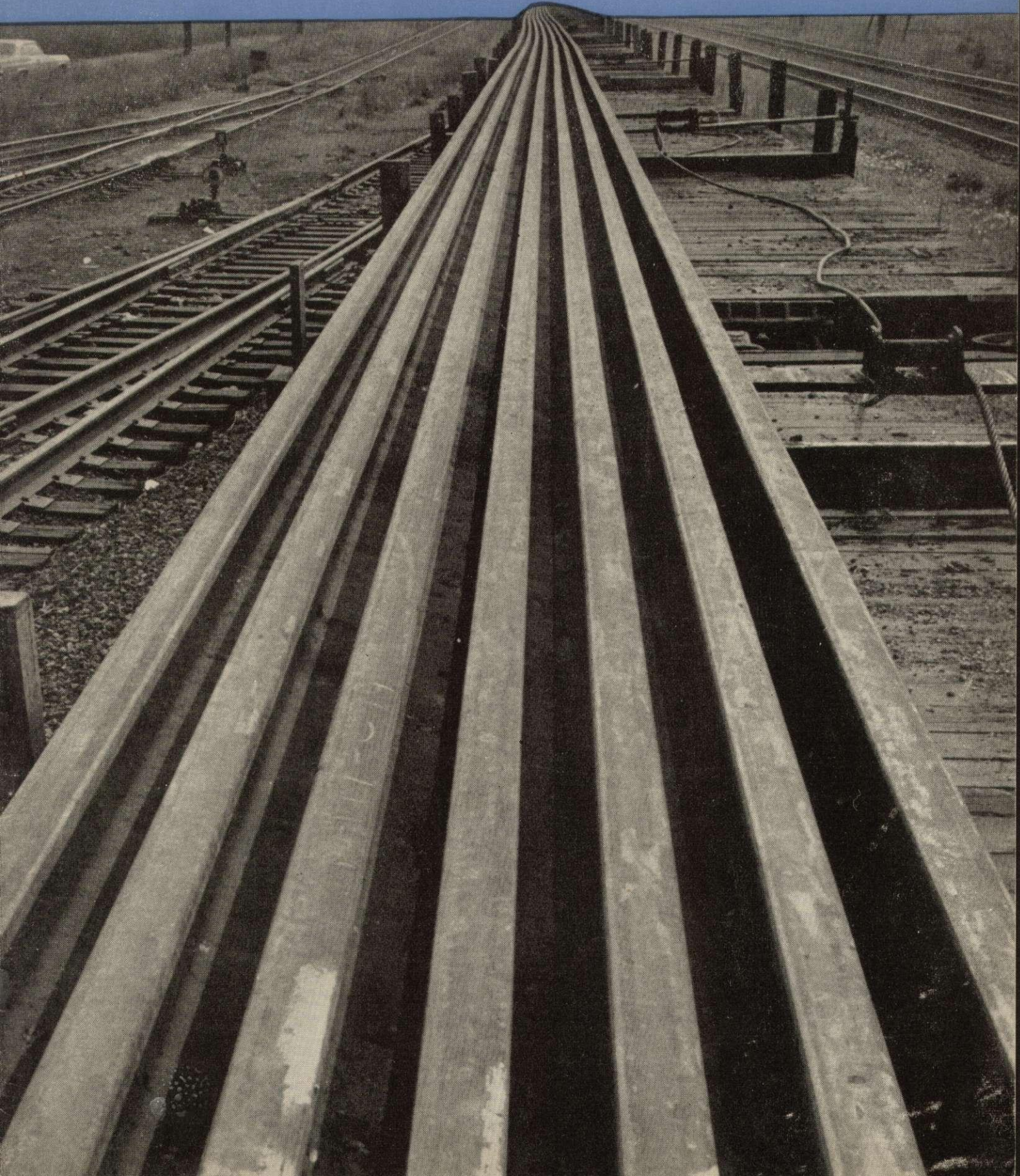


NEW YORK
CENTRAL
SYSTEM

Headlight

FEBRUARY • 1968



NYC-PRR Merger Gets Highball From U.S. Supreme Court

On Jan. 15 (just as this issue of the HEADLIGHT was going to press), the Supreme Court of the United States cleared the track for merger of New York Central and the Pennsylvania Railroad, six years after the two roads announced they had signed an agreement to seek merger. Following the high court's momentous decision, Stuart T. Saunders, Chairman of the Pennsylvania, and Alfred E. Perlman, President of Central, issued the following joint statement:

"We are, of course, gratified that the Supreme Court has cleared the way for merger of the Pennsylvania and the New York Central. We are preparing to put the Penn Central merger into effect at the earliest possible date consistent with the Court's order.

"Consummation of our merger will make it possible to extend early financial aid to the New Haven and to expedite its inclusion in the Penn Central System.

"We are happy to reach the end of the long, hard road which we have travelled for more than six years. Our merger sets the stage for completing the restructuring of the Eastern railroads into well balanced, competitive systems. Inclusion of the Erie Lackawanna, Delaware & Hudson, and Boston & Maine in the Norfolk & Western system is a part of this process.

"We will dedicate our efforts to the improvement of service in the 14 states and 2 provinces of Canada which the new system will serve. As savings from the merger are realized, we will be able to make greater commitments to the modernization of our system.

"The application of advanced marketing, technical and cybernetic research will enable us to provide better freight service, designed to satisfy the real needs of our customers. Better utilization of the combined freight car fleet with modern computers, and the elimination of time-consuming interchanges at common points are among the immediate advantages that will improve car supply to shippers.

"We are confident that we can create a new role for the Penn Central in mass high-speed transportation of passengers for intermediate distances in highly populated areas. We also will continue to work with federal, regional, state and local agencies to improve the commuter services that are indispensable to the New York and Philadelphia areas.

"The merger and the agreements we have made with labor will provide greater security and job opportunities for all our employees.

"Management of the Penn Central will be strengthened by combining the talents and experience of the officers of both railroads. In the past two years, we have developed a fine spirit of teamwork through frequent meetings between officials of the two companies. Their thorough and systematic planning will enable us to make a smooth transition to merged operations and expedite the realization of merger benefits to our patrons, our company and our stockholders."

Headlight

FEBRUARY, 1968

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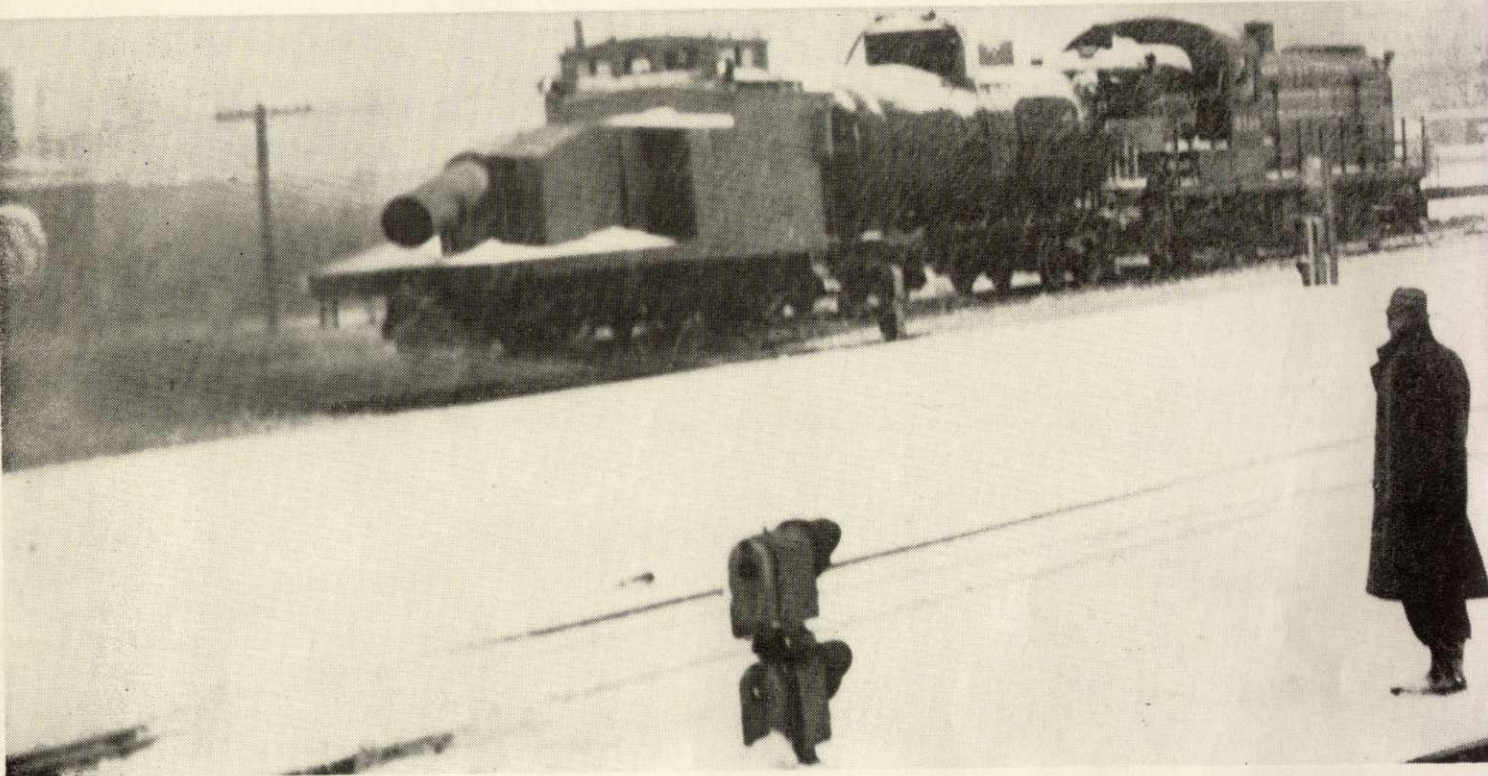
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THE COVER: The long view on today's New York Central includes these quarter-mile lengths of new welded rail which NYC crews have been installing. Each section of track is a quarter-mile, or 1320 feet long, compared with the old 39 foot section. (See story on page 6)

NYC GEARED TO FIGHT WINTER STORMS

Heavy snow and frosty temperatures make it tough to run a railroad, but NYC men put their shoulders to the plow and come through in good shape.



NYC's first jet snow blower did such a good job that improved units were acquired.

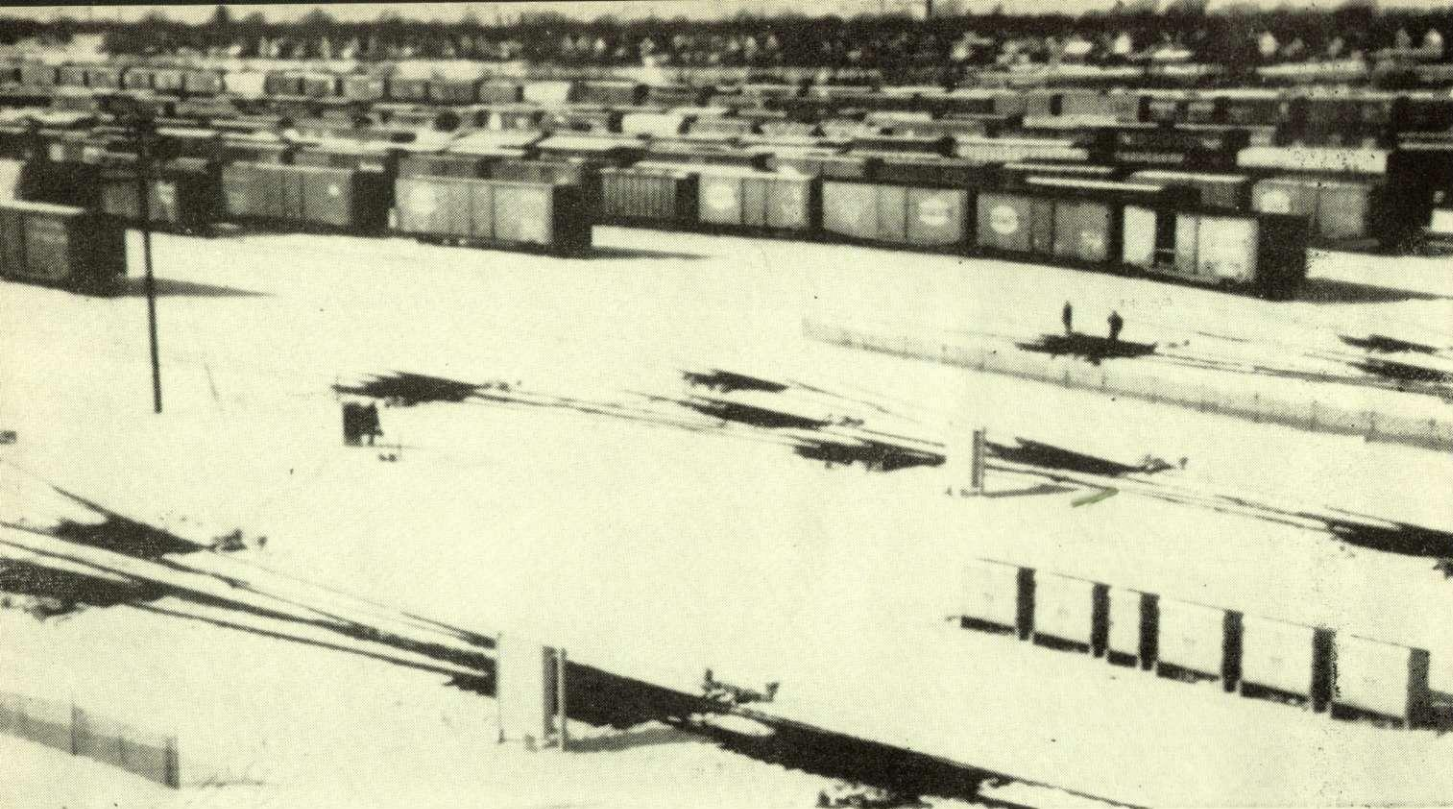
THE WEED BURNER (below) is a much used machine and it often is used behind the jet snow blowers.



» With the sled Santa brought him for Christmas junior may be yearning for plenty of snow this winter. The growing number of winter sports enthusiasts go right along with him, and so do camera fans who delight in capturing dramatic snowscapes on film.

For New York Central, however, snow is a costly and worrisome thing, and the railroad wouldn't mind at all if we had an "open winter." It's not likely to happen, though, in Central's territory. If it's a mild winter, snow removal may cost a million dollars. If it turns out to be a severe winter, the bill may run as high as two-and-a-half million dollars.

When winter storms blow in from Lake Erie, for example, bringing an average of 92 inches of snow annually, they do not catch New York Central people unprepared. With a century of experience in coping with snow



FRONTIER YARD is a critical snow area at Buffalo. Several lines of slat snow fence guard the retarder operation. Buried tanks hold a large supply of casinghead gasoline for use in melting snow.

and ice at places like Buffalo, Central has a well developed plan for dealing effectively with both light and heavy snowfalls. It is outlined in a *Snow Book*, a loose-leaf manual one and one-half inches thick. This book, which covers snow fighting on each operating district, is brought up to date after each winter as changing physical, equipment and personnel conditions necessitate. All Central people engaged in fighting snow are encouraged to make suggestions for inclusion in the *Snow Book*.

Lists all equipment

The *Snow Book* includes the names, titles, addresses and telephone numbers of all key personnel on the district and their duty periods. It lists the available railroad snow-fighting machines, giving for each of them the unit number, location, purposes for which it is to be used, whether the unit is equipped with two-way radio, a check list on how the unit is to be operated and precautions to be taken to avoid damage to the equipment. Clearance diagrams are shown for plows and flangers, as well as the wye locations where on-track equipment can be turned. Also shown are the names of all machine operators and the units they are qualified to work.

Other items listed include the locations of snow-problem areas, hot-box detectors and all underground railroad gasoline tanks. The names, locations and telephone numbers of local diesel

fuel oil dealers, employment agencies, food sources and approved contractors and their equipment are included. To complete its ready-reference versatility, the book includes maps that show the tracks and yards at all salient points on the district.

Get ready in September

District preparations for winter begin in August and September when the bolts in joints of welded rail are changed out. Drainage conditions are checked at switches to prevent possible ice blockage, and crossing frogs are surfaced. All foliage that might cause snow to pile up near switches and crossings is cut.

All materials needed for winter use are assembled by October at readily accessible locations where they won't get lost in the snow.

Snow equipment is inspected, repaired as necessary and tested, then sent to its assigned location for storage until needed.

One control headquarters

To minimize duplication of effort, conflicting instructions and overloading of line supervision with detail work, each department has its own central command headquarters. These report to the District Transportation Superintendent who in turn reports to the General Manager.

Thus, the Division Engineers report to the District Engineers; the Dispatch-

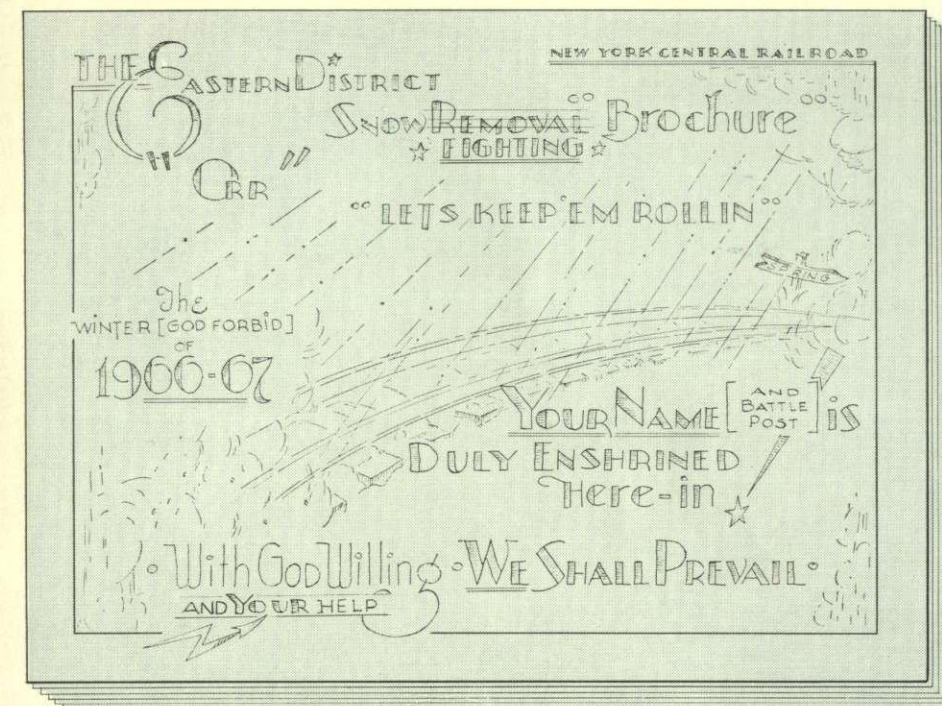
ers, Yardmaster and Transportation Superintendents to train operations at the district level; field communications and signal personnel to the District Engineer Communications & Signal; and the Diesel Terminal Foreman and Master Mechanic to the Mechanical Superintendent.

The District Engineer coordinates the distribution of the snow fighting equipment, manpower and supplies. He also decides from incoming reports if the severity of the storm warrants seeking outside help and if so, requests it. For a very severe storm, supervisory personnel is drawn from the New York general office as well as from other districts. The District Engineer also keeps informed on current snow conditions on the line, at interlocking plants and in yards, as reported by train riders and field personnel.

Similar organizations are set up at the division level. These also include personnel to handle crew calls, supply jet snow blowers with fuel, arrange for the lodging and feeding of snow forces. The purpose of this arrangement is to relieve the Track Supervisors of these details so they can devote their energies to the field forces.

Patrol track from trains

NYC men have found that it is not desirable to have men patrol the main tracks on foot or in on-track vehicles



FRONTISPIECE of the Snow Book has "do or die" spirit. This book, one and one-half inches thick, covers general plan for fighting snow storms on Eastern District.

during a storm. At best, this practice involves long, hard trips that are mostly unproductive. Instead, it assigns men to ride passenger trains and report conditions to control headquarters by radio.

Railroaders prove hardy

Winter is a time when NYC railroaders demonstrate their hardiness and devotion to duty in the public service by getting the trains through despite the weather's worst blows. It is a time when their job is made heavier because snow-bound highways halt motor transportation and stormy skies ground airplanes. There are many instances on the record when the railroad has been the only means of transportation functioning during and immediately after a storm.

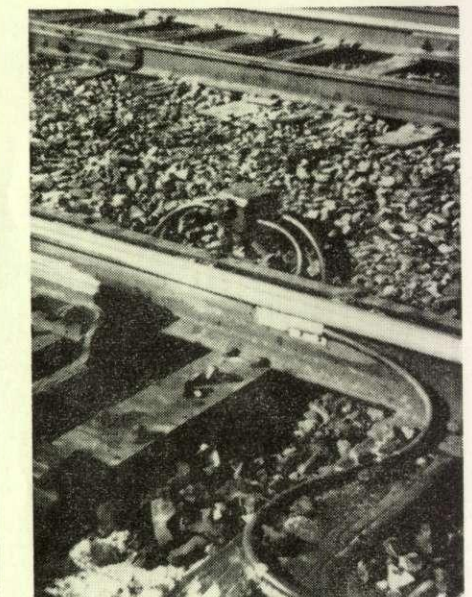
While the railroads continue to clear their tracks and terminals at their own cost, they are placed in the strange position of having to contribute as taxpayers to the funds used to pay for removing snow from highways and airports for their competitors' use.

Nevertheless, despite the blows of nature and man, New York Central railroaders stand ready to fight winter storms—with the latest mechanical devices, or with broom and shovel if necessary.

It is their perseverance and loyalty—working with the finest equipment to be had that upholds the Central's reputation as an all-weather carrier of people and goods. ■

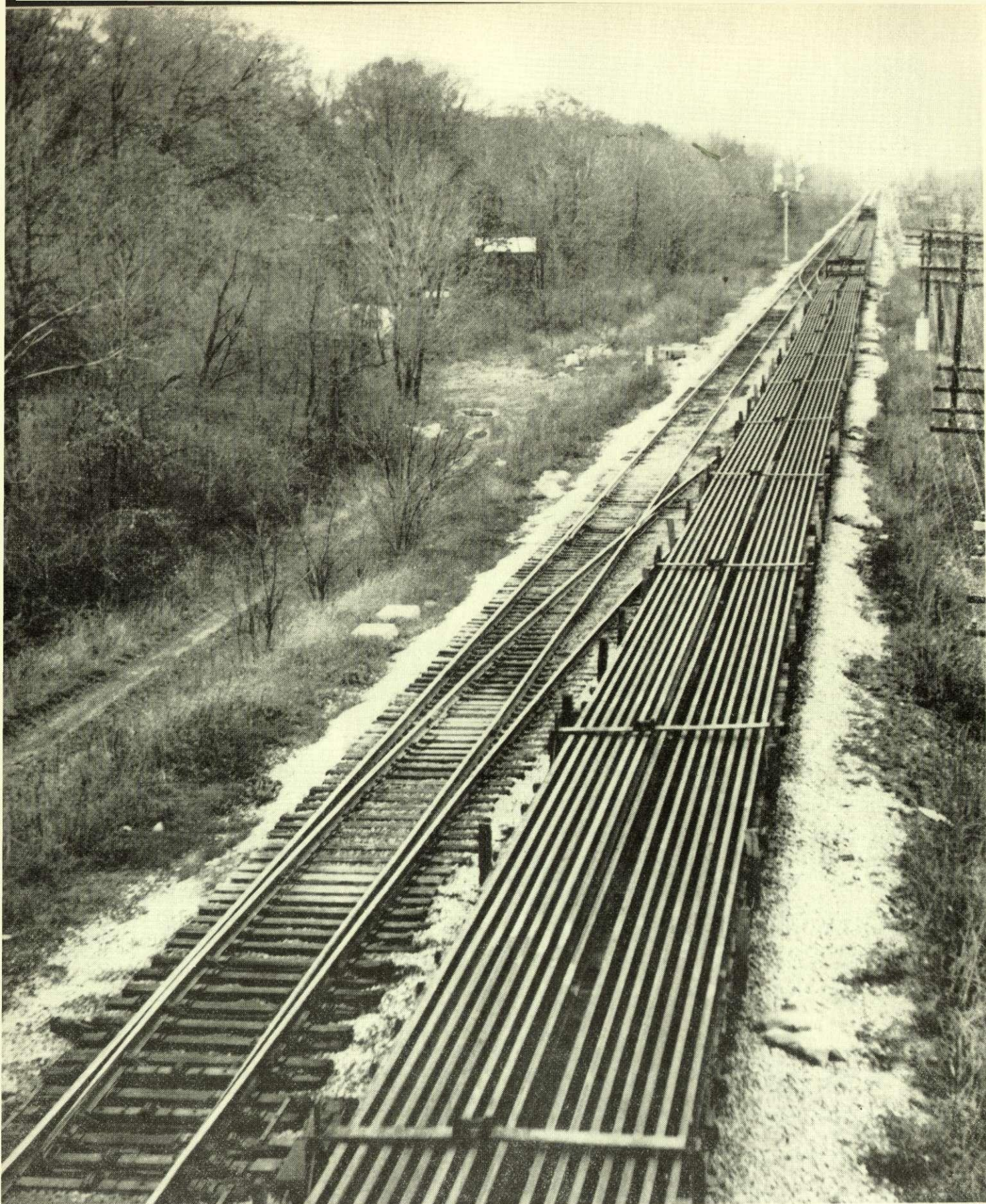


SNOW-MELTING CAN is indispensable for melting snow when high winds keep filling in the switch area.



ELECTRIC STRIP HEATERS are a development by NYC's Research Center and are used to protect all main-line switches.

RIDERS on switching locomotives are equipped with a Rem air-gun and a broom so that outlying industries can be served.



RIBBONS OF RAIL "The Road to the Future" in the vicinity of Anderson, Ind., and Bowling Green, O., has been resurfaced with welded rail. Here 15 ribbons of rail, each a quarter-mile in length, are transported to the Anderson site aboard a consist of 28 flat cars. Picture was taken from a signal tower at Taft Interlocking, south of Anderson.

New Welded Rail Smooths Southern District Runs

By Farwell C. Rhodes, Jr.

►► It's smooth sailing—'er railing—in NYC's Southern District.

The reason is approximately 14 miles of new welded rail installed at Bowling Green, O., and Anderson, Ind., by New York Central's System welded rail track crew, assisted by Southern District and Ohio Central Division engineering and maintenance-of-way forces.

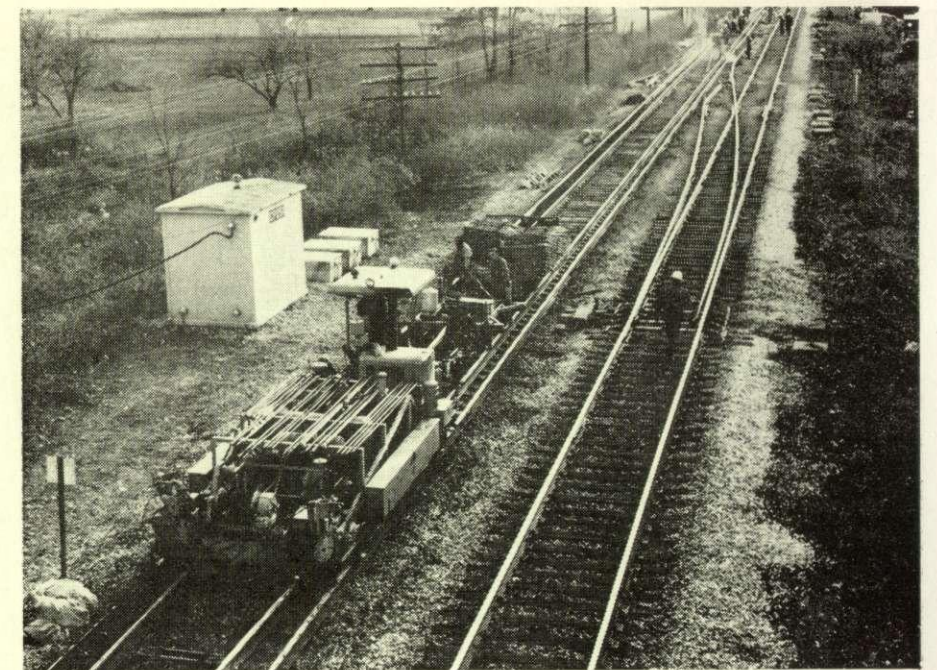
The new continuous rail is both smoother and quieter, eliminating the traditional clickety-clack sound made at rail joints, banished by the welding process.

The Anderson and Bowling Green projects posed some tantalizing problems in logistics and timing for Ohio Division Superintendent Robert J. Slater and his aides.

Both Anderson, population 49,061, and Bowling Green, 13,574, are county seat, college communities that generate almost continuous vehicular traffic over rail crossings. The trick was to schedule the rail-laying at the least congested hours, sidestepping so far as possible football week-ends, homecoming parades, business rush hours, industrial shift changes, etc.

This required numerous planning sessions involving NYC and city and county officials.

Anderson is the site of Anderson College, a 1,421-student college sponsored by the Church of God. It is the alma mater of Phyllis McGuire of the famous singing McGuire Sisters and also hometown of Carl Erskine, the ex-Brooklyn Dodger World Series pitching star who is now Anderson College baseball coach. Anderson is on NYC's Cleveland-St. Louis main line and is a thriving industrial center, site of Gen-



APPROXIMATELY 14 miles of new welded rail has been installed at Bowling Green, O. and Anderson, Ind. The new rail, weighing approximately 200 tons per mile, was shipped to the installation sites in "strings" of 1320 feet on 28 flat-cars. Both projects produced formidable statistics. At Bowling Green 116,640 new spikes and 81,000 rail anchors were used. At Anderson 61,440 spikes 42,700 anchors.

eral Motors' Guide Lamp and Delco-Remy Divisions, Anaconda Wire & Cable Company, Nicholson File Company and other leading industries.

Bowling Green has an even larger collegiate population. Enrollment at Bowling Green State University, once attended by Academy Award-winning actress Eva Marie Saint and TV notable Tim Conway, star of McHale's Navy, is 11,673. Bowling Green is on NYC's Columbus-Toledo line, which formed the western sub-division of the old Toledo & Ohio Central Railroad.

The Bowling Green installation was particularly complicated since it involved 18 street or highway crossings and ten rail turnouts. Track crews also were forced off the job nine and-a-half hours by bad weather, delaying the construction schedule and fouling up advance plans for crossing closings in some instances.

Superintendent Slater conferred at frequent intervals with Bowling Green Mayor F. G. Skibbie to work out the rail-laying schedule in co-ordination with city police plans for detouring traffic around blockaded crossings.

NYC traffic was detoured around Bowling Green via Berwick and Kenton, O. during part of the construction period. At Anderson, traffic was maintained satisfactorily on NYC's line through the downtown area while the welded rail program was progressed on the cut-off route via South Anderson Yard.

Each job employed a crew of approximately 100 men. The new 127-pound welded rail, weighing approximately 200 tons per mile, was shipped to the installation sites in sections or "strings" of 1,320 feet aboard 28 flat-cars.

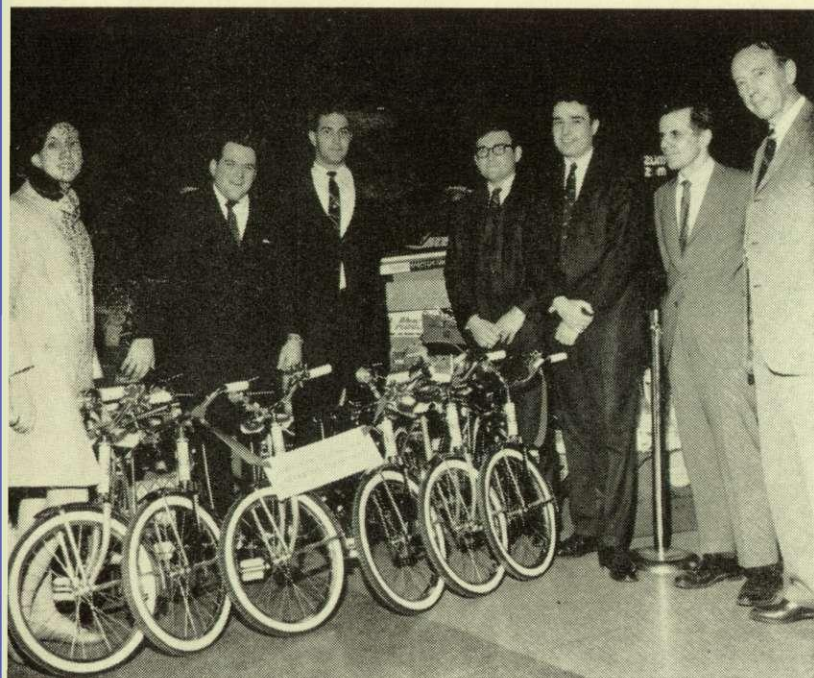
Installation on the Bowling Green project started south of Bowling Green near the village of Cygnet, progressing northward nine miles.

The Anderson job covered approximately four and three quarter miles from south of Anderson at Milepost 252 to Milepost 246.5 at South Anderson Yard.

Both projects produced formidable statistics. At Bowling Green 116,640 new spikes and 81,000 rail anchors were used. At Anderson 61,440 spikes, 42,700 anchors.

H. L. Robinson was superintendent of the System rail gang.

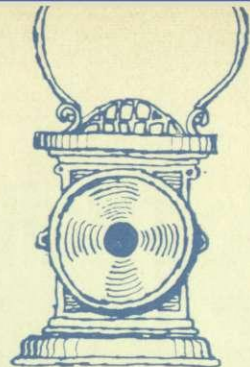
The Southern District was represented on both projects by General Manager Jeremy Taylor; District Engineer Harvey Alexander; District Engineer of Track William Baerthlein and District Methods Engineer Lloyd Canfield. In addition to Superintendent Slater, Ohio Central officials who assisted were Division Engineer Bruce Willbrant; Paul Metzger, division engineer of track; Russell L. Haag, signal supervisor, and Robert Kramer, assistant signal supervisor. Track supervisors were F. T. Morris at Bowling Green and Marvin Yoder at Anderson.



A MERRY CHRISTMAS TO ALL . . .
 was extended this Christmas, as numerous groups of NYC employees gave toys to needy children. Posing with some of the gifts in front of the giant tree in the lobby of New York's Pan Am Building are left to right: Mrs. Diane Bauer, Steve Kalick, Hank Poletto, Bill Fredericks, Dave Gunn, Gerry Bernard and Cliff Hudd, who acted as Santa Claus' helpers for the System headquarters Operation Department.



SEAL SALE CELEBRATION . . .
 The Columbus, O., Railroad Community Service Committee joined with the Columbus Chapter, National Association of Railway Businesswomen, and the Tuberculosis Society of Franklin County and Columbus to stage a Union Station brunch that publicized the society's annual Christmas Seal sale. Highlighting the festivities was a display of antique rail equipment and presentation of the first sheet of Christmas Seals to Columbus Postmaster Victor J. Bodish (second from left). Left to right: Mrs. Jane Wagner, Columbus letter carrier; Mr. Bodish; Mrs. Helen Gardner, New York Central Stenographer in the Columbus Freight Sales office; Columbus Mayor Maynard E. (Jack) Sensenbrenner; Spencer Rowan, NYC's Columbus Division Freight Sales Manager, and Tom Huston, Columbus letter carrier.



HEADLIGHT: HIGHLIGHTS



OPERATION CHRISTMAS SPIRIT . . .
 was theme used by the Railroad Community Service Committee of Greater Detroit to raise funds for Christmas activities. NYC's Northern District headquarters participated by putting a Christmas tree in the terminal and NYC employees donated the amount of money they would spend sending greeting cards to fellow employees. A single card with their name was then attached to the tree. W. W. LaCombe (left), District Personnel Assistant, who was the Chairman of the activity for Central, is assisted by Christine Walega who was tree hostess, in placing a card on the tree.



SANTA SPECIAL . . .
 Approximately 300 Beech Grove, Indiana first-graders were treated to a train ride, a visit from Santa and candy and gift, courtesy of the New York Central and the Beech Grove Businessmen's Association. Santa waves a cheery welcome to his youthful constituents as he arrives at Indianapolis Union Station aboard NYC's four-coach "Santa Special." The children boarded the train and were transported to the west entrance of NYC's Beech Grove Shops where they detrained for a parade down Main Street. Santa distributed candy and gifts en route. The children were escorted by members of the Beech Grove Jayshes organization.



COMMUNICATIONS WAS THE SUBJECT . . .
 of the Institute of Electrical and Electronics Engineers conference, sponsored by the Vehicular Technical Group. John D. Meehan (left), NYC's Project Engineer, Communications and Signals, New York, who was Technical Sessions Chairman, confers with Hon. Rosel H. Hyde, Chairman of the Federal Communications Commission. The three day conference on two-way radio communication problems heard technical papers presented by speakers from Copenhagen, London and Vancouver, as well as speakers from various U. S. cities. New York Central's Technical Research Center was represented by Leo Lombardo and C. E. Digby. Mr. Digby presented a paper entitled "A Locomotive Power Interrogator." He described a system used to indicate, via existing voice communication radio, activities of a number of switch engines upon command from the base station.



ALERTNESS WAS REWARDED . . .
 by the presentation of U. S. Savings Bonds to Ralph T. Eller (right), Locomotive Engineer, and Conductor Frank E. Luce (right center), both of Ashtabula, O. Shown making the presentations are Assistant Transportation Superintendent George R. Noffsinger now Assistant Terminal Superintendent at DeWitt, N.Y., and Trainmaster R. J. Hendrickson. The vigilance of Messrs. Luce and Eller prevented derailment or serious damage to shipments and cars while detouring trains over the Pennsylvania Railroad.

Employees Move Into New Posts on NYC

FREIGHT SALES DEPARTMENT

Thomas P. Halligan has been appointed to the position of Flexi-Van Sales Manager with headquarters in New York City.

Mr. Halligan started his Central career in 1944 with the Operating Department at New York. In 1959, he transferred to the Freight Sales Department in New York City. He subsequently held positions of Freight Salesman at Newark, N. J., and New York City, Assistant Manager, Flexi-Van Sales & Service at Buffalo, Division Freight Sales Manager, Rochester, Division Freight Sales Manager, New York, and Manager, Flexi-Van Sales & Service at New York, the position he held prior to his present appointment.



Thomas P. Halligan



Clarence P. Rahn

Clarence P. Rahn has been appointed to the position of Flexi-Van Sales Manager with headquarters in Chicago.

Mr. Rahn started his career with the NYC in 1941 at Chicago. In 1942, he was granted a leave of absence for service in the U. S. Army. He rejoined the Central in 1945 and after serving in various clerical positions he became Sales Representative in 1948; Perishable Agent, 1949, and in 1956 became Administrative Assistant to the Assistant Vice President. In 1958 he was appointed Manager, Flexi-Van Sales & Service at Chicago, the position he held prior to his present appointment.

J. A. Robert Smith has been appointed to the position of Manager of Flexi-Van Sales & Service with headquarters in New York City.

Mr. Smith, began his railroad career with the Canadian National Railway in 1957 and joined the NYC at Montreal in 1963. After serving in various clerical positions, he was promoted to District Freight Salesman at Montreal. In 1966, he was appointed Assistant Manager, Flexi-Van Sales & Service at New York City, the position he held until his present assignment.



J. A. Robert Smith



Victor R. Boettle

Victor R. Boettle has been appointed to the position of Manager of Flexi-Van Sales & Service with headquarters in Chicago.

Mr. Boettle began his career with the Central in 1963 as a Freight Sales Trainee. After the training program he was appointed District Freight Salesman, Minneapolis, Minn., and later moved to Chicago in the same capacity. He was then promoted to Assistant Manager of Flexi-Van Sales & Service at Chicago. Prior to his recent appointment he was District Freight Sales Manager, Richmond, Va.

EQUAL EMPLOYMENT OPPORTUNITY

The New York Central System, in its belief that its success as a company depends upon hiring the best qualified people, has a clear and firm policy of equal employment opportunity.

In keeping with this policy, the Company does not permit discrimination in recruitment, employment, compensation, promotion or any other aspect of employment because of race, creed, color, national origin, sex or age. The Company will take positive, continuing action to insure continued realization of this policy.

Frank P. Sherkus has been appointed to the position of Manager of International Flexi-Van Sales with headquarters in New York City.

Mr. Sherkus joined the NYC Freight Traffic Department in 1943. He served in various capacities until his promotion to Secretary to Vice President, Freight Traffic, in 1952. In 1956, he was appointed Administrative Assistant to the Director, International Freight Sales. Further promotions included Manager Grain Bureau; District International Freight Sales Manager; Assistant Manager of International Freight Sales; and Manager of International Freight Sales, the position he held until his present appointment.

William A. Newman has been appointed to the position of Manager of International Flexi-Van Sales, with headquarters in Chicago.

Mr. Newman began his career with the Central in the Freight Traffic Department at New York in 1934. He held various positions in the Freight Traffic Department until he joined the U. S. Army in 1942. He returned to the Central in 1946 as Foreign Freight Traffic Representative. He was subsequently appointed District Freight Sales Manager, Export-Import Agent, Foreign Freight Sales Manager, Assistant Director of Foreign Freight Sales at New York and Manager of International Freight Sales at Chicago, the position he held until his present assignment.



Frank P. Sherkus



William A. Newman

C. Fred Browning has been appointed to the position of Assistant Manager, Flexi-Van Sales & Service with headquarters in New York City.

Mr. Browning started his career with the Central in 1955 with the Operating Department in Oswego, N.Y. In 1956, he transferred to the Freight Sales Department in Syracuse. He subsequently held positions as District Freight Salesman in Baltimore, Md., and New York respectively until his recent assignment.



C. Fred Browning



Ronald A. Stahl

Ronald A. Stahl has been appointed to the position of Assistant Manager of Flexi-Van Sales & Service with headquarters in Cincinnati, O.

Mr. Stahl began his career with the Central in 1950, as a Passenger Representative at Cincinnati. In 1956, he transferred to the Freight Sales Department and in 1959, was promoted to Freight Salesman at Cincinnati, the position he held prior to his present assignment.

(Continued on page 12)

NYC Builds New Freight Yard at Evansville, Ind.

By Farwell C. Rhodes, Jr.

▶ New York Central has a new \$140,000 freight yard to serve the growing industrial complex of Evansville, Ind., Ohio River shipping and manufacturing center located near the tri-state junction of Indiana, Illinois and Kentucky.

The new yard, which has a capacity of approximately 200 freight cars, is located at the northeast edge of Evansville, adjacent to the Whirlpool Corporation Plant, one of the nation's leading appliance manufacturers. The yard also adjoins NYC's Evansville freight agency office. Both Whirlpool and the agency office are located on U. S. Highway 41.

The new yard is one of a series of capital and operating improvements made in recent months by NYC to increase efficiency and improve freight service in the Evansville and tri-state areas.

Other changes and improvements include:

1. Construction of a 6,300-foot spur track into a 155-acre industrial area being developed by NYC immediately east of the Whirlpool Plant. This new track cost \$121,000 and will serve future as well as existing industry.

2. Reconditioning of 25 miles of main line track north of Evansville to handle NYC's growing tri-state traffic.

3. Improvement of Evansville-area freight service with expedited connections to Evansville from NYC's Big Four freight classification yard at Avon, Ind., 12 miles west of Indianapolis. This was accomplished by pre-grouping Evansville-bound freight cars at Big Four Yard, electronically operated hump yard which is the main freight classification point on NYC's Southern District.

The new yard is actually the result of NYC's aggressive industrial development program in the Evansville area.

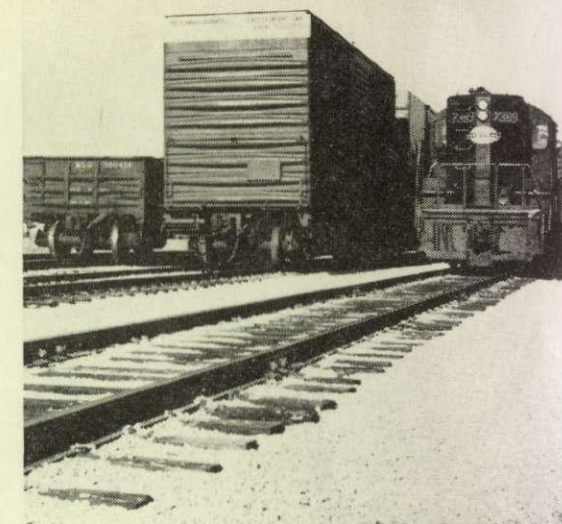
NYC industrial developers last year negotiated sale of a 30-acre section of Central's 155-acre industrial tract to Evansville Distribution Center, Inc. which built a new \$3 million public warehouse on the site. The new ware-

house has storage space equivalent to the combined area of 10 regulation-size football fields and is a major traffic generator. NYC is making an intensive effort to attract additional new industries to the remaining 125 acres available for development.

Evansville is served by two NYC lines, one connecting with Terre Haute and Indianapolis and the other connecting with NYC's Cairo line at Mt. Carmel, Ill. Evansville is an important NYC interchange point with the C & EI (Chicago & Eastern Illinois) and the L&N (Louisville & Nashville) railroads.

NYC's Evansville freight sales office, a part of the Cincinnati sales territory, is located in downtown Evansville (207 Three Twelve Building). John C. Emig is Division Freight Sales Manager and Elmon L. Francis is local Agent.

CENTRAL'S NEW LOOK AT EVANSVILLE
New York Central's new 200-car yard at Evansville, Ind., cost \$140,000.



CAR CONSIST CONFEREES . . . Confering over train consist sheets in the Evansville freight agency office are left to right: John C. Emig, Division Freight Sales Manager; Elmon L. Francis, Agent, and Don Wyatt, Car Control Clerk.

NYC Athletic Association Plans Two Trips for 1968

The New York Central Athletic Association has scheduled two trips for 1968.

1. See Hawaii and all the islands.
 - 2 Weeks—2 departures
 - Leave New York June 8* and July 20, 1968

COST—\$579 per person.

*\$20.00 less for June 8 departure.

2. Norway — Sweden — Denmark — Scotland — Ireland —
 - 22 days
 - Leave New York August 11th
 - Return New York Sept. 1st

COST—\$749 per person.

Reservations are being accepted on first-come, first-served basis and details on the tours, and applications, should be requested from:

Robert Chevlowe
New York Central Athletic Association
466 Lexington Avenue
New York, N. Y. 10017

PUBLIC RELATIONS AND ADVERTISING DEPARTMENT

Kevin H. Hannon has been appointed to the position of District Public Relations Director for NYC's Eastern District with headquarters at Syracuse, N. Y.

Mr. Hannon replaces John E. Salter, who is now Manager of News Services at New York. Mr. Hannon has been Director of Public Relations for the Syracuse and Onondaga County Chapter, American Red Cross, since July of 1965. He also was Director of Information for the Onondaga County Bar Association.



Kevin H. Hannon

James L. Tuman has been appointed to the position of Public Relations Representative with headquarters in New York City.

EASTERN DISTRICT

Larry A. Kaufer has been appointed to the position of Transportation Superintendent of the Boston and Albany Division with headquarters in Springfield, Mass.

Mr. Kaufer joined the Central as a Freight Transportation Inspector in New York City in 1963. His career on the NYC has included assignments as

a Road Brakeman, Locomotive Fireman, Supervisor and Inspector of Claims Prevention, Trainmaster and Supervisor of Track of the Syracuse Division, the position he held prior to his present assignment.



Larry A. Kaufer



Charles W. Cox

Charles W. Cox has been appointed to the position of District Industrial Engineer with headquarters in Syracuse.

Mr. Cox started with the Central in 1944, at Albany, N. Y. as a Laborer-Clerk in the Mechanical Department. After serving successively as Special Apprentice at West Springfield, Mass., Equipment Inspector at Toledo, O., Assistant Supervisor, Diesel Record Bureau at Cleveland, Transportation Assistant at Cleveland, and Assistant Trainmaster at Cincinnati, O., he was appointed Trainmaster at Anderson, Ind. in 1956. Later that same year he moved to Indianapolis as Special Assistant to Division Superintendent and in 1958 became Systems and Procedures Analyst. He then became Freight Transportation Inspector, Assistant Supervisor of Train Operations, Office Supervisor, Industrial Engineer and Senior Industrial Engineer and in 1966 was appointed Supervisor of Car Utilization Systems, the position he held prior to his present appointment.

George R. Noffsinger has been appointed to the position of Assistant Terminal Superintendent for the Syracuse Terminal located at DeWitt, N.Y.

DESPATCH SHOPS, INC.

Ronald J. Bodnar has been appointed to the position of Vice-President and Auditor with headquarters in East Rochester, N. Y.

Mr. Bodnar joined the New York Central in 1963 as an Internal Auditor in New York City, he held various positions in the Comptrollers office, and in 1967 he became Manager of Accounts for Despatch Shops, the position he held prior to his present appointment.



Ronald J. Bodnar

Chicago Named "Trailsea City" As Link in Container Transportation Chain

The United Cargo Corporation (UCC) will use the New York Central's facilities at its "Trailsea" terminal in Chicago for the first link in through container service to overseas destinations.

By using Chicago as a "Trailsea" terminal, a term denoting a new way of moving cargoes in container by interchanging from one mode of transportation to another; **Trailer** and **Rail** for land transport, and **Sea** for ocean transportation, it links the midwest for the first time directly by a container service to more than 200 UCC terminals in 26 countries.

"Trailsea" service will use the facilities of NYC, tying into the Central's domestic and international Flexi-Van program. The service will utilize Central's Super-Van service under Plan V.

To facilitate this new service, UCC has designated as its Chicago "Trailsea" terminal the facilities of Western Transportation Co., a road carrier in the midwest.

Protect Children From Fire

By Frank Manganaro
Chief of Fire Protection & Prevention
Security Department

One in every five fire victims is a child under five. What can you do to protect your child from fire?

- Never leave children home alone. They're helpless to escape fire that they themselves often start when left untended.

- By the same token, always keep matches and lighters far out of reach of youngsters.

According to the records of the National Fire Protection Association, these are two of the major causes of child fire deaths.

- Watch out for situations where the child's clothing might catch fire.

In the home, that means not being allowed to play near stoves and furnaces. Outdoors, be wary of bonfires and field fires for this reason.

- For the child's sake, be sure his party costumes and decorations are flame-proofed. And no candles, ever; give him a flashlight or electric candle instead.

Play it doubly safe. Teach your child to do the right thing if his clothes should ever catch on fire; tell him not to run, but to lie down at once and roll over slowly to smother the flames—in a rug, blanket or coat if available. **REMEMBER FIRE PREVENTION IS YOUR JOB TOO!**

Responsibility accounting system installed on NYC

► Central is installing a brand new accounting system which will make much greater use of computers for efficiency and accuracy.

Called Responsibility Accounting, it means that every dollar spent by the railroad will be tagged to a set of code numbers indicating who spent the money and for what purpose.

In addition to standard code numbers assigned to such routine items as crew costs or switching charges, costs such as special training sessions, derailment repair, etc., will be given special codes. This will allow costs for all activities of the Central—both payroll and material—to be easily segregated and controlled. Previously, every department had its own set of codes plus special code numbers for labor and other numbers for material. This made figuring the total cost of any particular project very difficult.

Responsibility Accounting means that rather than a weekly pay document being prepared manually by payroll clerks, a daily or weekly IBM card will be issued to everyone on the Central.

Computers will have prepared the cards in advance with such information as the employee's name, number, union affiliation, ICC occupation code, pay rate, date, responsibility center number, etc.

Thus, where the old system showed only basic pay information, the IBM card will also indicate accounting distribution information assuring not only that proper payment be made for work performed, but also that the payment be charged to the proper accounts.

The new system is being installed jointly by Central's Accounting and



AT TRAINING SESSIONS, team of instructors consisting of Frank Baker, Francis Burns, Maurice Butler, Donald Carlin and Gilbert Markbein explain in detail new payroll timecard and material forms.

Operating Departments in anticipation of the merger with the Pennsylvania Railroad, which already uses Responsibility Accounting.

The project was initiated by a study team headed by Clem Comly for the PRR and George Jacks for Central. This joint project committee spent three months in Philadelphia in early 1966 reviewing the PRR's system and determining what changes would have to be made to install Responsibility Accounting on the Central.

The Central was represented by Charles Lindberg, Manager of Advanced System Development; Travis Cawood, Chief Systems Analyst; Ralph Willie, Manager of Disbursements; Ray Schaufele, Chief Inventory Auditor; William Nicoll, Chief Payroll Inspector and Frank Ball, District Supervisor of Cost Control.

After the systems review and design in Philadelphia, the NYC team returned to New York to begin the programming and compilation of basic data for the new system. The committee worked on this phase during the spring and summer of 1966.

The actual changeover was begun in September, 1966, with the train and engine crew reporting system. The crew timeslips now in use on Central conform to the timeslips in use on the PRR and timekeeper coding is the same on both railroads so that timekeepers will be able to code time anywhere on the merged railroad.

Subsequent to the change in train

and engine crew reporting, the New York District reporting for all other payroll and material was converted to the new system.

The New York District changeover was accomplished by means of meetings with all foremen and other supervisors in the Districts. At the training sessions, a team of instructors consisting of Frank Baker, Francis Burns, Maurice Butler, Donald Carlin and Gilbert Markbein explained in detail the new payroll timecard and material forms.

Coordination with the Operating Department was handled by a representative assigned by each department. John Yanarella represented the Maintenance of Way Department; George Ferris represented the Equipment; and Robert Matteson represented the Transportation and Stores Departments.

The New York District installation, when completed in April of 1968, will provide an entire new management information and reporting system. The new system will provide management with weekly reports on both material and labor expenditures by location and type of expenditure.

Due to the interest and diligence of the New York District personnel, the new system is being installed in New York with very few problems and great accuracy on coding.

In February, the installation is being started in the Southern District and will continue into the other Districts during the course of the year. ■



FOND FAREWELL is given Arthur A. Meyer (left), Assistant Passenger Sales Manager, Cleveland, as he receives retirement certificate from Clifford G. Pelletier Passenger Sales Manager, N.Y., after 50 years' service with the NYC.



"FAMILY TREE" Plaque is presented William A. Shea (left), Assistant to the General Manager, by Edward L. Claypole, General Manager, Cleveland, after 49 years' service. Shea family has 275 years with NYC.



Compiled by Lawrence A. Bresee, Manager of Employee Benefits

NEW YORK DISTRICT

Biles, R. L., Sleeping Car Porter, New York
Bonahue, M. J., Conductor, Hudson Division
Brooks, H., Red Cap, Grand Central Terminal
Dietrich, E. G., Oil Barge Captain, Weehawken, N.Y.
Eades, P. W., Porter, Millbrook, N.Y.
Fleming, C. B., Assistant to VP Special Projects, New York
Forbes, H. C., Barge Captain, Weehawken, N.Y.
Grupe, H., Carman, Grand Central Terminal
Haigh, C. B., Marine Accountant, Weehawken, N.Y.
Hannay, Jr., G., Passenger Conductor, New York
Johnson, R. L., Stevedore, Weehawken, N.Y.
Jones, H. P., Master, River Division
Joseph, W. E., Brakeman, Kingston, N.Y.
Kelley, H. C., Road Brake-man, Selkirk, N.Y.
King, J. H., Steward, Buffalo
Marsch, W. P., Electrician, New York
McCreary, J. A., Fireman, New York
O'Connor, J. J., B&B Ironworker, Mott Haven, N.Y.
Satzuk, I., Car Cleaner, Grand Central Terminal

EASTERN DISTRICT

Allen, C. W., Laborer, Oneida, N.Y.
Applebey, A. C., Engineman, Corning, N.Y.
Bonzerrato, F. D., Assistant Stationmaster, Syracuse
Burke, W., B&M Trucker, Syracuse
Cirando D., Foreman, East Syracuse
Condon, S. V., Clerk, Buffalo
Cook, F. M., Clerk, Selkirk, N.Y.
Crawford, E. P., Chief of Reclamation Department, Buffalo
Dickie, R. C., Brakeman, East Buffalo
Dudley, C., Machinist, East Rochester Car Shop
Eskhardt, C. V., Key Punch Operator, Buffalo
Finneran, H. C., Assistant General Yardmaster, Mott Haven, N.Y.
Foti, J., Laborer, East Syracuse, N.Y.
Gauthier, H. M., Sheet Metal Leader, West Springfield, Mass.

Gianvecchio, J., Laborer, East Rochester Car Shop
Gotts, S. M., Clerk, Niagara Falls, N.Y.
Haggett, H. J., Signal Foreman, Batavia, N.Y.
Hallowell, W. C., Yard Conductor, Buffalo Division
Harris, C. F., Yard Brake-man, Albany, N.Y.
Hughes, C. O., Special Clerk, Buffalo
Hull, R. D., Crossing Watchman, Troy, N.Y.
Jaskier, W. J., Inspector Repairer, Grand Central Terminal
Keeler, D. D., Signal Maintainer, Rochester, N.Y.
King, J. P., Engineer, Syracuse Division
Koleci, V. P., Stevedore, Selkirk, N.Y.
Kreutter, G. J., Electric Worker, Buffalo
Lambeth, B., Yard Brake-man, Seneca, N.Y.
Lanahan, E. J., Crossing Watchman, Troy, N.Y.
Lane, H. J., Chief Operator, Boston
Lawyer, W. P., Attendant, Troy, N.Y.
Martin, B., Leverman, Buffalo
McGrath, W. E., Relief Cross Watch, Troy, N.Y.
McGraw, E., Train Crew Dispatcher, Selkirk, N.Y.
Milligan, J., Laborer, Selkirk, N.Y.
Nash, E. P., Machine Operator, East Rochester Car Shops
Pekary, H. J., Signal Helper, Grand Central Terminal
Petersen, C. E., Sheet Metal Worker, Utica, N.Y.
Roderick, G. D., Switchtender, DeWitt, N.Y.
Sorsone, J., Brakeman, Buffalo
Stacy, A. H., Electric Crane Operator, East Rochester Car Shop
Stevens, R. L., Foreman, DeKalb, N.Y.
Wilcox, W. P., Yard Clerk, St. Thomas, Ont.
Zamrok, L. J., Carman, Buffalo

WESTERN DISTRICT

Baxter, R. H., Passenger Sales Representative, Chicago
Bortz, L. C., Yard Clerk, Niles, Mich.
Cervantes, E. J., Laborer, Toledo, O.
Crawley, E. L., Waiter, Chicago
Donahue, J. P., Yard Clerk, Toledo, O.



JOSEPH MARSALA (center), Machinist, Harmon Shop, is congratulated by R. L. Kohl (left), General Superintendent of Shop and R. F. Kent, Local Chairman for Machinists Organization.



BEST WISHES were extended Lawrence G. Winegar (center) Manager Communications Center Cleveland, by John H. Sawyer (left), District Engineer and R. W. Mathews, Field Engineer.



LT. MORGAN J. CRONIN (left) from Indiana Harbor Belt RR, receives retirement star from Robert W. Stone, Inspector of Police for the IHB at Hammond, Ind.



CONGRATULATIONS were in order as Lillian L. Lyons (right), Secretary receives her retirement certificate from John H. Hildenbiddle, Director of Industrial Engineering.



FOND FAREWELL is given William C. Harsh (left), Chief Chemist in the Technical Research Center in Cleveland, by J. J. Wright, Director of Technical Research.



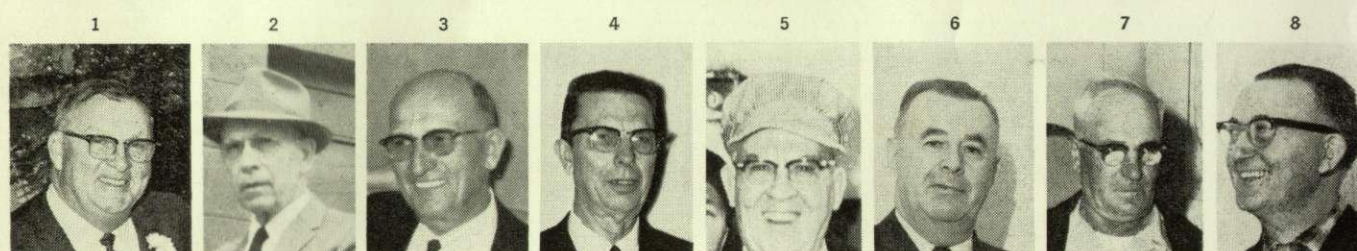
ARTHUR F. HAGY (left) Supervisor of Car Maintenance-Passenger, receives retirement certificate from James H. Heron, Assistant Vice President of Equipment.



WILLIAM R. MAIN (right) Assistant Vice-President Passenger Sales & Service presents retirement certificate to Otto W. Eisele, his Administrative Assistant, who has served the NYC for 50 years. Looking on are his two sons, Otto Jr. and Donald, both former NYC employees.



CENTURY AND A HALF WITH CENTRAL A trio of Stores Department employees at Beech Grove Shops (Ind.) retired recently with a combined 144 years of New York Central service. Left to right: Joseph L. Jackman, General Foreman, 48 years' service; Harry C. Waterman, Storekeeper, 50 years'; Harry E. Ferguson, Chief Clerk, 46 years', and Wayne A. Roberts, General Storekeeper for the Southern District who extended the retirees an official farewell.



1. **A. R. Terrill**, Assistant Superintendent, Indiana Harbor Belt Railroad, Gibson, Ind. 2. **C. C. Cast**, Clerk, Elkhart, Ind. 3. **M. A. Motter**, Bridge Inspector, Western District. 4. **John A. Farquer**, Assistant Chief Dispatcher, Illinois Division. 5. **Frank Campbell**,

Engineer, Eastern District. 6. **P. V. Sullivan**, Trucker, 33rd Street Freight Service Center, New York. 7. **Anthony Colucci**, Wreck Master, Cleveland. 8. **Dominic Capucci**, Leading Signal Maintainer, New York.

GOLD PASSES AWARDED TO 50 YEAR VETERANS



L. C. EDINGTON (R), Engineman, Toledo Division received Gold Pass from R. W. Stonecypher, Toledo, O. Mr. Edington is still on the job.



FRANCIS J. CAMP (C), Machinist, DeWitt Diesel Terminal, receives Gold Pass from M. J. Chandler (L), Shop Manager, as M. Sudol, Shop Supt., looks on.

Etheridge, F. S., Clerk, Waterloo, Ind.
Flanagan, V. E., Conductor, Cleveland
Grega, Jr., F. J., Carman, Cleveland Union Terminal
Gutmann, L. A., District Statistician, Cleveland
Jensen, J. P., Carpenter, Englewood, Ill.
LaRosa, H. H., Brakeman & Conductor, Buffalo
Lowery, G. E., Yard Conductor, Cleveland
Mahan, C. M., Crossing Watchman, Whiting, Ind.
Matson, H. W., Machinist, Collinwood Diesel Locomotive Shop
Maue, A. D., Car Stower, Chicago
Miner, W., Waiter, Chicago
Mongillo, J. J., Baggage-man, Ashtabula, O.
Moreland, M. N., Yard Conductor, Cincinnati, O.
Novotny, J., Inspector and Repairer, Cleveland
Rolkosky, M. E., Machinist, Collinwood Diesel Locomotive Shop
Turton, A., Engineman, Buffalo

Lewis, M. C., Road Brake-man, Mt. Carmel, Ill.
Long, H. T., Crew Caller, Indianapolis
Lynn, M. W., Carman, Beech Grove Car Shop
McNew, J. W., Tractor Operator, Beech Grove Locomotive Shop
Neller, G. A., Conductor, Ohio Division
O'Connor, L. S., Machinist, Sharonville, O.
Pellum, A. V., Coach Repairer, Beech Grove Car Shop
Reighard, L. C., Clerk, Columbus, O.
Retzolk, A. F., Clerk Stockman, Urbana, Ill.
Robinson, P. T., Locomotive Fireman, Bucyrus, O.
Skojac, A., Machinist, Beech Grove Loco Shops
Smith, L. E., Conductor, Cleveland
Stroupe, G. D., Audigage Operator, Columbus, O.
Swartz, A. C., Patrolman, Indianapolis

PITTSBURGH & LAKE ERIE

NORTHERN DISTRICT

SOUTHERN DISTRICT

Bailey, C. E., Car Inspector, West Columbus
Cole, R. M., Freight Conductor, Cleveland
Ester, A. C., Supervisor of Track, Wabash, Ind.
Fitch, V. E., Yard Conductor, Indianapolis
Fultz, J. J., Carman, Beech Grove Car Shop
Haldeman, H. E., Assistant Foreman, Avon, Ind.
Hall, A. R., Chief Clerk, Anderson, Ind.
Homan, E. M., Stenographer, Cincinnati, O.
Jenkins, F. C., Locomotive Engineer, Indianapolis, Ind.
Kelly, C., Machinist, Dickinson, W. Va.
Latta, L. C., Engineman, Springfield, O.
Leffel, V. S., Locomotive Fireman, Springfield, O.

Bergquist, J. C., Head Clerk, Detroit, Mich.
Braut, M. B., Clerk, Detroit
Clark, W. F., Clerk, Pittsburgh, Pa.
Cleyer, H. J., Locomotive Engineer, East Youngstown, O.
Davis, J. E., Trainman, East Youngstown, O.
Estock, P., Punch & Shear Operator, McKees Rocks, Pa.
Gill, T. J., Traveling Car Inspector, Pittsburgh, Pa.
Goven, T. S., Mechanic, McKees Rocks, Pa.
Harig, A. K., Cleaner, Pittsburgh, Pa.
Hodder, G. H., Trainman, McKees Rocks, Pa.
Cook, C. R., Clerk, Kalamazoo, Mich.
Elliott, H. L., Clerk, Detroit
Elliott, E., Bridge Tender, Welland, Ont.

Johnston, V. K., Crossing Watchman, McKeesport, Pa.
Keeler, S., Locomotive Engineer, McKees Rocks, Pa.
Korby, F., Trainman, Monessen, Pa.
Ludmann, N. F., Pipefitter, McKees Rocks, Pa.
McNeal, M. R., Trainman, Pittsburgh
Thompson, H. M., Signal Maintainer, Pittsburgh
Williams, C., Foreman P&LE Waterford, Ont.

INDIANA HARBOR BELT

Doolin, L. J., Chief Clerk, Gibson, Ind.
Karch, A. F., Assistant Foreman, Blue Island, Ill.
Wallace, B. V., Yard Clerk, Chicago
Woodard, G. E., Yardman, Argo, Ill.

NYC Board Resolution Praises Central People

At its January meeting the Board of Directors
of the New York Central adopted
the following resolution:

WHEREAS, a unanimous decision of the Supreme Court of the United States of America on 15 January, 1968, has made it possible to consummate the long proposed merger of The New York Central Railroad Company and The Pennsylvania Railroad Company, and

WHEREAS, the Penn Central merger is expected to be carried to completion at an early date, and

WHEREAS, the merger will bring to a close an era in the history of American transportation in which the New York Central has played a prominent and proud role, and

WHEREAS, from the effective date of the merger, The New York Central Railroad Company will cease to exist and operate as a separate entity and will become part of a new company,

THEREFORE BE IT RESOLVED, that the Directors of The New York Central Railroad Company, on behalf of the shareowners whom they represent, as well as personally, express to all the men and women of the Central, of all ranks and stations, appreciation for the enthusiasm and conscientious efforts they have put forth as their contribution to the past successes of The New York Central Railroad, and

BE IT FURTHER RESOLVED, that a special expression of appreciation be extended to Alfred E. Perlman, whose outstanding leadership as President of The New York Central Railroad Company over a period of nearly fourteen years, together with his vision and application of sound and modern management principles, has resulted in the development of an organization of people and plant which has achieved world-wide fame as a major force in the transportation industry, and

BE IT FURTHER RESOLVED, that expressions of good will and wishes for equal success in the future be extended for Mr. Perlman and all others who will participate in the building of the new Penn Central Company, and

BE IT FURTHER RESOLVED, that this resolution be spread upon the minutes of the meeting of the Board of Directors of The New York Central Railroad Company held on 18 January, 1968, and that a copy, suitably engrossed, be presented to Mr. Perlman.
