity for this group is $149.

The P&LE, said the Board, had about 2,200 employees on the retirement list. Average annuities were $141. Some 890 spouses of these employees were receiving an average monthly annuity of $59.

In 1963, a total of 200 P&LE employees joined the Board's retirement rolls. Their annuities averaged $151.

• • •

BOARD OF DIRECTORS . . .
of New York Central Railroad Company have declared a regular quarterly dividend of 32½ cents per share on capital stock of the Company. In addition, the Board declared an extra dividend of 97½ cents per share on capital stock of the Company. Dividends, totaling $1.30 per share, are payable on December 31, 1964 to shareowners of record on December 21, 1964.

• • •

FIRST SHIPMENT OF CEMENT . . .
arrived recently at Buffalo, transported in Central's new Flexi-Flo service. Flexi-Flo—a unique freight service for transporting dry bulk commodities—transfers 20 tons of the commodity by air pressure from a 125-ton rail hopper car to a highway trailer truck in less than 10 minutes. Central has a fleet of 25 of the new cars, built by ACF Industries, Inc. Cost: $575,000.

Flexi-Flo facilities are being completed near Bailey Avenue, site of Central's former Flexi-Van Terminal. Ronald E. Popek is Supervisor of the new Flexi-Flo Terminal.

• • •

"HEADLIGHT" MAGAZINE . . .
has been named winner of an Award of Merit by American Railway Magazine Editors Asociation. The award—for "editorial excellence in 1964"—was one of seven awarded at the group's annual meeting held at St. Louis.

Special Central Train Transports 196-ton Transformer

New York Central passed with flying colors a test of its proficiency in specialized shipping recently with movement of a 196-ton electrical transformer from Muncie, Ind., to Boston by special train.

The transformer, valued at a half million dollars, is one of the world's largest —sufficient to serve a city of 135,000 average homes. Its rated capacity is 400,000 kilowatt amperes.

The train included diesel engine, caboose and three cars. One of the latter was a special German-designed Schnabel flat car with drop-center to accommodate the transformer. The other two cars hauled parts.

NYC Assistant Vice President-Freight Sales and Service, Jack E. Norwood, Cincinnati, and Don N. Olson, Freight Sales, Indianapolis, joined Westinghouse officials in Muncie for send-off of the historic shipment.

Westinghouse officials included Paul O'Donnell, plant manager; Harry G. Johnston, Jr., traffic supervisor and purchasing agent; William Kosar, traffic representative.

Westinghouse transformer shipment received plenty of special care during its trip from Muncie, Ind., to Boston via special NYC train. From left: Central's Assistant Vice President —Freight Sales & Service, Jack E. Norwood, Cincinnati; Don N. Olson, Freight Sales, Indianapolis; William Kosar, Traffic Representative for Westinghouse; Charles LaRoche, of Stone & Webster Company, Chicago.

Improved Car Handling Will Cut Central's Claim Bill

by David B. Fleming, Assistant Freight Claim Agent — Prevention, Buffalo

In the first 10 months of 1964, Central paid a huge freight loss and damage bill. Money to pay this bill comes directly out of freight revenues taken in by the Company. A great many of the damage claims are caused by overspeed impacts. Besides damaging freight, overspeed impacts also contribute to damaged equipment, delays, hot boxes and—ultimately—to loss of freight business for the Central.

Loss of business has a definite bearing on all of our jobs. Naturally then, keeping the freight traffic we have—and increasing it whenever possible—is of vital importance to every Central employee.

One of the major rules to remember is: *Damage prevention earns customer confidence.*

The entire freight damage situation is ridiculous, but not at all funny, when you stop to consider one paramount fact: most freight loss and damage can be eliminated. A concerted effort on the part of all of us will drastically reduce factors which cause our enormous freight claim payout.

In the past several years, Central has spent millions for improvements in track, electronic yards, specially equipped cars, new diesel power, radio equipped locomotives and cabooses, walkie-talkie communications, floodlighting in yards and terminals and centralized traffic control that permits continuous movement of trains.

Every one of these improvements is aimed at producing on-time and damage-free delivery of our customers-freight.

Over-the-road movement of merchandise involves various items, ranging from raw bulk materials to fragile, manufactured goods and delicate electronic equipment.

Responsibility to Shipper

These products of industry place responsibility on us to find the proper transportation unit to serve the shipper. Specially equipped cars are more and more in demand for handling these products and also for reducing handling costs of many commodities we have been transporting in general service cars.

System-wide studies by the Central are constantly being made to furnish required special rolling stock designed to reduce damage. The studies are also made to aid and impress upon shippers the necessity of packaging and loading their products so that any chance for freight damage is eliminated.

Once a shipper is shown how he can improve packaging and loading, he becomes a big help in reducing damage.

Other devices directed at accomplishing the same purpose are well-functioning equipment plus several types of load dividers and compartmentizers. These devices not only include arrangements to restrain movement longitudinally, they also have adjustable side filler panels to restrain lateral movement of the load. Inflatable rubber dunnage will take up slack in both directions.

Trucks improved with "ride control" have limited vertical oscillation. These devices, plus roller bearings, lubricator pads, hot box detectors, dragging equipment, broken wheel detectors, improved truck sides and stronger draft gear are aimed at *damage prevention*. These are some of the improvements and tools our company has provided to help insure QUALITY TRANSPORTATION to our shippers.

But value of all this is lost by rough handling of cars, causing damage to freight and to customer good will.

We have improved our physical plant. We are constantly changing our equipment to meet the needs of our shippers for efficient and damage-free handling of their products. Now we must correct careless habits and perhaps indifference

(Continued on next page)

(from preceding page)

that crept into our daily work habits.

In one way or another, nearly every claim presented involves careless or indifferent car handling. In the first 10 months of 1964, New York Central would have saved an impressive amount of money if overspeed impacts in train handling and yard switching had been eliminated. This out-of-pocket expense in claim dollars could have been put to much better use instead of being used for payment of this needless waste.

When loss or damage occurs to a shipment through carelessness or negligence by Central employees, it directly affects revenue of our company. This, in turn, could directly affect you. The claim must be paid. Money to pay the claim and your salary comes only from services rendered.

Factor in Future Business

The situation is serious. More and more shippers and receivers are basing future routings on conditions of their freight shipments at destination.

Industry has increased its output. Our operation must be geared to demands of present-day conditions. We must increase our production or fall by the wayside. Improved service requires switching with a minimum of delay. The myth that expeditious switching need be "rough switching" is not based on fact. *Careful car handling is a matter of skill.*

While use of proper packaging, suitable cars and arrangement of load are all highly important and are being given constant attention, it is our obligation and duty to handle freight so that it will not be damaged. Damage prevention is a key factor in operation of a good, efficient, and economical railroad.

Devices for Freight Protection

At times, demand for rapid handling and expedited switching results in damaging impacts which threatens to overtake progress already made in improved freight equipment, protective devices and cushion underframes. The purpose of cushion underframes and other protective devices is not to allow higher coupling speeds, but to provide much better protection to lading at present standard coupling speeds of 4 m.p.h.

Rough handling can be eliminated by cooperation of all Central employees who handle our customers' shipments while switching, placing or pulling cars.

Rough handling is a luxury none of us can afford.

All of us must work together and handle our customers' freight just as though it were our own.

Improved car handling can be summed up this way: better freight handling means more business, more jobs and more opportunity for all of us.

NYC Man Rides Japan's "Bullet"

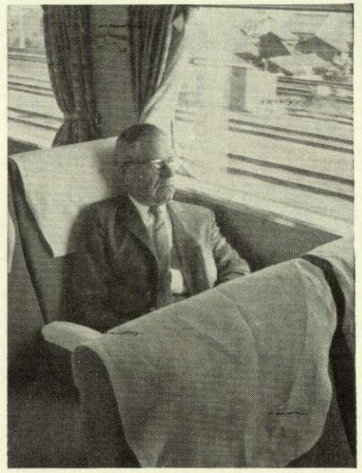
*(Editor's Note: Central's Otto Eisele, Sr., was recently afforded what is perhaps the "once-in-a-lifetime" experience for a veteran railroader. As a guest of Japanese National Railways during the Olympic Games in Tokyo (*HEADLIGHT, *October, 1964), he rode the Tokaido Line's high-speed "Bullet," the world's first "super railroad." Mr. Eisele — Administrative Assistant, Passenger Sales & Service at New York, observed operations closely on his trip from Tokyo to Osaka and return on "The Bullet.")*

It is quite an experience to ride a brand new railroad—with everything new from roadbed to rolling stock to station buildings.

That's the feeling I had while aboard the new Tokaido Line's "Bullet Train," hurtling at a speed of 130 mph, on my trip from Tokyo to Osaka.

The new route is generally that of the old Tokaido Line, still in operation. However, the new roadbed was straightened and flattened for speed, and passes through Japan's most densely populated areas.

Top operating speed is now 130 mph. Test runs have gone as high as 159 mph. Other railways and highways pass under

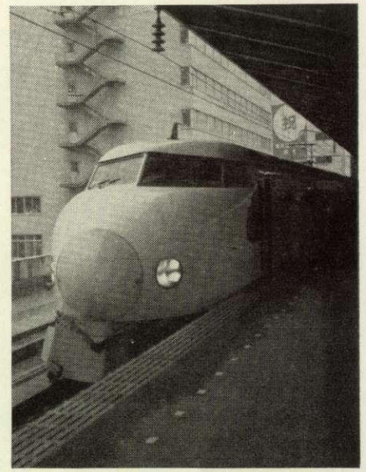


NYC's OTTO EISELE, Sr., aboard Bullet speeding to Osaka. He was in Japan as Manager of Cycling Team for Olympic Games.

or over the new line at 49 points. Absence of any grade crossings help make the high speeds possible.

The new trains now cover the 320 miles in four hours (the old Tokaido Line took five hours). Plans are underway to reduce running time to three hours after the line has rounded out a year of operations.

Thirty of the high-speed trains are in daily operation – 15 each way. The blue-and-white streamliners each have 12 cars, with a total train capacity of 987 passengers. There are 132 first class seats (in coaches with two seats on each side of the aisle) and 855 second class seats (in 2 & 3 seat arrangements).



BULLET TRAIN operates at speeds up to 130 mph. New Tokaido Line has 30 "super trains" in service between Tokyo & Osaka.

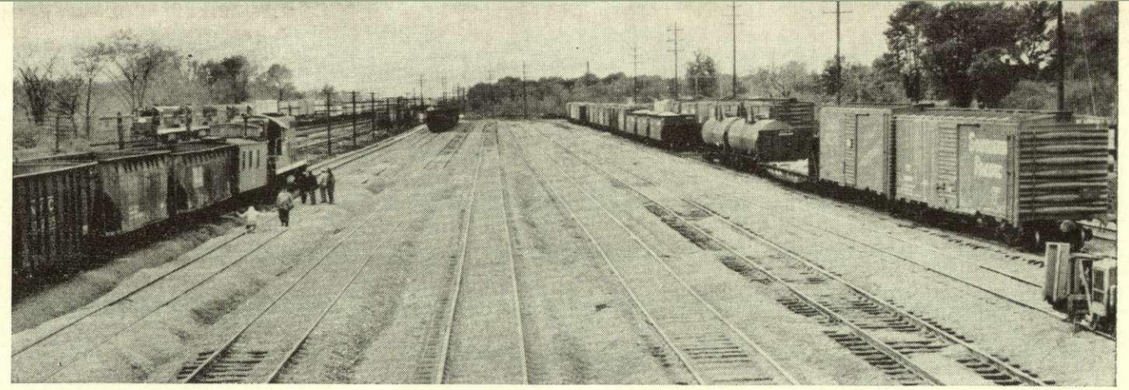
Officials of JNR cite some rather staggering figures to point up the need for these and for additional trains.

In 1963, for instance, Japanese railroads carried *six billion* passengers. This is roughly 20 times the amount (309 million passengers) carried by United States railroads. For Japan – with its limited land area—the Bullet trains are the only practical means of moving these masses.

The CTC and ATC systems insure complete safety of the high-speed Bullets. At Tokyo, CTC headquarters give necessary directions to train crews via radio wave and also operates by remote control all switches along the route.

The ATC system controls train speed according to the relative position of the preceding train. It directs the engineer to cut his speed as the distance narrows between his train and the one up ahead. If signals go unheeded in the cab, the train is automatically halted.

All coaches are light-weight and are equipped with electric motors that operate under a multiple unit control system, similar to the MU cars in Central's commuter trains.



New Freight Yard at Painesville, Ohio

Nine-track installation has 350-car capacity

TOP PHOTO: Newly-constructed $145,000 freight yard, adjacent to mainline, enables Central to reduce car transit time by one full day. ABOVE: Shippers and civic leaders watch 100-ton covered hopper break red ribbon at opening ceremonies.

by Donald A. Newman

As a 100-ton covered hopper gently pushed its nose through a red ribbon stretched across the tracks, NYC officially opened its new freight yard at Painesville, O., on Nov. 4.

Following these ceremonies, NYC officials played host to 60 shippers and civic leaders escorting them on an inspection trip through the $145,000 facility and feasting with them at one of the city's finer restaurants.

In his address at the luncheon, A. W. Laskoske, Vice President – Operation, explained that the new nine-track installation will enable the railroad to cut one full day from freight car transit. This will be done, he said, by pre-grouping in the yard, cars bound in either easterly, westerly, southerly or northerly directions. These cars are then picked up by the railroad's high speed express freight trains.

Before construction of the yard it was necessary, he stated, to move cars to outlying terminals where they were switched and placed in trains.

Eugene L. Keller, Lake Division Superintendent, and Donald J. Weisbarth, Trainmaster, told guests at the yard that the facility will be used as a base yard for freight cars serving Painesville's industrial complex.

As it has in many areas, industry has been growing rapidly in the Painesville area. In its distribution-oriented economy, the high-speed movement of goods is vital to business prosperity.

In this situation, New York Central saw the need for a car marshalling facility in the heart of this industrially booming area to keep NYC services in line with Painesville's growing transportation needs. By pooling its research and technological resources, Central mapped a plan to construct such a facility adjacent to the railroad's main line. The resulting combination of faster traffic flow, inauguration of new freight trains and re-scheduling of other trains now equips Central with a shipper-tailored service which no other railroad serving the Painesville area can match.

The yard is actually built on a once-swampy location adjacent to the mainline. Just last spring, two million gallons of water were pumped from the site and over 700 cars of fill were dumped onto the parcel of land. Central engineers subsequently employed the most modern techniques of switch and track prefabrication, completing construction on Oct. 5, 1964–a record-making performance.

During its initial month of operation, over 3,300 cars were assembled in the yard and forwarded to markets throughout the country. In addition to the swift handling of outbound traffic, Central can now transport inbound freight to shippers' plants within hours after the cars arrive in Painesville.

Other Central people attending "opening-day" ceremonies included: Robert D. Timpany, Assistant Vice President –Operating Administration; Robert G. Flannery, Western District General Manager; Ralph N. Cramer, Assistant Vice President–Freight Sales & Service; Charles Popma, Assistant Vice President – Engineering; J. J. Heron, Assistant Vice President–Equipment.

D. F. Helsel, Painesville City Manager, and Joseph Sarosy, Chairman, Lake County Industrial Development Council, headed the list of civic leaders from the area. Those from industry included: Kline Weatherford, Vice President, Morton Salt Co.; John H. Wilharm, Director of Traffic, Diamond Alkali Co.; and Don Blanche, General Traffic Manager, Lubrizol Corp.

Employes Move Into New Posts on NYC

FREIGHT SALES & SERVICE

Harrison M. Stacy has been promoted to Freight Sales & Service Manager-Automotive, with headquarters at Detroit.

Mr. Stacy–a native of Fort Thomas, Ky.–joined Central in 1946 as a File Clerk in the Real Estate Office at Cincinnati. In 1960 he was appointed Assistant Real Estate Manager of the Cincinnati Office and became Real Estate Manager a year later.

H. M. Stacey

P. J. Keleher

Paul J. Keleher–a native of St. John, New Brunswick, Canada–has been promoted to the post of Division Freight Sales Manager. Mr. Keleher–formerly District Freight Salesman at Montreal–will have his new headquarters at Pittsburgh.

Mr. Keleher joined the railroad in Freight Sales & Service Department, at Montreal, in 1951. He held various clerical positions prior to his promotion to the position of District Freight Salesman.

John J. Coursen, Jr., has been named District Freight Sales & Service Manager, with offices at Watertown, N. Y.

A native of North Tarrytown, N. Y., Mr. Coursen joined Central in 1950 in the Freight Sales & Service Office at New York. He held various clerical posts prior to his promotion in 1957 to District Freight Salesman at Buffalo. In 1960 he was appointed District Freight Salesman at Rochester, the post he held until his present appointment.

J. E. Sandefur

J. J. Coursen, Jr.

REAL ESTATE DISTRICT

John E. Sandefur is the newly-appointed Real Estate Manager, with headquarters at Cincinnati.

Mr. Sandefur succeeds Harrison M. Stacy (see Freight Sales & Service).

He started his railroad career with Central in 1955 as an Office Engineer in the Real Estate Department, Cincinnati. Since 1961 he has been Real Estate Agent at Cincinnati.

In his new position, Mr. Sandefur will be in charge of real estate activities in portions of Ohio, Indiana and Illinois.

CLAIM DEPARTMENT

Robert I. Hunter, former Assistant Chief Claim Agent at New York, has been appointed Chief Claim Agent at Chicago.

A native of Detroit, Mr. Hunter joined Central there in 1937 as Stenographer in the Claim Department. In 1940–after serving as Head Clerk at Chicago–he was named Claim Agent at New York. Subsequently, he served in the same capacity at Weehawken, N. J., and Utica, N. Y.

R. I. Hunter

R. A. Peronne

Following WW II military service, Mr. Hunter held various posts, including

(*Continued on page* 12)

Albert Tuohy Named To New Security Post

Albert J. Tuohy has been appointed Director of Security for the New York Central System. Mr. Tuohy will be responsible for special investigations and for general direction and supervision of the railroad's Police Department.

Prior to coming to the Central, Mr. Tuohy was Director of Security for Republic Aviation Corporation for 14 years.

Mr. Tuohy was in general law practice from 1934 to 1940, and served with the Federal Bureau of Investigation for ten years before joining Republic. He is a graduate of Notre Dame and the Law College of Fordham University.

Buford Succeeds Barriger As P&LE President

Curtis D. Buford has been elected President and a member of the Board of Directors of the Pittsburgh & Lake Erie Railroad Company.

Mr. Buford succeeds John W. Barriger who retired as President of the P&LE on Dec. 31. Mr. Barriger will continue to serve as a member of the P&LE's Board of Directors.

C. D. Buford

J. W. Barriger

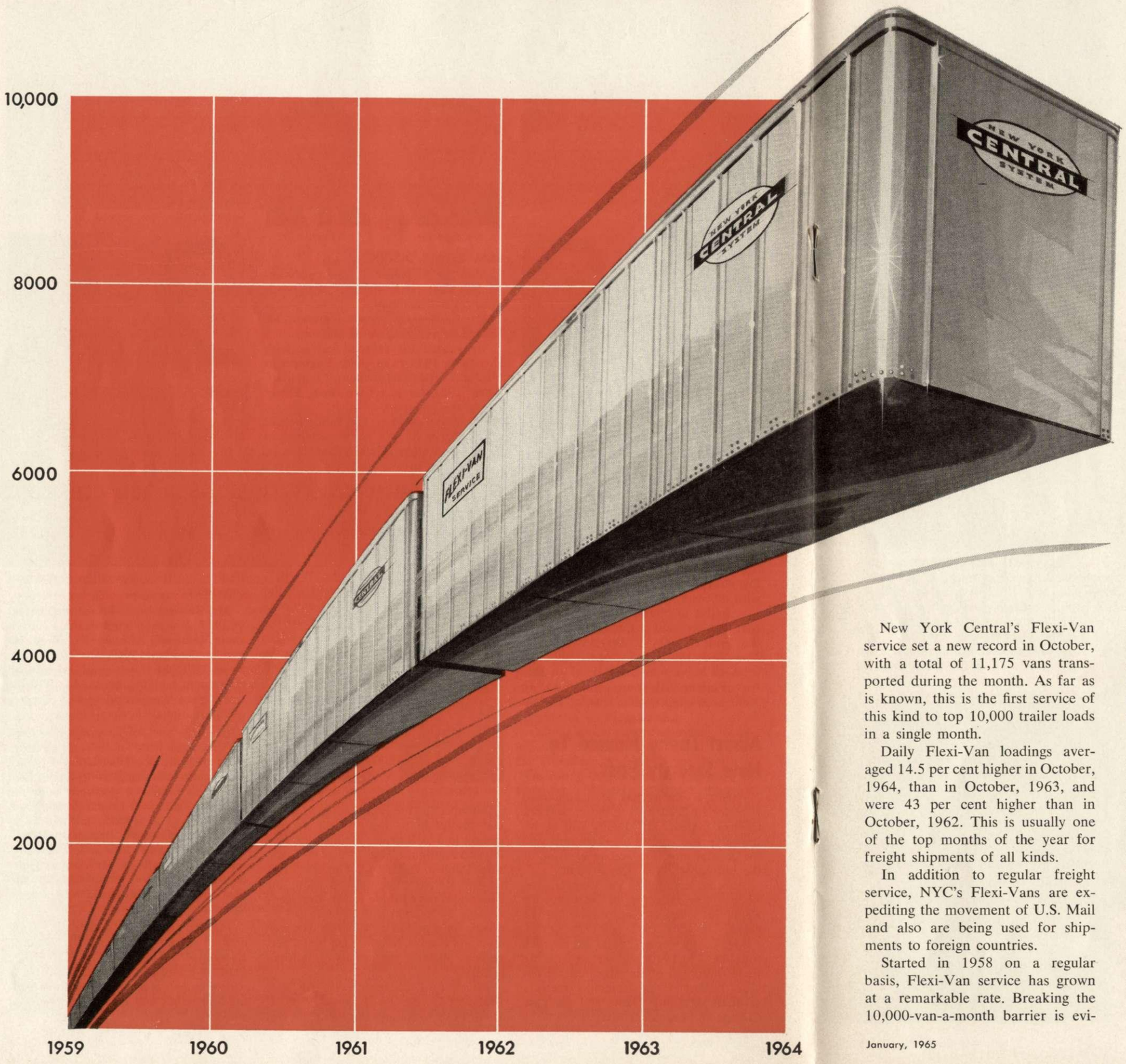
Members of the Board adopted a special resolution to record their "appreciation to Mr. Barriger for his outstanding and distinguished service as President since August 16, 1956." The resolution further stated: "On this occasion, the Board also pays tribute to Mr. Barriger's capable association with the railroad industry for a period of 47 years. His wisdom and counsel have earned him a permanent place in the annals of railroad history."

Mr. Buford has been Executive Vice President of the P&LE since Sept. 1, 1964. Prior to joining the P&LE he was Vice President of the Operations & Maintenance Department of the Association of American Railroads. From 1946 to 1959, Mr. Buford was with New York Central in various operating department capacities.

Mr. Barriger began his railroad career in 1917 as a shop-hand in the Pennsylvania Railroad's Altoona, Pa., Shop. He remained with the PRR until 1927, when he joined Kuhn, Loeb and Company, an investment banking house. In 1929, he was elected Vice President and Director of International Carriers Limited.

In 1933 the U.S. government named Mr. Barriger head of railroad development for the Reconstruction Finance Corporation. Starting in 1940, he held numerous executive positions with the Chicago, Indiana & Louisville Railroad, the Chicago Union Stockyard and Transit Company, Diesel Locomotive Division of Fairbanks Morse & Company, the New York, New Haven and Hartford Railroad, the Monon Railroad and the Chicago, Rock Island and Pacific Railroad.

Mr. Barriger is the author of a book entitled "Super Railroads for a Dynamic Economy" and co-author of "The Prince Plan of Railroad Consolidation." He is widely known as one of the nation's leading authorities and speakers on railroad subjects.



Flexi-Van Sets New Record

October, 1964—11,175 Flexi-Van loads!

New York Central's Flexi-Van service set a new record in October, with a total of 11,175 vans transported during the month. As far as is known, this is the first service of this kind to top 10,000 trailer loads in a single month.

Daily Flexi-Van loadings averaged 14.5 per cent higher in October, 1964, than in October, 1963, and were 43 per cent higher than in October, 1962. This is usually one of the top months of the year for freight shipments of all kinds.

In addition to regular freight service, NYC's Flexi-Vans are expediting the movement of U.S. Mail and also are being used for shipments to foreign countries.

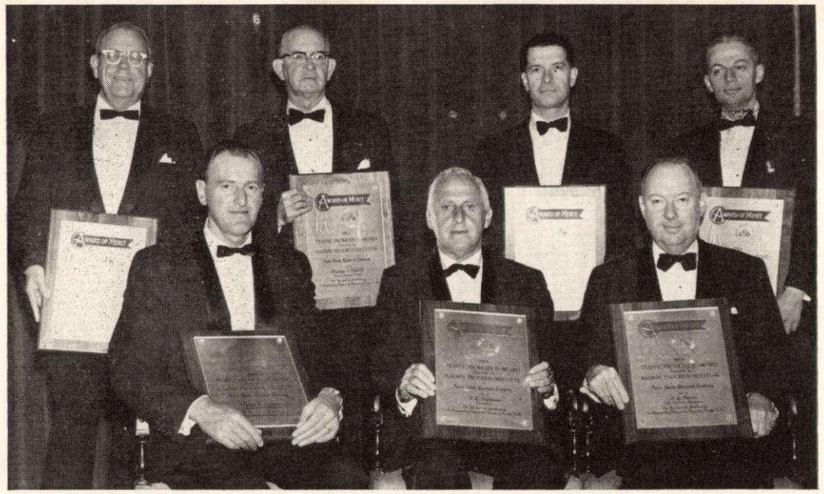
Started in 1958 on a regular basis, Flexi-Van service has grown at a remarkable rate. Breaking the 10,000-van-a-month barrier is evidence of shipper acceptance of this time and money-saving service. It also is evidence of New York Central's determination to relate its equipment and service to the most modern concepts of distribution.

The rapid growth of Flexi-Van stems from its combination of the flexibility of local trucking with the long-haul speed, dependability and low-cost of rail service. Specific advantages of Flexi-Van over more conventional freight-moving methods include:

Speed: Most Flexi-Van traffic moves in fast freight trains and in solid *Super Van* trains which travel at passenger train speeds. Expedited handling helps meet the exacting delivery requirements of many shippers, and reduces inventory, warehousing and investment costs. Perishables, for example, arrive in best possible condition.

Dependability: Trains move on closely supervised schedules, controlled by automatic signalling and communications systems. Weather uncertainties are minimized, if not eliminated altogether by the all-weather characteristics of train service.

Economy: Flexi-Van shipping means less packing, bracing, cargo damage, pilferage, re-handling and clerical costs. For truckers this saves labor and maintenance costs. For Central it means greater utilization of equipment, reduced terminal costs and the built-in advantages of moving volume traffic. For the general public it means lower costs of consumer goods as more efficient transportation cuts the freight costs that figure in every price tag.



Award of Merit . . .
was won by Central in the Annual Traffic Promotion Award Competition sponsored by the Railway Progress Institute. The award is in recognition of Central's "outstanding marketing promotion program." Shown with their trophies are, from left, seated: Wayne M. Hoffman, Executive Vice President; Alfred E. Perlman, President of New York Central; Arthur E. Baylis, Vice President—Marketing. Standing, from left: Charles V. Sheriff, General Manager of Pricing; William F. Kirk, Assistant Vice President—Flexi-Van Sales; Robert S. Reebie, Vice President—Planning & Development; and William C. Leiper, Director of Regulatory Analysis. Central has won the Award six times in seven years.

Researching the Route of the Riley . . .
is Dick Perry, 42-year-old novelist and a former Machinist's Helper at Riverside Enginehouse at Cincinnati. Mr. Perry—aboard "The Riley" coming into Greensburg, Ind.—is gathering background material for a forthcoming novel which has a Central setting. A previous novel by Mr. Perry, "Raymond and Me that Summer," is based on his childhood experiences in Cincinnati during the Depression of the 1930's. His father, R. V. Perry, was an Engineer for Central during that time.

HEADLIGHT *Hilites*

Flexi-Van Equipment . . .
at Central's new mail handling facility in downtown Chicago is inspected by officials from U.S. Post Office Department and Central. In photo at left: NYC's Robert G. Flannery (left), General Manager — Western District; and Virgil E. Jones, Director, Transportation Division, Chicago Region, Post Office Department. Right photo: NYC's Richard J. Welsh (left), Manager, Mail & Express Traffic; and William P. Carr, Director, Transportation Division, New York Region, Post Office Department.

Central's Spencer A. Rowan . . .
(left), Chairman of Railroad Community Service Committee of Columbus, O., is presented award for "promoting better farm-city understanding in Ohio in past decade." Mr. Rowan is District Freight Salesman at Columbus. Making award on behalf of Ohio Farm-City group is Bill Zipf, Farm Editor of *Columbus Dispatch,* and member of Farm-City Executive Committee.

Wilbur S. (Bill) Haverkamp . . .
Central's Coal Sales Manager at Cincinnati, is now a full-fledged Kentucky Colonel. The rank—an honorary one—was bestowed recently by Governor of Kentucky Edward T. Breathitt on Mr. Haverkamp, a native son of Bellevue, Ky. Mr. Haverkamp displays certificate noting his appointment as aide-de-camp—with the rank of colonel—on Governor Breathitt's staff.

NYC's Industrial Development . . .
brochure spotlighting Mattoon, Ill., has won honorable mention from American Industrial Development Council, Inc. Displaying winning entries at Cincinnati's Industrial Development Department are (from left): Loran S. Hickman, Department Manager; Stuart F. McConnell, Engineer in Industrial Development; and Jack E. Norwood, Assistant Vice President—Freight Sales & Service. Cincinnati group also won in 1963.

Centralines

Alumni (retired) employees of District Auditor of Expenditures' Office at Detroit will observe their group's first anniversary with a luncheon January 14. The luncheon is scheduled for 1 p.m. in the Conference Room of Carl's Chop House.

Woodrow W. Lacombe, District Personnel Assistant, will show a film made by the Association of American Railroads.

Anne Hickman, Service Representative, Freight Sales & Service Office, Winston-Salem, N. C., was chosen director of Associated Traffic Clubs at their 41st annual convention.

Mrs. Hickman has just completed two terms as regional director of Eastern States Women's Traffic Conference.

PROMOTIONS—continued

that of Chief Clerk at Chicago and Claim Agent at Mattoon. Later, he became District Claim Agent at Chicago. From Chicago, he was named to the position he held until his present assignment.

Richard A. Peronne has been promoted to the position of Assistant Chief Claim Agent with headquarters at New York. He succeeds Mr. Hunter.

Mr. Peronne—a native of Buffalo—joined Central in 1940 as Messenger in the Wire Chief's Office at Syracuse. He then held various posts as Steno-Clerk, Machinist Helper and Chairman in M of W Department and also in the Operating Department. Later, he transferred to the Claim Department, Syracuse, as a Steno-Clerk.

In 1944, Mr. Peronne was named Claim Agent at Watertown, N. Y., and moved to Albany in the same capacity in 1949. He was appointed Assistant District Claim Agent at Pittsburgh in 1955 and Assistant Chief Claim Agent there in 1960. He transferred to New York in 1964.

Mr. Peronne's father, the late Albert Peronne, was with Central for about 25 years, serving as Assistant Supervisor—Track, Syracuse.

Ruber J. Harris has been appointed Claim Agent at New York.

Mr. Harris joined Central in 1942 in the Dining Car Department. Prior to his recent appointment, he was Business Car Porter for President Alfred E. Perlman.

EQUIPMENT DEPARTMENT

James D. Roberts has been appointed Director of Systems & Controls—Mechanical, with headquarters at New York City.

Prior to joining Central, Mr. Roberts was director of manufacturing for Lufken Ruler, at Saginaw, Mich. He had previously been associated with General Electric and U.S. Steel.

NEW YORK DISTRICT

Wibur M. Parker is the newly-appointed Administrative Assistant in the District Transportation Superintendent's Office.

Mr. Parker entered Central service in 1957 as Clerk-Timekeeper, Watertown, N. Y. In 1959 he transferred to Springfield, Mass., as Statistician for the Boston & Albany Division.

He was Secretary to Division Superintendent of the Syracuse Division at Rochester from 1962 until his recent promotion.

The Mail Bag: **George Neues,** a retired Central employee, and now Transportation Manager for the *Herald Tribune Fresh Air Fund,* writes: "I was pleased to see the courtesy item in the HEADLIGHT (November, 1964, p. 13) quoting my letter of appreciation for the cooperation of the Transportation people in handling our children last summer."

The children he's referring to are the 10,443 youngsters from New York City who the Fresh Air Fund sent away for vacations in the country.

In his letter, Mr. Neues said that he also wished to thank Central's Passenger Sales & Service Department "who did a 'bang-up' job for us.'

He added that a special honorable mention goes to **Neil Morris, Charles Andrews, Henry Genett** and **Jim Slowey.**

* * *

A new slate of activities gets underway January 11 for Commodore Vanderbilt Post No. 1158, Inc., American Legion. Meetings are held at 6:30 p.m. at 466 Lexington Avenue the second Monday of each month.

A drive for new members is currently underway, according to **Charles F. Brandowitz,** retired, who is the Post's Adjutant & Finance Officer. He asks that Central employees interested in membership should contact him at 504 West 110 St., New York City.

* * *

Grand Central Terminal Employes Federal Credit Union holds its 29th annual meeting and dinner January 26.

U.N. Group Feted With Central Tour

A group of 37 wives and daughters of U.N. Delegates and consular officials were feted by Central recently with a sightseeing tour of the Hudson River.

From Grand Central Terminal, the group toured the Hudson Valley aboard specially reserved cars. At Harmon they transferred to a southbound through train. By noon, the variously-costumed ladies had returned to Grand Central Terminal. After a short tour of the terminal, the group was served luncheon on one of Central's newest dining cars.

Dining Car Steward Robert E. Stevens presents orchid corsages to the touring ladies.

The sightseeing tour was led by James H. Healey, Passenger Sales Representative. Stephen P. Keiley, Manager of Grand Central Terminal, spoke to the group on the history and statistics of the terminal.

Sponsor of the event was the International Hospitality Committee of the National Council of Women. For some of the guests, it was their first view of the U.S. outside New York City.

Dining Car Waiter Eugene Gould serves traditionally American roast turkey to U.N. group after their tour of Hudson River.

RETIREMENT GET-TOGETHER of New York Central Pensioners and visitors was held recently at McNaughton Park Pavilion, Elkhart, Ind. Taking part in annual social meeting were, from left: Charles Minser, president of Elkhart group; R. A. Strubel, Assistant to the General Manager, Western Division; John H. Dinehart, president of Railroad YMCA, Elkhart; Mrs. Orilla Hout, of pensioners' auxiliary; Robert V. Brinkworth, Division Superintendent, Chicago; James M. Page, Terminal Supt., Robert R. Young, Yard, Elkhart.

FRIENDS AND CO-WORKERS gather around Frederick Behnke (center), during his retirement ceremony. Mr. Behnke, Brakeman-Conductor at 72nd Street Yard, New York City, joined Central there as a Switchtender in 1927. From left: Robert W. Lama, Arthur Williams, both officers of BRT Lodge 983; Mr. Behnke; Frank J. Brooks, Yard Conductor; Jack Barbaro, Yard Brakeman; and John A. Farrell, General Yardmaster. Mr. Farrell presents Retirement Certificate and gift to Mr. Behnke on behalf of group.

RECENTLY Retired

(Compiled by Leonard H. Rose, Director of Employee Benefits)

EASTERN DISTRICT

Billion, H. G., Conductor, Syracuse Division
Boirgohe, B. A., Laborer, East Rochester, N. Y.
Bruso, J. A., Yard Master, Springfield, Mass.
Butler, C., Brakeman, Mohawk Division
Butler, J. J., Brakeman, Troy, N. Y.
Cook, H. R., Engineer, Allston, Mass.
Corcoran, D. P., Asst. District Auditor of Expenditures, Utica, N. Y.
Cox, R. M., Engineer, East Syracuse, N. Y.
Daniels, S. B., Engineer, West Springfield, Mass.
Drock, F. J., Yard Brakeman, Buffalo, N. Y.
Etzold, H. D., Yardmaster, Black Rock, N. Y.
Fitzpatrick, A. J., Clerk, Suspension Bridge, N. Y.
Garrison, C., Brakeman, East Buffalo, N. Y.
Glynn, J. F., Clerk, Buffalo, N. Y.
Hay, W. C., Chief Line Supervisor, Syracuse, N. Y.
Henry, H. S., Brakeman, Pennsylvania Division
Holiday, D. D., Conductor, De Witt, N. Y.
Hoy, H. A., Fireman, Jersey Shore, Pa.
Johnson, H. H., Brakeman, De Witt, N. Y.
Kaufman, J. J., Baggage Foreman, Rochester, N. Y.
Keyes, T. J., Brakeman, Selkirk, N. Y.
Kinnetz, W. V., Section Laborer, Syracuse Division
Knepley, J. E., Laborer, Newberry Jct, Pa.
Leclaire, A. J., Brakeman, Troy, N. Y.
Manfredi, J., Boilermaker, De Witt, N. Y.
Miller, W. H., Inspector Repairer, De Witt, N. Y.
McMullen, E. L., Conductor, Buffalo, N. Y.
Rogan, G. F., Yard Brakeman, East Buffalo, N. Y.
Paine, E. R., Engineer, Boston, Mass.
Plouffe, A. P., Brakeman, Albany Division
Roberts, T. E., Switchman, Utica, N. Y.
Schreppel, R. F., Brakeman, Mohawk Division
Shelly, W. V., Engineer, Buffalo Division
Silvestri, P. A., Laborer, Utica, N. Y.
Simcox, C. S., Fireman, Beech Creek, Pa.
Stampp, A. J., Fireman, Syracuse Division
Tutein, L. T., District Auditor of Expenditures, Utica
Raymonda, F. E., Conductor, Utica
Rehm, L. W., Freight Carman, Buffalo, N. Y.
Walton, R. S., Engineer, Worcester, Mass.
Warren, W. A., Train Dispatcher, Watertown, N. Y.
Whitten, H. H., Engineer, Corning, N. Y.
Wier, S. H., Painter, Buffalo, N. Y.
Woolsey, A. R., Inspector Repair Leader, Newburgh, N. Y.
Vanorman, B. E., Clerk, Niagara Falls, N. Y.

VETERAN RAILROADER Abraham Bert "Abie" Fine retired recently after 52 years with Pittsburgh & Lake Erie Railroad Company. Upon his retirement, Mr. Fine was Conductor on P&LE's passenger trains between Pittsburgh and Youngstown, Ohio. His wife, Alice, is also a retired P&LE employee. Photo courtesy *Post-Gazette.*

A 56-YEAR RAILROAD CAREER ended with the retirement of Fred W. Hurst (left), Chief Clerk at Central's Freight Station at Paris, Ill. Mr. Hurst began service in 1908 as a Demurrage Clerk and Messenger for the old Big Four Railroad, now part of the Central System. Congratulating him is Freight Agent Jack Frandsen, then at Paris, now at Lawrenceburg, Ind.

WESTERN DISTRICT

Asmus, J. B., Laborer, Ashtabula, Ohio
Brink, E. M., Boilermaker, Collinwood Diesel Shop
Cleveland, W. E., Freight Car Distributor, Chicago
Coleman, E., Inspector Repairer, Toledo, Ohio
Conley, J., Conductor, Toledo, Ohio
Criswell, H. J., Foreman, Collinwood, Ohio
Hertzsch, A. G., Stock Clerk, Toledo, Ohio
Huffmaster, G. R., Brakeman, Stanley Yard, Ohio
Leach, J., Sr., Laborer, Erie, Pa.
Louthan, C. S., Car Distributor, Toledo, Ohio
Maybes, L. E., Yard Conductor, Toledo, Ohio
Nichols, R. E., Road Foreman, Englewood, Ill.
Poulos, C. G., Laborer, Toledo, Ohio
Rio, F. G., Rate Clerk, Chicago
Risk, G. A., Clerk, Sandusky, Ohio
Salamander, R. R., Engineer, Western Division
Schiller, C. R., Conductor, Stanley, Ohio
Shea, E. M., Engineer, Western Division
Smith, D. C., Assistant Agent, Waterloo, Ind.
Splies, W., Engineer, Western Division
Steigerwalt, R., Welder, Collinwood Diesel Terminal
Stover, P., Chef, Cleveland District
Swedersky, H. F., Yard Conductor, La Porte, Ind.
Wilson, L. L., Foreman, Cleveland
Wolfe, F. L., Leutenant, Chicago
Worth, R. G., Engineer, Elkhart, Ind.

(cont'd. on next page)

RETIREMENT DINNER at Hotel Lafayette in Buffalo honored Arthur E. Jones (center), Administrative Assistant, Passenger Department, Buffalo. Mr. Jones retired with 45 years' service. Special guests were, from left: Warren Knowlden, Emil Korb, Kenneth Koepf, Carl Riebling, Robert Bratton and Fred C. Detenbeck, all of whom retired some years ago. Seated is Rev. John Mears, of Buffalo.

HENRY B. JOHNSON (second from right) retired recently after 46 years of service. Mr. Johnson—a Machinist at the Diesel Shop at Robert Young Yard, Elkhart, Ind.—is presented his Retirement Certificate by General Foreman N. A. Oley (right). From left: Fellow-workers Louis Ianigro, Richard E. Myers and A. J. Paquette.

RECENTLY RETIRED...

continued

SOUTHERN DISTRICT

Barnett, R. A., Assistant Freight Sales Manager, Indianapolis, Ind.
Coverston, F. L., Executive Assistant, Indianapolis, Ind.
King, J. D., General Manager P&E Railway, Indianapolis, Ind
Hill, F. J., Engineer, Mattoon, Ill.
Rice, H. E., Laborer, Beech Grove Locomotive Shop
Lipes, R. M., Supervisor Train Operations, Indianapolis, Ind.
Roether, R. A., Engineer, Ohio Central Division
Scott, O. E., Sr., Car Repairer, Brightwood, Ind.
Smith, I. L., Machinist, East Alton, Ill.
Windes, R. H., Engineer, Mt. Carmel, Ill.

NORTHERN DISTRICT

Hurwitz, M., Car Checker, Detroit
Neelis, E. J., Engineer, Jackson, Mich.
Powers, D. W., Inspector Repairer, Hillsdale, Mich.
Rieck, W. A., Foreman, Detroit
Rosales, E. P., Motor Trucker, Operator, Detroit
Sanford, M. R., Contract Clerk, Detroit
Thompson, H. M., Red Cap, Detroit

PITTSBURGH & LAKE ERIE

Kraber, P. F., General Auditor, Pittsburgh
Riordan, W. C., Engineer, McKees Rocks, Pa.
Wagner, A. J. Car Inspector, Glassport, Pa.
Weber, C. J., Car Inspector, Pittsburgh

INDIANA HARBOR BELT

Barger, V. J., Forman Car, Gibson, Ind.
Guess, R., Engineer, Gibson, Ind.
Guse, E. C., Clerk, Gibson, Ind.

RETIREMENT CERTIFICATE is presented Martin B. Olsen (left), Traveling Storekeeper at Collingwood, O., by Thomas E. Aiken, General Storekeeper, Western District, Collinwood. Mr. Olsen—a 44-year Central veteran—was honored with a dinner at Cleveland's Acacia Country Club.

AT TOLEDO a joint retirement party honored Car Distributor C. S. Louthan (with Mrs. Louthan at left), and Storekeeper W. H. McDonald (at right with Mrs. McDonald). Mr. Louthan retired with 43 years of service. Mr. McDonald retired after 48 years with the Central.

AFTER 39 YEARS OF SERVICE, Robert J. Ross (center) has retired. Mr. Ross was General Bookkeeper in Comptroller's Department at New York. From left: Norman Hull, Jr., Assistant Comptroller; Mr. Ross; and Norman H. Dieter, Auditor of General Accounts. Mr. Ross began his career in 1926 as an Accountant at Cleveland, transferred to New York in 1937.

PRESENTATION OF GOLD PASS is made to William Schlingerman (left), Engineer on Ohio Central Division at Corning, O. Presenting the pass is R. W. Moss, Road Foreman of Engines, at Columbus, O.

Letters Bring **Pats on the Back** for NYC People

Warren Tanner has received an impressive letter of commendation from the top executive of a major food firm. Mr. Tanner, Assistant Conductor, Harlem Division, was cited for "his thoughtfulness and kindness" to commuters on the 3:20 p.m. express from Grand Central Terminal to White Plains, N. Y.

The executive wrote that Mr. Tanner was "very helpful and cheerful throughout the trip. While taking tickets, he said 'thank you' to each passenger."

The letter-writer also noted that, after announcing the station at White Plains, Conductor Tanner held the door open and helped a lady with several children down the steps, then waved a cheery 'good-bye' to them.

* * *

A young secretary from the Bronx—a daily commuter to New York City—summed up her affection for the Central in a recent letter to President A. E. Perlman.

"Recently, on my last day of work before I was married, a party was arranged for me on the 5:06 by New York Central employees. The coach had been decorated and a beautiful display sign had been put up congratulating me on my marriage.

"I cannot tell you how good this made me feel. It will be a day I will never forget. Never before have I seen such a thing."

* * *

An attorney from Springfield, Mass., wrote enthusiastically about his recent return from Chicago in a Sleepercoach on the "New England States."

"I had an extremely pleasant trip due, in no small part, to the courtesy and efficiency of the porter and the dining car crew," he said.

* * *

Louis Williams, Bartender out of New York on Car No. 1599, is the subject of a letter of commendation from a group of commuters. The letter was written to **A. H. Smith,** Manager, Dining & Sleeping Car Service. The group rents Private Room A in the bar counter car. Said the writer: "Mr. Williams has been in our car for about a year and a half. My group has asked me to register with you the fact that, in our opinion, Mr. Williams has continually offered us fast, courteous and exemplary service.

"I have on many occasions complimented him for his wonderful service. However, we felt that these compliments should be passed along to his superior so that you might be made aware that one of your staff is delivering such satisfactory service."

* * *

"I want to tell you how much I appreciate Conductor **J. W. O'Grady's** efforts to be of service to the passengers on his train," writes a recent customer of the Central. The writer—from Wenatchee, Washington—states that he was on his way to visit the First Church of Christ, Scientist, in Boston. "Conductor O'Grady," the passenger writes, "advised me to detrain at Back Bay Station, which is much closer to the church than South Station."

* * *

An elderly gentleman—traveling from Chicago to New York on the Central—stopped off at Buffalo and planned to visit nearby Niagara Falls. Unfortunately, he became ill, canceled the balance of his trip and made plans to return to his home in Los Angeles.

In a very warm letter of "thanks" the now-fully recovered octogenarian has written the Company telling of the courtesies he received from Central employees who looked after him on his trip back to Chicago. He writes: "This sort of service is far beyond any expectation of the passenger. I think these people should be highly commended for such humanitarian behavior. I will always remember how kind they were to me."

* * *

From Jackson, Ohio, a passenger writes: "My thanks to you for allowing me to ride the 20th Century Limited with my brother-in-law, Robert Getz. It was so nice of you to allow us to take pictures on the train. It was the most exciting trip of my life."

* * *

A rail-buff from Plattsburgh, N. Y., tells of the pleasure he received while on a recent trip on the Empire State Express from New York City to Albany. "I have often read letters of praise from passengers in HEADLIGHT, but I doubted that I would ever have occasion to write one myself. But after this trip, I can see why people write such letters of praise.

"The conductors, the porters and the entire train crew were very friendly and are a credit to the New York Central. Keep up the good work."

* * *

Harry Lejewski, Stationmaster at Detroit, receives a goodly amount of praise in a letter by a commissioner of a ball club from Boston. "I want to compliment the New York Central on their excellent service and accommodations regarding our travel to and from Detroit. We wish to particularly compliment your Harry Lejewski who gave us perhaps the best service outside of yours truly."

"This type of person will keep relations between the public and railroad at their highest caliber," he said.

* * *

An elderly lady passenger from Pasadena writes of her admiration for the engineer's smooth handling of the Twentieth Century westbound from New York to Chicago.

"I was so impressed by the careful stops he made. During one, I was standing in my bedroom and didn't even lurch."

* * *

From Mamaroneck, N. Y.: "I must say I have changed my opinion. As a former airline hostess, I've always thought that railroads could never compete with the airlines in extending special courtesies."

The letter-writer said she changed her opinion because of the courtesy extended her niece by a Central conductor on the Ohio State Limited. The niece had never traveled by train before and, according to the letter, was "a little nervous about the whole thing." The lady from Mamaroneck said that their benefactor "conducted us to the proper platform in New York City and helped my niece in boarding. This type of service is a rarity in this day and age, and certainly reflects most creditably upon your Company."

* * *

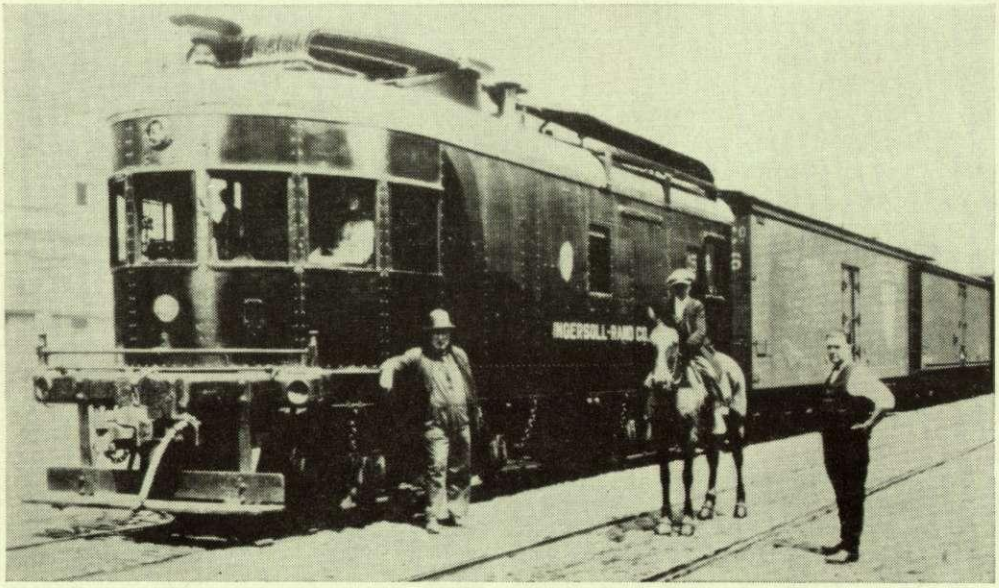
Porter **C. M. Johnson** is the subject of a warm letter of appreciation from a Professor of Education at Columbia University. The educator was traveling in Sleepercoach No. 25 from New York to Chicago on the Century.

"His courteous manner and exceptional efficiency were such that I believe they warrant being called to your attention," the Professor said.

* * *

The family of an elderly woman passenger have written to the Company to thank two members of Central's Police Department for attention and care given the lady. The woman was in a wheelchair and was assisted aboard the Century for her trip to Chicago.

Wrote her grateful family: "Our commendation is extended to the two uniformed policemen who not only helped in the kindest way, but showed understanding, patience and consideration. Our 70-year-old mother arrived safely in Chicago."



The Diesel – Then & Now

The technological step from the pioneer "oil-electric" locomotive (above) to the modern diesel-electric (below) is indeed a giant growth step for the Central. The "oil-electric" (circa 1924) boasted 301-horsepower and was developed jointly by General Electric and Ingersoll-Rand to show feasibility of this new motive power concept to American railroads. During the summer of 1924, Central used it to move freight cars on the West Side of New York City. The horse and rider alongside rode ahead to warn traffic (but wags of the day said they assisted in pulling the train). However, it was the dawn of an era. The giant U25B 2,500-horsepower diesel-electric locomotive (below) is typical of Central's motive power fleet of today. They operate in multiples of three and four units, furnish 7,500 to 10,000 horsepower, with 2,500 horsepower in each unit—a giant step if there ever was one.