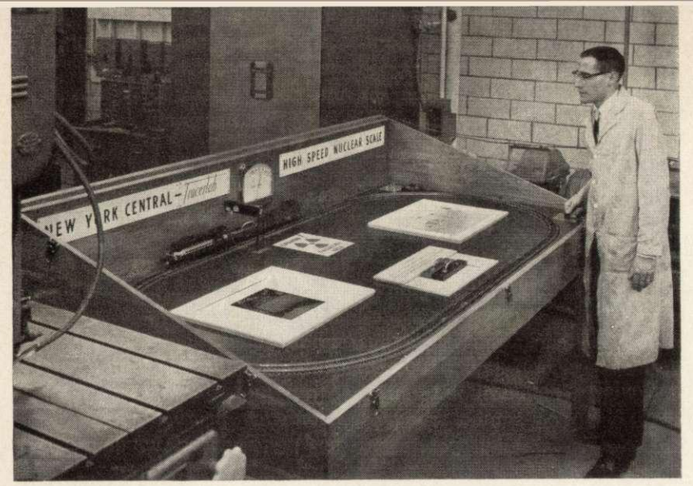
NEW YORK Central

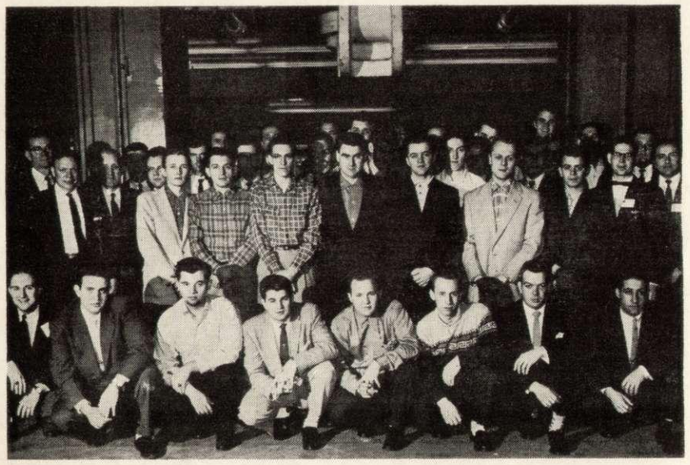
Headlight

MARCH 1959



Headed for Japan . . .

complete with electric train, scanning bridge and radioactive source, this working model of New York Central's atomic scale will be placed on exhibit by the U.S. Atomic Energy Commission at the International Trade Fair in Tokyo next May. Richard L. Shackson, Research Engineer at NYC's Collinwood, O., Technical Research Center, operates the model. The weight of the tiny gondola car is recorded on the dial above the train. Tracerlab, Inc., has assisted the Central in development of the atomic scale.



Central apprentices . . .

at Cleveland recently were guests of National Malleable & Steel Castings Co. in that city for a tour of the Technical Center of the railway supply firm. During their day-long visit to the center the Central men heard talks tracing the history of railroad trucks from the arch bar trucks of the 1800's to the cast trucks of modern railroad cars, and also tracing the modern tight-lock coupler in its evolution from the days of the link-and-pin. Among the machines demonstrated for the NYC visitors was the testing machine in the background of this photograph. One of the biggest of its kind in the country, it is capable of exerting a million pounds of pressure or stretch on materials under test. In the second row (from left to right) at the left side are G. J. Chegin, Manager of Technical Services for National Malleable; G. L. Zeider, Superintendent of NYC's Collinwood, O., Diesel Shop; and George L. Churcher, Supervisor of Training in the Central's Mechanical department. Men wearing badges are National Malleable employes who served as guides during the tour.

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THE COVER: Central men in supervisory jobs have been attending a series of meetings designed to bring them up to date on improvements in the appraisal process through which they can keep tabs on their performance. For more about these sessions, see page four.

Headlight

MARCH, 1959

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NEW YORK Central NEWS BRIEFS

FREIGHT CAR FLEET . . .
of the Central will undergo intensive modernization, including purchase of 2,000 new hoppers and an accelerated schedule of reconditioning older cars.

New car orders include 500 self-clearing 70-ton hoppers for the Pittsburgh & Lake Erie, which earlier had placed an order for 500 of these cars. In January the Central ordered 1,000 hoppers. Total cost of all the new freight equipment is estimated at $17 million. The new freight cars will be built at NYC's East Rochester, N. Y., Shops.

NYC has also stepped up heavy repair work at Beech Grove, Ind., Shops, near Indianapolis. Daily schedule there calls for reconditioning of 15 box cars and ten hoppers. Work force at Beech Grove has been increased by approximately one-third to handle the assignment.

As part of the Beech Grove program, 200 cars are being fitted with special equipment to insure damage-free transport of material for the automobile industry. Skids, cross bars and shock-absorbing springs are being installed on 100 flat cars to cradle coil steel. Protective hoods for the coils will also be placed on the cars. In addition, load retaining devices will be built into 100 box cars to guard fragile shipments from damage.

• • •

"TREMENDOUS ASSIST" . . .
is the phrase of U.S. Air Force, describing help of nation's railroads. Lt. Gen. J. H. Atkinson, Commander, Air Defense Command, wrote to Association of American Railroads to express his own and the Air Force's appreciation of contribution of the American railroad industry to the success of the work of the Ground Observer Corp., which will be discontinued now that radar defense warning system is more widespread. The railroads, wrote Gen. Atkinson, "gave more to the air defense system than any other single unit of the nation's industrial resources." Many railroad employes (including NYC people) have served as ground observers in this defense program. "I do hope," wrote the General, "that, through your organization, these expressions of appreciation will eventually reach all the railroad people for whom they are meant. I would like them to know that the Air Force recognizes a great debt of gratitude which it can only discharge by saying a very sincere 'thank you.' "

• • •

INCOME TAX TIME . . .
is rapidly approaching once again. The Railroad Retirement Board reminds persons who received retirement and survivor benefits under the Railroad Retirement Act during 1958 that such payments are NOT subject to federal income tax. Instructions accompanying form 1040 (U.S. individual income tax return) state that benefits under the Railroad Retirement Act should not be reported as income on the return. Likewise, unemployment or sickness benefits paid to employes during 1958 under the Railroad Unemployment Insurance Act need not be reported in the federal income tax return, since these payments are also exempt from taxation.

• • •

IN CONGRESS . . .
Senator Jacob Javits (R., N.Y.) has introduced a bill to amend the internal revenue code to assure that any tax relief that may be granted by states and municipalities to railroads operating commuter services at a loss would directly benefit the railroads and not be absorbed by increasing their federal taxes. He declared his belief the measure would provide "a powerful stimulus to local governments to grant tax exemptions and abatement to railroads which are operating necessary but unprofitable passenger commuter services." Without this change, if local tax relief were granted, federal taxes could absorb the funds, which would ultimately increase the gross income of the railroads.

• • •

BENEFIT PAYMENTS . . .
to railroad employes and their families by the Railroad Retirement Board amounted to over a billion dollars in 1958. These funds were disbursed in retirement, survivor, unemployment and sickness benefits throughout the year. It was the largest sum ever paid out in a single year under the Railroad Retirement and Unemployment Insurance Acts.

• • •

FEDERAL BUDGET . . .
discussion at press conference recently brought this comment from President Eisenhower: The administration "is not interested and does not interest itself in building a nice, lovely (airport) administration building . . . the federal government did not build the terminals for either the railways or for the buses. I see no reason for doing it for the air terminals."

The government already has aided construction of airport terminals, the President said, noting: "We have put money in 40 airports, at which last year there were less than an average of ten planes stationed."

FIRST PART OF EACH MORNING SESSION found entire group hearing talk by John B. Joynt, Vice President-Management Planning. Mr, Joynt discussed what a manager's job really is and its relationship to the appraisal process.

Managers Meet to Gain Appraisal Know-How

Series of meetings throughout System give management personnel tips on improving process through which they appraise results of their work. Goal is better performance, more rewarding careers for Central people

Has your boss been away to attend an "appraisal meeting" recently? Probably, and that meeting was designed to help him in his own job so that he can, in turn, be a better boss for you.

Meetings have been held in each of the NYC System district headquarters cities, plus Chicago. Sessions were held three days in each city, with Central men attending the meeting nearest his location for one full day.

The sessions were a continuation of the Central's Management Appraisal Process, originated in 1956. This plan was developed to help each supervisory employe develop "a more satisfying and rewarding career through improved job performance." Annual appraisals were made in the last two years following the start of the program, and in those years a great deal was learned as to how the plan might be improved. This year's series of meetings was aimed at passing along these improvements to Central people who will take part in the 1959 round of appraisals.

The appraisal process consists of having each supervisor's boss sit down with two other Central men selected by the man to be appraised. These three examine objectively and fairly how the man is doing in his job—not only how he performs his technical duties, but also how he gets along with people, what he is doing to improve himself and to ready himself for greater responsibility and promotion, etc.

After the appraisal, the man and his boss get together to talk over the appraisal results and to plan what each can do during the coming year to help the man to improved job performance.

Chief among the improvements in the appraisal plan for this year is the addition of performance guides, or check lists, as the basis for appraisal. Each supervisor this year will work out with his own boss a list of items that will help measure how he is performing on the job and in his relationships with others.

SECOND PART of morning found J. E. Hawthorne, Asst. Vice President-Freight Sales & Service, explaining how his department's policies are translated into performance guides.

FIRST PART OF AFTERNOON sessions found Central men organized into small work groups. In these groups, with men who have similar occupations, they developed sample performance guides, giving them practical experience for use in working out check lists when they got back to their job locations. The performance guide has become a vital part of the appraisal process.

Small work groups used

At the 23 meetings held throughout the System, participants were organized into small work groups in which they practiced preparing such lists. Of great value was the practice of having each of these small groups select its own spokesman to report on its list.

The performance guide, or check list, of each group was written on a transparent sheet for easy projection on a big screen. Everybody present then had a chance to ask questions about it, to offer suggestions and constructive criticisms.

Each day's meeting was opened by John B. Joynt, NYC's Vice President-Management Planning. Mr. Joynt stressed important elements in successful management, particularly the crucial part played by the manager's (or supervisor's) attitude toward his own job, the jobs of those reporting to him, and toward their motives and aspirations. He emphasized the fact that instruction, training, supervising, getting results, giving recognition and rewards all depend on having valid and dependable performance guides, just as the running of the railroad's trains requires dependable timetables. How can you tell if a train is on time or not without a timetable, or guide, to judge by?

SECOND PART OF AFTERNOON heard reports of each work group on its sample performance guide, which was projected on slides. James S. Whitehead, General Car Foreman, Indiana Harbor Belt Railroad, led discussion of his group's sample guide list.

Without such guides, he pointed out, it is unlikely that appraisals of supervisors' performances will be fair, objective, sound or helpful, as they necessarily must be if they are to benefit the railroad and its people.

Others addressed meetings

Also addressing each meeting was James E. Hawthorne, Jr., Assistant Vice President-Freight Sales & Service, who described the work of his department in this field. He used slides to present the goals, plans, policies and objectives of the Freight Sales & Service department as reflected in the performance guides that govern the activities of the Central's salesmen and sales managers. Mr. Hawthorne distributed copies of sample performance guides previously developed for freight sales personnel, which proved helpful to the small working groups in preparing specimen guides for use at the meetings.

AFTERNOONS also afforded an opportunity for James E. Hawthorne, Assistant Vice President-Freight Sales & Service, to meet separately with NYC freight sales personnel while others were in work groups. In sales conferences details of approved check lists were reviewed for use by Freight Sales & Service department in its 1959 round of appraisals. Here Mr. Hawthorne discusses performance guides with sales personnel in Syracuse.

Mr. Hawthorne also met separately with Freight Sales personnel during each afternoon session, while others were in their work groups. Here he reviewed with them approved guides for his department's use in performance appraisals in 1959.

Third speaker at each meeting was William Oncken, Jr., Director of Management Development for the Central. In addition to reviewing changes and improvements in this year's appraisal plans, Mr. Oncken also described other Central programs tied in with this one. One is the Job-Experience-Opportunity Plan, through which individuals whose performance warrants it can seek consideration for promotions throughout the NYC System. In the appraisal process, managers encourage their subordinate supervisors to take part in this program.

Additional plans tied in

Another tied-in feature is the Management Succession Plan to insure that the appraisal process is used to develop a pool of management talent on which the Central can draw in the future, and to stimulate the continuing upward growth of the railroad's promising management talent.

Mr. Joynt closed each meeting with a general summary of the day's work, tying it all together with the reminder that management is essentially the art

PLEASE TURN THE PAGE

Appraisal process is subject of meetings—CONTINUED

of "getting *results* through *people*" and it is only by correctly appraising results that we can effectively develop people for more rewarding service to the railroad and for careers carrying greater personal satisfaction to themselves. "Either goal pursued alone will be self-defeating," he pointed out, "but pursued hand-in-hand will build the kind of railroad in which all of the Central's people can take justifiable pride."

Each level of management, he said, has its own unique responsibilities for achieving these two goals through periodic and fair appraisal of the results being handed in by their people, and through personalized coaching, training and counselling that must inevitably flow in its wake. It is this cycle—appraisal, training, improvement—when repeated regularly as part of the management job, that the appraisal plan was designed to make a regular pattern of supervision throughout the New York Central System.

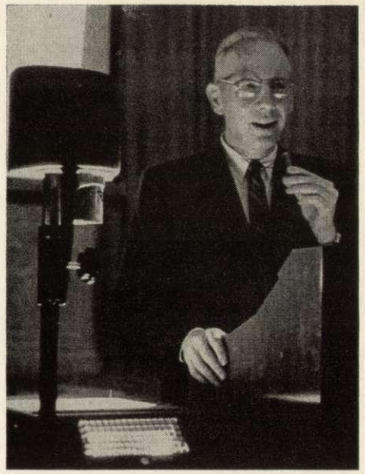
One phase of development

The appraisal process is one phase of the Central's plans for development of management talent for the future from within the railroad.

Last year, for example, 1,724 supervisory, or management, positions on the NYC System were filled by promotion from within the railroad of men already working for the Central. NYC's management development plans are expected to make it possible for the railroad to have a better knowledge of management talent within the company and also to provide the means of still more promotions from within in the future.

As in any large organization, there sometimes occurs the need for people with highly specialized training and skills. Occasionally such persons—with sufficient training and skill—cannot be found within the railroad. In order to assure the continued soundness of the railroad, and the ensuing soundness of all of the jobs it provides, it becomes necessary to hire people for such jobs from outside the Central.

As the railroad's management development plans progress it is expected that the pool of talent within the Central will grow steadily and reach the point where it becomes less frequently necessary to seek new personnel from outside the railroad. As Central people become better trained and more highly skilled they will have more opportunity to fulfill their potential.



LEADER of detailed discussions at meetings was William Oncken, Jr., Central's Director of Management Development, shown outlining responsibilities of various management levels.

CHECKING DETAILS, W. W. LaCombe (left), District Personnel Assistant, Detroit, and E. J. Crowley, Division Superintendent, huddle over guide list.

ONE OF A SERIES

Safety Memo...

One of the primary objectives of the Mechanical department is to provide all concerned with improved safety education standards, machine tools and safe working conditions, but your assistance and cooperation are necessary to improve our safety performance.

Unfortunately, there were many injuries that brought emotional stress to beloved families in 1958. The lives of all fellow-workers and your own are sacred, so don't betray those who love and trust you by being careless in 1959.

S. T. Kuhn
Chief Mechanical Officer

Central's Toledo Division Opens World's Most Modern CTC

Newest electronically controlled track is 133-mile stretch between Toledo and Elkhart, permitting faster train speeds

New York Central freight trains picked up speed between Toledo, O., and Elkhart, Ind., last month. A substantial increase in their regularly scheduled speeds was made possible as the most modern stretch of electronically controlled double track in the world was placed in the hands of Central people for operation.

Climaxing a brief ceremony unveiling the new traffic control system, William T. Alexander, General Manager of NYC's Western District, threw a switch which connected Toledo and Elkhart with 133 miles of electronically controlled track.

"This ceremony," Mr. Alexander said, "marks the completion of the second big step in the Central's program to bring its entire line from New York to Chicago under electronic control."

Known to railroaders as Centralized Traffic Control (CTC), the electronic system permits the Central to increase freight train speeds between Toledo and Elkhart and at one-year-old Robert R. Young Yard to 60 miles an hour. Passenger trains will be able to whip over the electronic track at 85 miles an hour.

Just two years ago, NYC placed the line between Buffalo and Cleveland under CTC, for a stretch of 163 miles.

NERVE CENTER of latest Centralized Traffic Control installation on the Central is at Toledo, O. Carl H. Fritz, Chief Dispatcher, points out a train movement over a high speed crossover to one of his assistants, L. C. Tucker, at control console. Microphone keeps him in constant contact with points along the 133-mile stretch.

Service speeded up

The Cleveland-Buffalo CTC permitted the cutting of almost an entire day from freight schedules between those cities. The new stretch between Toledo and Elkhart will again permit sharp reductions in running time of freight trains.

Installed at a cost of $3,100,000, the electronic system between Toledo and Elkhart is controlled by a dispatcher seated at a small console, or control panel, in the Toledo Union Station.

Track diagrams above the console show the dispatcher all of the tracks, switches, crossovers and sidings along the right-of-way. A network of lights indicates each train operating over the CTC area and marks its exact progress. By operating switches and buttons on his control console, the dispatcher is able to move trains from one high-speed track to the other as he finds it necessary to do so.

Trains moving over the new double-track system can operate in either direction on either track at high speeds while under constant observation and control of the dispatcher at Toledo.

The dispatcher can move fast express trains around slower freights or give preference to Central's famous "name" passenger trains as the occasion demands.

Dispatcher controls movements

High-speed crossovers from one track to another are located every seven miles to allow dispatchers to move trains from track to track as frequently as necessary. Under the old system, dispatchers could cross trains every 20 miles only, and then only by the slower method of issuing train orders.

Modern science even aids the Central dispatcher in fighting adverse weather conditions. Finger tip control buttons on the console at Toledo allow him to start electronic snow melters operating at all switch points along his CTC network when snow starts falling.

Electronic heat detectors strategically placed along the line "take the temperature" of each train's rolling wheels and report them to the dispatcher, seated at the controls miles away. This permits the dispatcher to be on the alert constantly for overheated journals—the infamous "hot boxes" which are the greatest single cause of derailments. These electronic detectors are so accurate they can even pinpoint which journal on which car is overheated.

Other safety features installed with the new CTC system are also tirelessly alert to prevent accidents. The control network is built so that a dispatcher cannot possibly align switches incorrectly. Automatic train stops along the track make it mandatory for engineers to obey signals. If an engineer were to run through a restrictive signal, the automatic train stop would bring his train to an immediate halt.

Another CTC installation is under construction on the Central between Syracuse and Buffalo, in central New York State. This 137-mile stretch is due for completion next year.

Ready for review . . .

are members of 721st Railway Operating Battalion — a New York Central sponsored reserve unit—holding weekly drill in NYC General Office Building, New York. Entire outfit has two weeks of active training each summer at Fort Eustis, Va., including extensive work with military railroad equipment. Inspecting men are (at left) Lt. Col. John J. Kelly, Battalion Commander; and Capt. Robert E. Thompson, Executive Officer —both members of NYC's Operating department. Central men anywhere on the NYC System, interested in joining the Battalion, should write to unit's headquarters, Room 1313, 466 Lexington Avenue, New York 17, for detailed information.

Headlight Highlights

Fancy welcome . . .

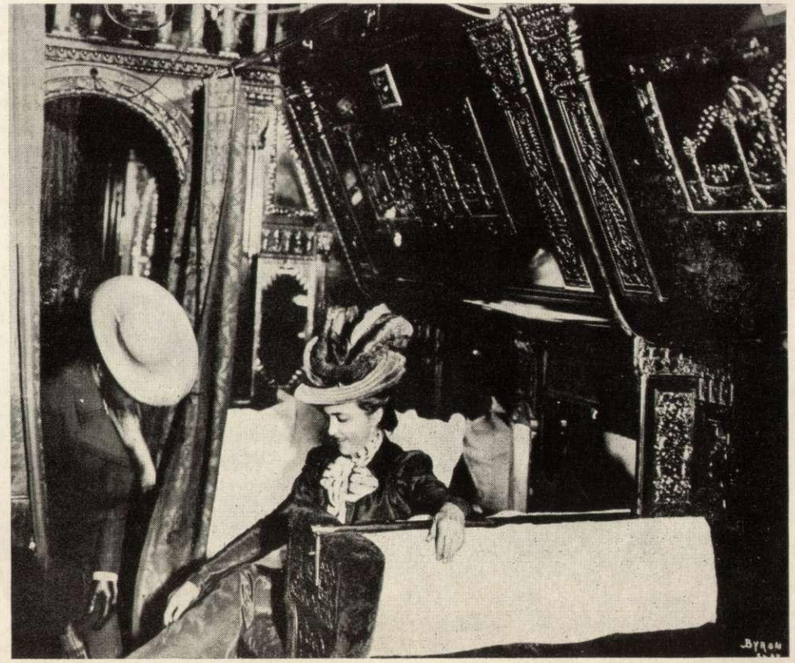
paves way for Russell C. Hofmeister (center) as new member of the Railroad Community Committee of the Mahoning and Shenango Valleys. He is Pittsburgh and Lake Erie Agent at New Castle, Pa. Greeting him are Mayor Frank X. Kryzan (right) of Youngstown, O., and Robert W. Lemon, Division Freight Sales Manager for P&LE at Youngstown.

Trophy in hand . . .

Joseph Gagen, Chief Clerk in NYC's Police department in Indianapolis, grins his satisfaction at being selected as "best speaker" in contest sponsored by Toastmasters' Club. The chapter was organized under auspices of Eastern Railroads to develop speakers who can effectively tell the railroads' story in their communities. Next stop for Mr. Gagen is to represent his group in further contests embracing wider areas.

Old timer . . .

is subject of this photo, used as an illustration in new book, "Once Upon a City," by Grace M. Mayer, about New York City from 1890 to 1910, and filled with authentic photos of the period. Pictured is popular opera singer Alice Nielson, boarding a Wagner Palace car in New York for tour of Victor Herbert's "The Fortune Teller," in which she starred. New York Central & Hudson River Railroad was only road in its territory offering this "elegant" type of sleeping car accommodations. These cars drew as much press comment then as did the popular singer.



Many New Posts Announced Throughout System

SYSTEM

In the Real Estate department, **Michael O'Shea** has become Tax Valuation Engineer, New York. He was formerly Assistant Engineer at the same location.

The office of Assistant Vice President-Transportation, New York, has recently had three changes in personnel. **Lester J. Malone,** former Supervisor of Less Car Load Service, will take on the duties of Supervisor of Station Procedures. Both positions are in New York. In Mr. Malone's old position, **James L. Ryan** has been named Supervisor of LCL Service. He was previously Chief Inspector, LCL, New York. Moving from Stenographer-Clerk, New York, **James A. Kelly** has assumed the position of Chief Inspector, LCL.

Former Assistant Engineer at Jackson, Mich., **George P. Stanske,** is now Field Engineer, Indianapolis.

Two Safety Supervisors have been appointed in New York with the naming of **Thomas O. Jennings** and **Lloyd B. Duprau** to the posts. Mr. Jennings was formerly Brakeman, Weehawken, N. J., and Mr. Duprau was Conductor at Utica, N. Y.

New Personnel Assistant in the Maintenance of Way department, New York, **Richard P. Dennis,** leaves former job of Secretary at the same location.

NEW YORK DISTRICT

In the Public Relations department, New York, **William Cunitz** has been named District Public Relations Director. Mr. Cunitz has been Administrative Assistant to the Director of Public Relations since 1957. He started his NYC career in 1941 in the Pension Bureau at New York. Since that time, he has held a number of positions in the executive offices of the Central before joining the Public Relations department in 1954.

William Cunitz

EASTERN DISTRICT

New District Safety Supervisor, Eastern District, is **Frederick L. Hotchkiss.** His headquarters will be at Syracuse. Mr. Hotchkiss, prior to his most recent appointment, was Safety Supervisor on the Pittsburgh and Lake Erie Railroad, Pittsburgh. He entered NYC service as a Road Brakeman, Harlem Division, in 1941, became Assistant Conductor, Harlem Division and entered the Safety department as Safety Supervisor, New York, in 1956.

F. L. Hotchkiss

In the General Manager's office at Syracuse, three personnel changes have been made. **Samuel Smyth,** former District Personnel Assistant, has been appointed Assistant Supervisor—Wage Schedules, succeeding **Hamilton Dickerman,** retired. **J. Raymond Pasch,** former Special Clerk at Syracuse, succeeds Mr. Smyth as District Personnel Assistant, and taking over Mr. Pasch's old position of Special Clerk is **Philip O. Basher,** former Clerk at Syracuse.

Mr. Smyth began his railroad career in 1940 as Traveling Car Agent, New York. He has held positions of Assistant Supervisor of Freight Service, New York, Supervisor Car Utilization, New York and Syracuse, and Assistant Trainmaster, Weehawken, N. J. Mr. Pasch was first employed by NYC as a Stenographer-Clerk, Weehawken, N. J., in 1926.

Samuel Smyth

J. R. Pasch

WESTERN DISTRICT

William L. O'Connor has been appointed Assistant Superintendent, Collinwood Locomotive Terminal, O. He was previously Assistant General Foreman at Harmon, N. Y.

In the Mechanical department, **Gene E. Marlow,** former Lubrication Inspector Toledo, has become General Foreman at the same location.

FREIGHT SALES AND SERVICE

With the reorganization of the Freight Sales and Service department, the following title changes have been made: **William R. Noll,** former Manager Rate Bureau, New York, has become Assistant Director of Rates, New York; and **Carl E. Wallquist,** previously Assistant Freight Sales Manager, Boston; **Clifford W. Winklepleck,** former Assistant Freight Sales Manager, Cincinnati; **Walter K. Ulrich,** formerly Assistant Freight Sales Manager, Chicago; and **Norman D. Maurer,** previously Assistant Coal Sales Manager, Cleveland, have all become Assistant Directors of Rates, New York.

Also under the Freight Sales reorganization, **George B. Forster,** previously Office Manager to Freight Sales Manager, New York, has been named Supervisor Rate Analyst at the same location.

At Jacksonville, Fla., **John G. Kelley** has become District Freight Salesman. He was formerly Chief Clerk at Atlanta, Ga.

CLAIM DEPARTMENT

Former Stenographer-Clerk, Cleveland, **Howard J. Hanmann** has been appointed Claim Agent at Toledo.

ACCOUNTING DEPARTMENT

New Assistant District Auditor of Expenditures, New York, **Elmer A. Peterson,** has taken over the duties of **Homer R. Stephens,** retired. Mr. Peterson was, prior to his most recent position, Assistant Chief Supervisor, New York.

At Detroit, **Harry J. Kennedy,** former Disbursements Accountant, has been named Chief Accountant.

PITTSBURGH AND LAKE ERIE

In the Freight Sales and Service department, **John F. Alexander** has been appointed Manager Flexi-Van Sales and Service, Pittsburgh, Pa. Mr. Alexander, who began working for New York Central in 1947 as an Office Boy, Freight Traffic department, Pittsburgh, was, prior to his most recent appointment, Representative Freight Sales and Service.

J. F. Alexander

New General Manager; Others Named to Operating Posts In Eastern District Changes

Robert D. Timpany has been appointed General Manager, Eastern District, with headquarters at Syracuse. He succeeds **Gregory W. Maxwell,** who has been elected president of the Terminal Railroad Association of St. Louis. Mr. Timpany, a graduate of the University of Illinois, joined the Central as Assistant Engineer, Indianapolis, in 1941. He became Assistant Trainmaster at Springfield, O., and Trainmaster at Indianapolis. Appointed Assistant Superintendent, Albany, N. Y., he advanced to Superintendent of the St. Lawrence, Adirondack and Ottawa divisions with headquarters at Watertown, N. Y., and then served as Superintendent of the Boston and Albany Railroad until his appointment as Assistant General Manager of the Eastern District in 1957.

R. D. Timpany

Succeeding Mr. Timpany is **Frank K. Mitchell, Jr.,** who is new Assistant General Manager at Syracuse. He began working for New York Central in 1939 as a Machinist Apprentice, Beech Grove, Ind., and has held positions of Assistant Superintendent, Freight Transportation, Indianapolis, and Assistant Superintendent at Van Wert, O., and Indianapolis. Prior to his present position, he was Division Superintendent, Buffalo Division.

F. K. Mitchell

In Mr. Mitchell's former position of Division Superintendent, Buffalo, **Robert G. Flannery** takes over new duties. He was formerly Transportation Superintendent, Buffalo, having served as Assistant Trainmaster, Trainmaster and Terminal Trainmaster.

R. G. Flannery

L. O. Lytle

As new Transportation Superintendent of the Central's Buffalo Division, **Leland O. Lytle** succeeds Mr. Flannery. Mr. Lytle has been stationed in Cleveland. He was formerly Assistant Mechanical Superintendent, Western District, with headquarters at Cleveland, before going to Buffalo.

Answers on page 12.

RAIL QUIZ

1. Railroads in America in one year lose over 7 million, 70 million or 700 million on passenger service?
2. What do the initials FFA usually stand for on a railroad?
3. How many recommendations were made by the 1932 report on modernization of national transportation policy — one, two, three or four? (Feb., 1959, HEADLIGHT.)
4. Is a spot board used by a draftsman, a signalman or a trackman?
5. When a wharf projects out from the shore line, is it called a quay or a pier?
6. Do bolts which fasten rail joints all point to the inside or to the outside of the track, or do half of them point one way and half another?
7. The first Apprentice School in the United States to develop skilled mechanics for railroad trades was established by New York Central in 1912, 1892 or 1872?
8. What are the glass wire holders in a telegraph line called—roundels, insulators or spools?
9. When a rail spike is in track, does the part of the head which projects out the farthest point away from the rail or toward the rail?
10. Who pays the railroad retirement tax, the employe or the company?

January Was Deficit Month

Net deficit of $890,648 was the result of NYC's operations in January this year. For the same month in 1958, Central had a deficit of $3.9 million. January results this year were sharply affected by severe weather conditions, with heavy snows buffeting the railroad, and floods in many parts of the System. High water conditions continued into February, bringing with them high operating costs in that month also.

Carloadings for the Central in January totaled 267,329, a decline of 6,332 cars, or 2.3 per cent, from the opening month of last year.

Passengers carried on New York Central trains in the first month of this year numbered 1,129,286, a decline of 8.0 per cent from January, 1958.

Central's 50-YEAR CLUB

The Central men listed below are among the latest to reach their Golden Anniversaries of New York Central service and receive Gold Passes honoring their long railroad careers:

Keller, Claude E., Operator & Agent at Morristown, N. Y., on the St. Lawrence Division. Mr. Keller has held this post since March 15, 1909.

Kraich, John, Gang Foreman, Stores department, Collinwood, O. His first NYC job was also at Collinwood, as Laborer & Helper in the Stores department in March, 1909.

Lawrence, Guy, Agent & Operator at Carrier Mills, Ill., on the Illinois Division. Mr. Lawrence has been Agent there since March, 1909.

McWilliam, Frank D., Passenger Conductor, Boston & Albany Division, working out of Boston. Mr. McWilliam started his first railroad job in 1905, but his service was interrupted and picked up again in March, 1909, when he became a Brakeman on the same division. Since then, his railroad service has been continuous.

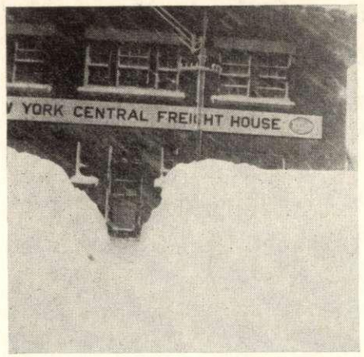
Pats on the back For Central people

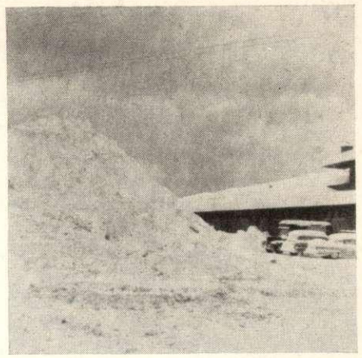
In a letter to **Oscar J. Steinhardt,** NYC Assistant Passenger Sales Manager, Detroit, a student at Oberlin College, Oberlin, O., complimented two examples of good Central service. The first was afforded by NYC employe **Howard R. Carter,** Agent, Oberlin, O., whose help in filling out a refund form for the student resulted in speedy return of his fare. The second example meriting a compliment from the student was for the Central as a whole and the fine job NYC had done during recent widespread cancellations of airline flights—due to storms and strikes—when many people had crowded the railroads, the reliable standby.

Another Central customer who benefited from reliable train service as a result of a cancelled airline flight rushed to board an NYC train from New York to Syracuse. As he had not had time to buy a ticket, he asked Conductor **Ellsworth Pier,** Mohawk Division, if his Rail Travel Credit Card could be used. Mr. Pier informed the passenger that the Credit Card could only be validated at a Ticket Office, but, when he heard the passnger was low on funds, helped him pay for the ticket. In a letter to Central President Alfred E. Perlman, the passenger writes: "I hope that receiving a letter expressing commendation for people doing a fine job under the most trying circumstances will give you and the people of the New York Central Railroad the same good feeling it gives us when we receive similar good reports about our company or our people."

Assistant Station Master **Del Blank,** Harmon, N. Y., received a letter of commendation recently from a CBS News official, Burton Benjamin, Producer of "The Twentieth Century." Mr. Benjamin's father, who was incapacitated by a heart attack, was to board the train from Harmon to Cleveland. As it was impossible for him to board the train without having a wheel chair available and someone to handle his luggage, Mr. Benjamin called the station at Harmon and was told by Mr. Blank that everything would be taken care of. On the day of departure, everything asked of Mr. Blank was handled as promised. Mr. Benjamin states how much he appreciated such "intelligent and courteous service."

This letter was recently received affording a "pat on the back" for **Charles W. Fearn,** Passenger Conductor, Canada Division: "On January 29, I had occasion to ride between Detroit and Buffalo on the train leaving Detroit at 5:00 o'clock pm. I would like to take this opportunity to say thank you for exceptionally polite, informative and gracious service, particularly on the part of the conductor."





Any snow out your way?

No matter what the winter's been like where you are, there isn't much chance (if any) that you have had more snow than Wilson W. Ayrault, New York Central Agent at Oswego, N. Y., has seen this season.

Mr. Ayrault provided the HEADLIGHT with these photos, showing the valley dug through piled up snow to reach the NYC freight office, the tough time snow removal equipment had, and the scale of snow banks compared with a man.

"At the time these pictures were taken," Mr. Ayrault writes, "we had had 115 inches of snow already on the ground. Over the next couple of weeks another 45 inches fell on top of that."

Heaviest snow in many years in this part of NYC's territory in central New York State made railroading mighty tough. Despite weather's blows, however, the trains kept on rolling, with only minimum delays, while other forms of transportation were immobilized for prolonged periods.

QUIZ ANSWERS

1. 700 million.
2. Foreign Freight Agent.
3. Four.
4. By a trackman.
5. Pier.
6. Half one way; half another.
7. 1872.
8. Insulators or petticoats.
9. Toward the rail.
10. Each pays half the tax—6¼ per cent —for a total of 12½ per cent.

NYC man makes record—with music, that is

A railroader with a song in his heart may not be entirely a novelty, but in the case of Bob Pizzolongo we have a railroader who is doing something about getting the song outside, where everybody can hear it.

Bob's full-time job is in the Central's Car department at Grand Central Terminal, New York. Recently he gained a foothold on the road to success in the entertainment world through a recording he made as lead man of "Longo and the Belvederes." Bob is lead man of the group, known in show business as a five man "combo." Both sides of their new recording—issued this month by Allegro Records—are numbers written by Central man Pizzolongo.

Bob's first Central job was as a Car Cleaner in Grand Central in 1955. Shortly afterward he transferred to the West 72nd St. Freight Yard as a Switchtender. He was furloughed in 1956. After another job outside the railroad, in 1957 he entered the Army for six months of active training, to be followed by a term in the Army Reserve. Later in 1957 he returned to NYC's Car department.

BEATING OUT rhythm of his own composition, Central man Bob Pizzolongo leads "The Belvederes" in dress rehearsal. Organized by Bob, the group has had several night club engagements, recently recorded two of his numbers for Allegro Records—"Tom Dooley Got a Pardon," and "Why Is It So?" Other Belvederes: Matty Dell 'Aquila, drums; Mike Viesti, saxaphone; Al Cavaluzzo, accordion; and Bobby Guarino, guitar. NYC man Pizzolongo does the singing for the "combo."

Started as hobby

Music and show business have always held a fascination for Bob, but for years he considered them as a hobby. About three years ago, however, he started thinking more seriously of the possibilities of a theatrical career. With his brother, Billy Longo, he has made several appearances in a comedy act, and Bob has also appeared in straight dramatic roles in a number of television shows—one of them with Broadway star Vivian Blaine.

The song in his heart kept pounding for expression, however, and he soon turned to developing his musical talent. With the Belvederes he has had several night club engagements.

New York is a mighty big town, but even there it's not always easy to find a hall for musicians to rehearse in. "Longo and the Belvederes" have found a novel solution to their rehearsal hall problems. They have arranged to use a large room during off-hours in—of all places—a Bronx funeral parlor.

"It's very nice and quiet there," says Bob, "and nobody bothers us."

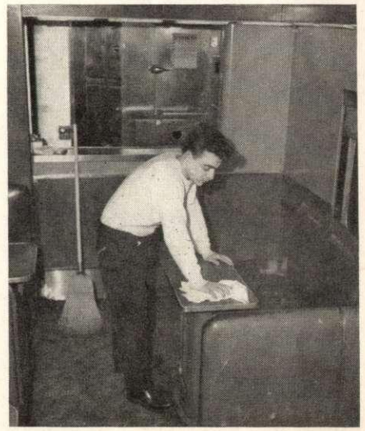
BEST AUDIENCE, says Central singer Bob Pizzolongo, is eight-months old daughter. "She is also my toughest critic," he adds. Wife and daughter backing him gives Bob confidence in music while he hopes for big break.

Records own music

On one side of the Belvedere's new record is a ballad called "Why Is It So?" and the other side has "Tom Dooley Got a Pardon"—a follow-up to the nationwide hit "Tom Dooley" which topped best seller lists during the past few months. Bob wrote both numbers.

Central man Bob is married and is the father of an eight-months old daughter. "She's my best audience," he vows. Mrs. Pizzolongo goes along with her husband's musical interest.

"He's happiest when he's singing," she says, "and I like to see a man doing what makes him happy. Maybe that big break all singers hope for will come to us. I hope so—meanwhile, we're still happy to be a railroad family."



CLEANING UP, Bob readies lounge car before NYC train receives passengers at Grand Central Terminal. He's been with the railroad since 1955.

Recently Retired

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

NEW YORK DISTRICT

Adams A. J., Signal Maintainer, Weehawken, N. J. 35
Alvarez, F., Painter, Weehawken, N. J. 13
Baker, C. M., Telegrapher-Clerk, Hudson Division 16
Barichievich, L., Janitor, New York N. Y. 22
Behsman, H., Trucker, Weehawken, N. J. 33
Bierce, F. W., Conductor, Hudson Division 38
Bogdan, I., Trucker, New York, N. Y. 25
Brown E., Freight Trucker, Weehawken, N. J. 42
Bynum, W., Mail Handler, New York, N. Y. 7
Carr, J. C., Barge Captain, Weehawken, N. J. 36
Clark, W. H., Barge Captain, Marine Division 15
Colantuoni, G., Stevedore, New York, N. Y. 38
Cook, G. W., Work Foreman, High Bridge, N. Y. 48
Costello, J. A. Machinist Helper, Harmon, N. Y. 15
Courtney, A. J., Stevedore, New York, N. Y. 18
Cox, A. L., Lumber and Tie Inspector, Montgomery, Ala. 19
Dalton, H. W. Barge Captain, Weehawken, N. J. 15
Day, W., Barge Captain, Weehawken, N. J. 33
Dunham, L. P., Road Foreman of Engines, Weehawken, N. J. 36
Ekstrom, J. H. Agent, Hudson Division 41
Eraclio, P., Stevedore, New York, N. Y. 37
Fay, J. P., Car Cleaner, Weehawken, N. J. 11
Fernanchuk, M., Mrs. Charwoman, New York, N. Y. 25
Ferraiuolo, L., Painter, Weehawken, N. J. 13
Fiordelisi, C. A., Cabinet Maker, Grand Central Terminal N. Y. 22
Foster, P., Porter, Grand Central Terminal, N. Y. 31
Grady, E. F., Electrician, New York, N. Y. 29
Gruby, M., Fireman, Marine Division 36
Haylett F. S., Car Cleaner, Mott Haven, N. Y. 35
Hendricks, E. A., Chief Engine Dispatcher, Harmon, N. Y. 47
Holterman, H., Mechanic Electrician, Weehawken, N. J. 43
Hood, J. W., Train Porter, Grand Central Terminal, N. Y. 29
Klanka, L. F., Machinist, Harmon, N. Y. 30
Klimaseski, B. Laborer, Weehawken, N. J. 23
Magnuson, A. C., Miss, Clerk, New York, N. Y. 36
Malone, P. M., Clerk, Weehawken, N. J. 36
Mangrich, C. M. Miss, Chief Clerk, Weehawken, N. J. 40
Manning, J. J., Conductor, Hudson Division 39
Mara, W W., Conductor, Hudson Division 39
McEntire, P., Baggage Trucker, Weehawken, N. J. 32
Meyer, A. A., Groundman, Weehawken, N. J. 37
Mills, A. J., Car Cleaner, Mott Haven, N. Y. 27
Mitchell M., Car Cleaner, Mott Haven, N. Y. 29
Natale, M. F., Carpenter, Weehawken, N. J. 17
Prescott, B. J., Brakeman, Hudson Division 49
Provitch, A. A., Receiving Clerk, New York, N. Y. 42
Purdy, O. H., Transit Clerk, New York, N. Y. 38
Rapalje, G. J., Assistant Foreman, Harmon, N. Y. 39
Ribbicke, H., Crane Operator Weehawken, N. J. 48
Romano, G., Stevedore, New York, N. Y. 16
Santini, C., Trackman, Hudson Division 15
Santoro, D., Stevedore, New York, N. Y. 40
Sekel, J., Laborer, Harmon, N.Y. 29
Smith, J., Boilermaker Helper, West New York, N. J. 17
Treubert, O. E., Laborer, North Bergen, N. J. 17
Walp, R. R., Machinist, North Bergen, N. J. 13
Westcott, L. A., Conductor, Hudson Division 32
Zipp, P. F., Carpenter, Weehawken, N. J. 15

EASTERN DISTRICT

Albert, E. H., Car Repairer, Selkirk, N. Y. 42
Ammerman, P. R., Yard Brakeman, East Buffalo, N. Y. 54
Armitage, W. H., Chief Per Diem Clerk, Buffalo 46
Barnes, F. D., Engineer, Syracuse Division 38
Bellardino, L., Crossing Watchman, Oswego, N. Y. 37
Bergan, C. B., Conductor, Syracuse Division 39
Blitz, D. S., Inspector, Rochester 44
Bowes, D. L., Carpenter Helper, Clearfield, Pa. 12
Brown, W. R., Clerk, Jersey Shore, Pa. 48
Campbell, J. H., Red Cap, Rochester 33
Carroll, J. L., Baggage and Mail Trucker, Rochester 37
Chellis, L. H., Agent, Childwold, N. Y. 41
Cipriano, F., Laborer, Cherry Tree, Pa. 46
Clark, F. A., Engineman, Pennsylvania Division 40
Crowley, J. J., Ticket Clerk, Syracuse 24
Cusanelli, N., Laborer, Corning, N. Y. 36
De Castro, A., Crossing Watchman, Oswego, N. Y. 16
Decker, H. C., Ironworker, West Springfield, Mass. 46

SORELY MISSED, John B. Loch, Tarrytown's well-loved Ticket Agent, has left New York Central after completing 52 years service.

Dellmore, G. E., Inspector, Rochester 49
De Pasquale, B., Laborer, Rensselaer, N. Y. 35
Desens, A. J., Conductor, St. Lawrence Division 48
Diehl, J. J., Inspector Repairer, East Syracuse, N. Y. 40
Dispirito, C. C., Laborer, Utica, N. Y. 37
Dunleavy, G. J., Miss, Clerk, Boston 41
Elminowski, P., Conductor, Buffalo Division 46
Entwistle, F. E., Janitor, Selkirk, N. Y. 22
Fadden, R., Janitor, Syracuse 15
Fiaschetti, L., Section Foreman, Thendara, N. Y. 54
Flemming, E. A., Miss, Secretary, Buffalo 46
Flynn, D. F., Account Clerk, Rochester 41
Foresti, J., Janitor, Utica, N. Y. 12
Frank, J. V., Conductor, Syracuse Division 43
Fullerton, F. F., Engineer, Adirondack Division 42
Fusilli, A., Trucker, Rochester 36
Garfollo, C., Laborer, North Rose, N. Y. 37
Gast, H. V., Miss, Stenographer, Albany, N. Y. 40
Gaull, E. A., Machinist Helper, Syracuse 29
Giansante, D., Laborer, Syracuse 16
Gigliotti, G., Laborer, Utica, N.Y. 41
Groh, H. J., Mail Foreman, Buffalo 31
Hagan, P. J., Engineer, Mohawk Division 42
Harris, M. W., Machinist, Watertown, N. Y. 43
Hooper, F. J., Conductor, St. Lawrence Division 46
Hunter, F. E., Engineer, Boston Division 51
Jackson, B., Blacksmith Helper, East Rochester, N. Y. 16
Jasczewski, J., Fireman, Gardenville, N. Y. 17
Johnson, W., Waiter, Boston 20
Kaczynski, J., Stower, Utica, N. Y. 37
Keller, F. E., Leading Signal Maintainer, Oneida, N. Y. 48
Kelly, J. J., Yard Brakeman, Newberry Junction, Pa. 40
Klein, W. H., Telegrapher Clerk, Watertown, N. Y. 43
Knowlden, W. P., Division Passenger Sales Manager, Buffalo 49
La Marco, C., Trucker, Buffalo 35
Lanphear, L. E., Work Clerk, Watertown, N. Y. 51
Liamis, G. M., Painter, West Springfield, Mass. 33
Lovett, C. T., Clerk-Stenographer, West Springfield, Mass. 19
Ludwig, H. E., Carpenter Foreman, Jersey Shore, Pa. 36
Macias, Mrs. M. S., Janitress, Buffalo 16
Mack, F. J., Crossing Watchman, Troy, N. Y. 12
Mahar, J. A., Machinist, Rensselaer, N. Y. 47
Maines, R. H., Engineer, Syracuse Division 47
Marcellus, H. P., Section Laborer, Utica, N. Y. 15
Marden, E. R., Lieutenant, Albany, N. Y. 31
McCabe, H., Brakeman, Buffalo Division 39
McCarthy, C. F., Freight House Foreman, Springfield, Mass. 53
McDonald, D., Stower, Boston 16
McGurn, J. J., Lampman, Boston 11
McKay, D., Trucker, Utica, N. Y. 13
McVey, E. D., Yard Brakeman, Black Rock, N. Y. 39
Merkl, J., Boilermaker, East Buffalo, N. Y. 39

SIGNING on last run, Dave Wilmot, Engineer, Cleveland, has the proud record of having been with New York Central for 47 years.

Mogenhan, J. J., Crossing Watchman, Rochester 19
Moore, W. E., Yard Conductor, Suspension Bridge, N. Y. 48
Murray, W., Jr., Chief Clerk, Jersey Shore, Pa. 47
Natoli, G., Trucker, Utica, N. Y. 33
Niedzwicki, J. A., Laborer, West Springfield, Mass. 13
O'Malley, C. W., Janitor, Pittsfield, Mass. 15
Owens, H. G., Waiter, Buffalo 13
Peck, M. F., Engineer, Rochester Division 48
Perillo, A., Laborer, Amsterdam, N. Y. 8
Porter, E. S., Crossing Watchman, Carthage, N. Y. 16
Purcell, J. E., Truck Driver, Allston, Mass. 39
Reilly, J. D., Inspector and Repairer, Selkirk. N. Y. 46
Rosa, D., Laborer, Utica, N. Y. 37
Rudd, F. D., Agent Telegrapher, Crocketts, N. Y. 49
Savage, F. E., Machinist, East Syracuse, N. Y. 44
Schnorr, S. A., Patrolman, Buffalo 38
Shea, E. R., Miss, Clerk, Albany, N. Y. 42
Shinaman, E. F., Engineer, Mohawk Division 44
Silvestro, M., Cooper, Rochester 43
Simmons, P. L., Laborer, Wellsboro Junction, Pa. 32
Smerek, M., Inspector Repairer, Troy, N. Y. 12
Smith, F. B., Trackman, Allston, Mass. 16
Smith, R. J., Chief Clerk, Black Rock, N. Y. 35
Smith, W. E., Cook, Boston 17
Stapleton, J. T., Maintainer, Buffalo 43
Stiles, F. L., Car Inspector, North Adams, N. Y. 44
Strayer, E. M., Generator Attendant, Avis, Pa. 41
Sullivan, J. B., Miss, Clerk, Boston 42
Sullivan, L. V., Carpenter, Allston, Mass. 52
Triller, R. G., Assistant Engineer, Buffalo 43
Tucker, A. M., Sheet Metal Worker, Watertown, N. Y. 32
Turks, F. L., Engineer, Buffalo Division 40
Tuura, H. J., Checker, Utica, N. Y. 39
Van Olinda, H. T., Engineer, Mohawk Division 41
Wagner, J. W., Laborer, Rochester 25
Walker, A., Chef, Buffalo 25
Wassel, S., Carman, Gardenville, N. Y. 33
Westergren, B. R., Store Helper, East Syracuse, N. Y. 16
White, D. L., Brakeman, St. Lawrence Division 39
Wierzycki, J. L., Laborer, East Buffalo, N. Y. 36
Wilkins, E., Air Brake Repairer, Boston 43
Woodhouse, F. M., Cook, Jersey Shore, Pa. 48
Wrenn, M. D., Freight Carman, East Syracuse, N. Y. 16
Wright, E., Boilermaker, Rensselaer, N. Y. 36
Zalenski, A., Trucker, Utica, N. Y. 34

WESTERN DISTRICT

Adamczyk, J., Clerk, Chicago 45
Adams, P. P., Bridge Foreman, Ashtabula, O. 40
Arnold, B. L., Engineer, Toledo West Division 47
Ballas, S., Laborer, Toledo, O. 46
Barlow, E., Engineer, Ohio Central Division 47
Bastedo, F., Conductor, Lake Division 42
Bevier, K. G., Telegrapher Leverman, Toledo, O. 46
Bevington, E. G., Fireman, Lake Division 41
Bruggner, J. W., Sheet Metal Worker, Elkhart, Ind. 41
Cardenas, N., Laborer, Western Division 32
Carrigan, W., Yard Brakeman, Corning, O. 41
Clark, W., Inspector and Repairer, Columbus, O. 41
Cratsley, R. L., Engineer, Lake Division 49
Crothers, W. H., Timekeeper, Goshen, Ind. 15
Davis, G. W., Conductor, Toledo Division 48
Davis, W. G., Waiter, Chicago 17
Dent, C. R., Train Dispatcher, Columbus, O. 49
Dimitroff, S., Gang Foreman, Cleveland 40
Doyle, W., Freight Brakeman, Toledo Division 33
Eal, R. L., Car Repairer, West Columbus 49
Eisnaugle, R. H., Engineer, Ohio Division 51
Facey, E. A., Yard Conductor, Toledo, O. 46
First, R. M., Laborer, Hobson, O. 36
Flick, W. E., Engineer, Lake Division 42
Forbes, L., Operator Leverman, Toledo Division 41
Gonzales, G., Laborer, Chicago 8
Green, F. L., Carpenter, Columbus 16
Grivetti, J. P., Painter, Gibson, Ind. 7
Haller, J. B., Yard Brakeman, Youngstown, O. 42
Jacoby, C. E., Engineer, Ohio Division 46
Johnson, N. A., Mill Machine Operator, Ashtabula, O. 40
Kapekes, N., Laborer, Western Division 34
Kappel, J., Inspector Repairer, Chicago 49
King, H. L., Engineer, Lake Division 51
Kistner, H., Engineer, Lake Division 43
Klein, O. W., Engineer, Western Division 43
Krall, A., Laborer and Saw Operator Cleveland 49
Krontz, R. H., Carpenter, Waterloo, Ind. 18
Krumpetz, H. S., Miss, Stenographer Clerk, Elkhart, Ind. 40
Lampert, J., Inspector Repairer, Toledo, O. 36
Leonhardt, E., Inspector and Repairer, Toledo, O. 42
Martin, K. G., Engineer, Toledo Division 42
Materna, N., Trackman, Cleveland 29
McClintock. K. A., Carman, Collinwood, O. 31
McGraw, S., Machinist Helper, Collinwood, O. 17
Meyer, F. A., Store Helper, Collinwood, O. 18
Meyers, A. L., Inspector and Repairer, Toledo, O. 40
Moeller, M. H., Yard Clerk, Toledo, O. 40
Moore, N. F., Engineer, Ohio Central Division 50
Morrison, R. H., Division Foreman, Ashtabula, O. 36
Morse, N. G., Second Track Operator, Lake Division 38
Motta, F., Inspector Repairer, Chicago 39
O'Connell, M. J., Engineer, Lake Division 42
Olson, H. J., Acetylene Cutter, Ashtabula, O. 22
Pahuda, E. F., Laborer, Cleveland 8
Parkinson, C. H., Engineer, Ohio Central Division 42
Pitonak, A. J., Conductor, Lake Division 39
Porter, C., Stower, Chicago 12
Prentkowski, R. C., Foreman, South Bend, Ind. 39
Purdy, R. O., Cook, Waterloo, Ind. 38
Ramsdell, W. F., Switchtender, Toledo, O. 41
Reid, J., Engineer, Western Division 48
Schalpman, W. L., Brakeman, Toledo Division 43
Schipano, G., Freight Caller, Charleston, W. Va. 42
Schmatz, J. J., Inspector Repairer, Dunkirk, N. Y. 39
Schmidt, P. W., Inspector and Repairer, Toledo, O. 40
Serpico, S., Laborer, Ashtabula, O. 36
Sheppard, A. G., Division Supervisor Air Brakes and Steam Heat, Collinwood, O. 46
Shuster, G. W., Yard Brakeman, Lake Division 36
Slocum, G. F., Agent, Highlands, Ind. 44
Stanley, C. E., Machinist, Collinwood, O. 49
Steinbach, J., Yard Conductor, Cleveland, O. 42
Sullivan, Mrs. S. W., Clerk, Cleveland, O. 16
Taggart, E. C., District Freight Salesman, Youngstown, O. 37
Thomas, W., Laborer, Gary, Ind. 16
Tinkham, W. G., Agent, Western Division 48
Vane, F., Yard Conductor, Collinwood, O. 46
Walin, W., Carpenter, Ashtabula, O. 30
Wallace, W., Engineer, Ohio Division 51
Walter, F. E., Freight Brakeman, Ohio Central Division 41
Weeder, G. W., Trucker, Hillsdale, Mich. 14
Wehrle, J. D., Road Maintenance Foreman, Fostoria, O. 41
White, W. H., Agent, Dunn, Ind. 43
Willcox, L. E., Telephone and Telegraph Installer, Elkhart, Ind. 11
Wood, F. L., Laborer, Marysville, O. 48
Wyatt, S. H., Laborer, Wesleyville, Pa. 18
Zent, R. H., Brakeman, Lake Division 43

SOUTHERN DISTRICT

Belcher, E. C., Machinist, Beech Grove, Ind. 36
Caskey, R. W., Foreman, Arcanum, O. 51
Cline, G. L., Stationary Fireman, Springfield, O. 16
Davis, H., Motor Messenger, Indianapolis 39
Dewitt, R., Carman, Beech Grove, Ind. 34
Eder, L., Car Inspector, Indianapolis 42
Eller, J. O., Conductor, Ohio Division 42
England, C. E., Laborer, Shelbyville, Ill. 16
Flynn, T., Section Stockman, Sharonville, O. 46
Gutman, A., Coach Repairer, Beech Grove, Ind. 42
Harkins, F. M., Painter, Beech Grove, Ind. 37
Hysell, H., Conductor, Southern Division 50
Jones, S. W., Porter, Indianapolis 36
Keen, O. J., Engineer, Illinois Division 46
Keenan, R. B., Engineer, Illinois Division 55
Lantz, H. G., Carpenter, Beech Grove, Ind. 43
Lemaster, W. H., Laborer, Springfield, O. 15
Levering, W. D., Laborer, Galion, O. 40
Lewis, A. O., Engineer, Peoria and Eastern Division 46
Luebke, F. A., Engineer, Ohio Division 42
Lukat, J., Coach Repairer, Beech Grove, Ind. 36
Lusk, L., Engineer, Illinois Division 49
Main, P. O., Engineer, Illinois Division 49
McGee, I. C., Stockman, Indianapolis 45
Mehaffie, R., Engineer, Ohio Division 52
Novinc, J., Electrical Welder, Collinwood, O. 43
Parker, O. W., Telegrapher, Crawfordsville, Ind. 55
Phillips, L., Laborer, East Gary, Ind. 17
Piker, O. O., Laborer, Terre Haute, Ind. 16
Pratt, H. J., Engineer, Ohio Division 48
Rickard, R. H., Carpenter Helper, Beech Grove, Ind. 31
Romas, T., Laborer, South Bend, Ind. 42
Shavloske, L. L., Engineer, Illinois Division 49
Simmons, P., Laborer, Indianapolis 16
Smith, W. E., Road Foreman of Engines, Bellefontaine, O. 46
Spung, H. W., Engineer, Ohio Division 42
Stanley, W. H., Engineer, Illinois Division 42
Steele, D., Laborer, Sharonville, O. 16
Stroemple, L. A., Engineer, Ohio Division 42
Stuart, H. J., Engineer, Ohio Division 57
Sutton, E. R., Conductor, Indiana Division 47
Washington, G. U., Laborer, East St. Louis, Ill. 15
Wells, G. E., Engineer, Illinois Division 40
Welton, F. A., Engineer, Peoria and Eastern Division 39
Williams, G., Jr., Laborer, Sharonville, O. 29
Young, L. K., Pipefitter Helper, Indianapolis 16

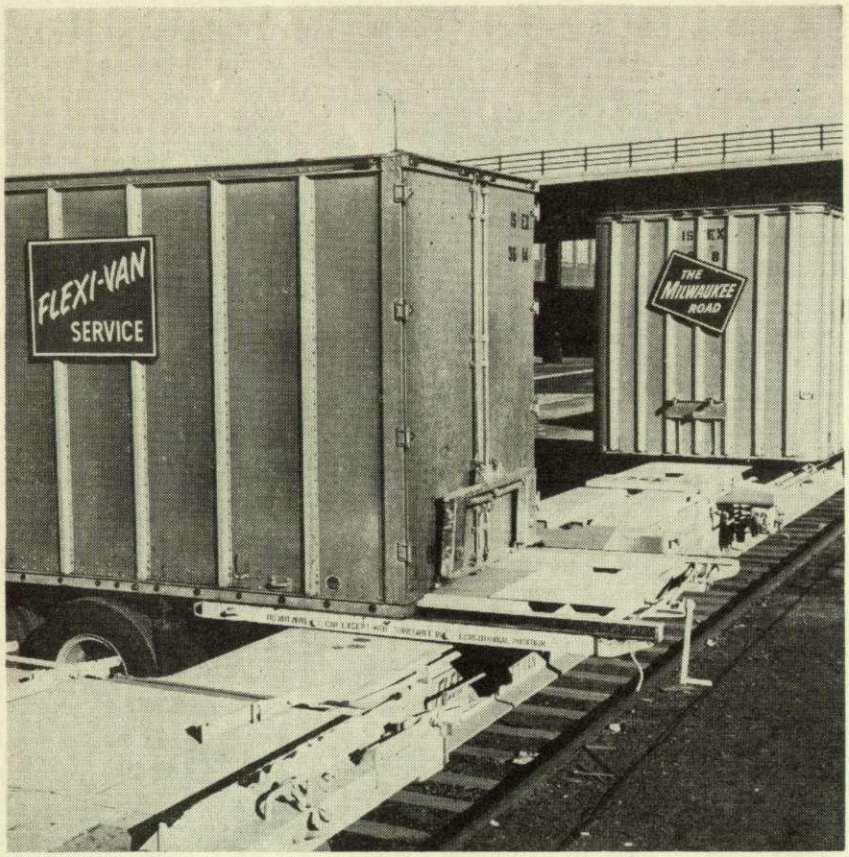
NORTHERN DISTRICT

Besaw, H. C., Stationary Fireman, Bay City, Mich. 35
Campanio, A., Caller, Detroit, 17
Chism, T., Janitor Cleaner, Detroit 16
Edwards, J., Hoist Operator, Detroit 16
Fil, F., Laborer, St. Thomas, Ont. 17
Fulmer, E. H., Mechanical Helper, St. Thomas, Ont. 18
Gauger, E. H., Carpenter, Detroit 31
Gilhooly, C. G., Revision Clerk, Detroit 31
Horvath, J., Counter, Detroit 16
Johnson, E., Trucker, Detroit 16
Jones, G. J., Engineer, Detroit Division 48
Lacy, C., Hyster Operator, Detroit 16
Mann, J. B., Engineer, Michigan Division 42
Mayo, Mrs. D., Machinist Helper, Detroit 16
Mitchell, E. J., Road Foreman of Engines, Jackson, Mich. 43
Needham, M., Carman Helper, Detroit 12
Ortega, P., Laborer, Jackson, Mich. 9
Papierz, Mrs. K., Office Cleaner, Detroit 32
Pay, B., Auto Truck Driver, St. Thomas, Ont. 39
Pociask, G. J., Car Repairer, Detroit 35
Rae, M. S., Freight Agent, Saginaw, Mich. 36
Saunders, Mrs. E. B., Clerk, Detroit 33
Shaft, A. S., Yard Clerk, Lansing, Mich. 48

ACCEPTING GIFT is Charles T. Lovett (left), Clerk-Typist, Springfield, Mass., from Stanley, O. Hughes, Master Mechanic, also at Springfield.

AT RETIREMENT DINNER in honor of Trainmasters Frank K. Pickett (left) and Simon Rowland, Columbus, O., Division Superintendent John W. Crowley proffers their Certificates. Together they had 92 years Central service.

AT WEEHAWKEN, N. J., James Gleeson (left), Chf. Clerk, Freight Office, accepts Certificate from Richard Gill, Div. Trainmaster, Weehawken.



Flexi-Van . . .

now a familiar sight in New York Central territory, is moving into other areas as well. Extension of the rail-highway freight operation—developed and pioneered by New York Central—to the Milwaukee Road now provides NYC shippers with fast, direct service between the east and the heart of the middle west.

Through interchange facilities set up by NYC and the Milwaukee Road at Chicago, firms now can send Flexi-Van shipments between 24 major cities on the Central and Milwaukee, Wis., St. Paul-Minneapolis, Minn., Omaha, Neb., and Kansas City, Mo.

Coast-to-coast Flexi-Van service via the Central and Milwaukee Road will become available in a few months, when the western railroad expands the operation to include Spokane, Seattle and Tacoma, in the State of Washington.

The Flexi-Van concept permits a fully-loaded highway van to be carried without wheels aboard a rail flat car. One man can transfer the van from its highway axle assembly to the flat car in four minutes. No special loading equipment is required.

Cities on the Central from which the new service is available include: in Massachusetts: Boston, Springfield, Worcester; in New York: New York, Albany, Troy, Schenectady, Syracuse, Rochester, Buffalo; in Ohio: Cleveland, Toledo, Cincinnati, Columbus; in Illinois: Chicago, Kankakee, Joliet; in Pennsylvania: Pittsburgh, Aliquippa, Glassport; and Detroit; Indianapolis; Louisville, Ky.; and St. Louis.

Photo was made in the Milwaukee Road's Kansas City, Mo., terminal.