

NEW YORK
CENTRAL
SYSTEM

Headlight

MARCH • 1966



CENTRAL'S NEW COMMUTER LOOK... page 3

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ON THE COVER: This unusual shot of Grand Central Terminal in New York City, was taken by Photographer Ed Nowak, who used a Nikon camera equipped with a fish-eye lens which gives 180 degree angle shot. He used a time setting of one-fifth of a second and a lens opening of f 16.



Christening the new addition...

to the Central's motive power fleet is Mrs. Alfred E. Perlman, wife of the President of NYC. Mr. Perlman stands by as she smashes a bottle of New York State champagne over the nose of one of the 50 new 3,000 horsepower freight locomotives New York Central has purchased from Electro-Motive Division of General Motors Corp. This four axle, four motor unit will be used in high speed freight service between New York and Chicago and is an important part of New York Central's continuing program for improved service to the shipping public.



New York Central trainees...

are given outline of orientation program sponsored by the Operating Department, by A. W. Laskoske, Vice President-Operation. The five-day session was held in Cleveland recently and included a full day at New York Central's Technical Research Center, one of the world's largest industrial research laboratories, and a day at the Collinwood yards. Throughout the program the group studied various phases of the New York Central's operation. The program was under the direction of Robert D. Timpany, (standing at right rear), Assistant Vice President-Operating Administration, assisted by William V. Hayes (center), Director of Training and Safety and John C. Miller, Training Supervisor.

New York Central's

NEW COMMUTER LOOK



NEW TICKET COLLECTING method speeds commuters using Bronx local trains outbound from Grand Central Terminal and terminating at Mount Vernon on Harlem Division and Glenwood on Hudson Division. This was one of the innovations in commuter operations that played a very important part in enabling Central to provide emergency service for thousands of people needing transportation during the New York City transit strike. In picture at top right commuters wait at Scarsdale, N. Y. station to board one of the 237 daily suburban trains operated into and out of Grand Central Terminal on an average weekday. These trains serve 52 stations on the Harlem Division and 31 on the Hudson Division and maintained a 93.4 per cent on time performance during 1965.

▶▶ A little over one year ago Central created a Suburban Service Department. Headed by James M. Loconto, the department's assignment was to plan and coordinate all aspects of the Central's suburban service in the New York City area, and develop long-range plans for that operation. This was a step by NYC to place new emphasis on its efforts to provide the Central's 40,000 daily suburban riders in the New York metropolitan area with the finest and most efficient service that the economics of operation would permit.

Since then many developments have occurred to improve the commuter's life on the Central.

Progress was rapid in implementing the program primarily because of preparatory work that had been accomplished by the New York District Industrial Engineering Staff, under the direction of Donald O. Eisele. Mr. Eisele joined the Suburban Service Department when it was first organized as its Manager of Suburban Planning.

First step was the establishment of zone fares on an experimental basis in portions of the suburban territory, which became effective in February, 1964. In May, 1965, zone fares were extended to apply throughout the entire suburban territory and, in January of this year the zone concept became permanent.

Second step was changing the ticket collecting method for inbound and outbound Bronx local rush hour trains operating between Grand Central Terminal and Mt. Vernon, and Glenwood.

Third step was inauguration of zone schedules which gave the majority of commuters on the Harlem Division non-stop service direct to and from their stations.

These innovations in commuter op-

Continued on next page

Central's New Commuter Look—Continued

eration played a very important part in enabling the New York Central to provide emergency service for thousands of people needing transportation during the recent New York City transit strike.

Other improvements that were established included simplifying, for easier passenger reading, Hudson and Harlem Division suburban timetables. Special trains were run for Westchester residents traveling into New York to see such events as the New York Football Giants games, and Pope Paul's celebration of Mass at Yankee Stadium during his visit to the United States.

Manhattan Trip Tickets were highlighted. These special tickets are good weekdays on non-rush-hour trains and on all week end trains. Passengers using these special tickets can save up to 40 per cent and in some cases up to 50 per cent on round trip tickets from points in the suburban area to Grand Central Terminal.

CHEK-IT, the automatic purchase-by-mail of monthly commutation tickets at no extra charge, continued to be publicized. A new flash-type, credit card size, monthly commutation ticket was designed for commuters' convenience.

A detailed survey was conducted by NYC, asking its commuters if they preferred to ride in non-smoking cars or smoking cars. When all the results were in and tabulated, a pamphlet was distributed to riders, indicating that two-thirds of the commuters polled said they preferred to ride in non-smoking cars rather than sit in cars where smoking was permitted, even though they smoke elsewhere. They would "rather stand than switch," the survey revealed.

Based on these results of the survey, Central gradually re-shuffled the number and location of smoking cars on its suburban service trains to conform to commuters' preferences.

During the 1965 Christmas Holiday Season, a special holiday timetable was issued, detailing special schedules operated Christmas Eve and New Year's Eve.

Central's latest commuter service improvement is a \$1.6 million expenditure to refurbish 40 streamlined mainline passenger coaches and the production of two newly designed breakfast-bar cars at Beech Grove, Ind., Passenger Car Shop.

This expenditure is another example of Central's continuing effort to provide its commuters with comfortable as well as dependable service. During the past four years, Central has invested approximately \$15.6 million in commuter equipment. The program has brought the total number of commuter coaches in service to 417, which are operated on 237 daily suburban trains into and out of Grand

Central Terminal on an average weekday. These trains serve 52 stations on the Harlem Division and 31 on the Hudson Division and maintained a 93.4 per cent on time performance during 1965.

Last April the Central completed a three-year, \$14 million program which placed 87 new multiple-unit commuter coaches in service throughout the electrified zones of both the Hudson and Harlem division.

The 40 modern passenger coaches now being refurbished will serve commuters to and from Grand Central Terminal and stations on NYC's upper-Hudson and upper-Harlem divisions—stations north of White Plains and north of Croton-Harmon (where electrification ends). Delivery of the first units are scheduled for early this year.

These coaches are lightweight, streamlined, roller-bearing cars of the type used on the Twentieth Century Limited and Empire State Express. Sixteen units are constructed of stainless steel and the remaining 24 are of carbon steel.

The refurbished coaches, with new interiors, feature modern two-and-two seating, high-backed contour seats, comfortable neo-prene cushioning and plastic woven fabric covers. The seating capacity of each unit is 108 passengers in 54 pairs of seats.

All coaches are equipped with a public address system for direct communication by train crews with passengers, double windows with tinted glass, and improved air-conditioning and heating systems.

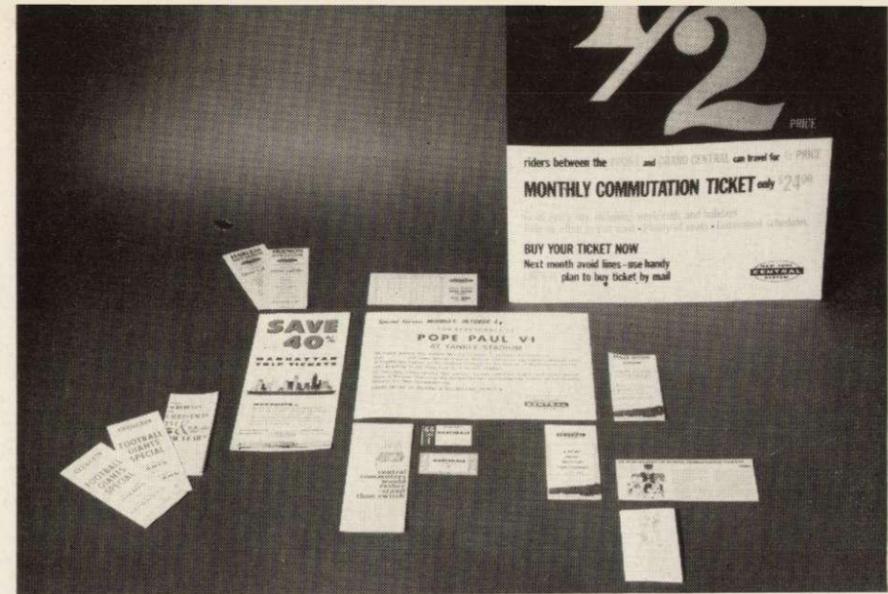
One of the two new breakfast-bar cars will operate on each division. Half the interior of the breakfast-bar car comprises a lounge area and 20-foot counter-type bar and the other half is subdivided into three private compartments. The compartments, which will accommodate eight persons, are available at special monthly rates to groups for business conferences or as game rooms. Furnishings include a card table, chairs and a settee. Compartment floors are covered with blue-green carpeting and the floor in the lounge-bar area is brown tile. The bar is formica-lined.

Breakfast service on morning runs features fruit juices, coffee, rolls and assorted pastries. In the evenings, there is complete bar service.

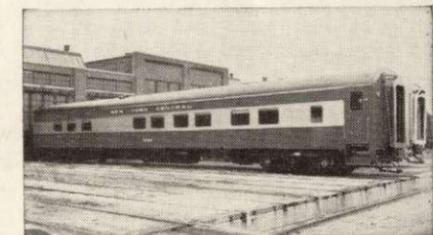
Work on the new coaches and breakfast-bar cars was done under the direction of Robert T. Tomlinson, Beech Grove Shop Superintendent, and Robert Plemen, Production Planning Coordinator.

Many more innovations are under study by Mr. Loconto's staff to make the life of the New York Central commuter even a happier one.

INSIDE VIEW of one of NYC's commuter cars looked like this (picture below) when the Beech Grove Shops started the refurbishing project. Repairmen Millard Hacker (kneeling, left) and Edward D. Long work on the sidewalls while Production Planning Coordinator Robert Plemen (standing, right) and Sidney Bash, Passenger Car Shop Foreman, check progress. When completed these refurbished coaches will sport new interiors, feature modern high-backed contour seats, comfortable neoprene cushioning and plastic woven fabric covers. All coaches will be equipped with a public address system for direct communication by train crews with passengers, double windows with tinted glass, and improved air-conditioning and heating systems.



CENTRAL'S NEW COMMUTER LOOK has been well publicized, as is shown above in this grouping of various pieces of promotional material prepared to give the commuter a better understanding of the many new features that Central has developed to provide commuters with comfortable as well as dependable service.



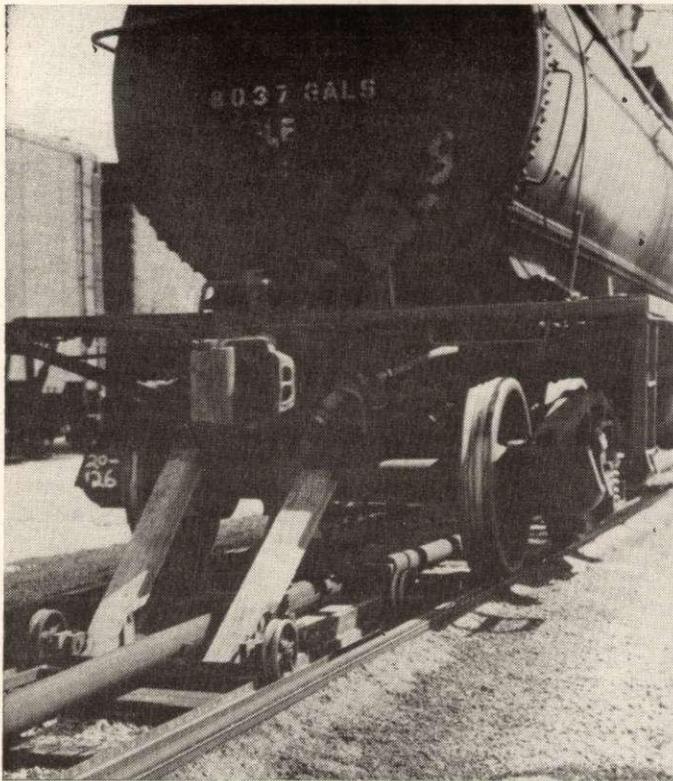
NEW BREAKFAST BAR CARS are now operating on both the Harlem and Hudson Division. Pictured above is one of the finished cars as it came off the production line at NYC's Beech Grove (Ind.) Car Shop.



COMMUTERS (right) try out the service on the new breakfast-bar car as they sample the fruit juices, coffee, rolls and assorted pastries served on the morning run. In the evenings, there is complete bar service.

SANDING THE SIDE of one of NYC's 40 commuter coaches undergoing extensive modernization and rebuilding are E. K. Neathery (left) and H. R. Alexander (picture at left), Painters at NYC's Beech Grove (Ind.) Shops. Coaches are lightweight, streamlined, roller-bearing cars of the type used on the 20th Century Limited and Empire State Express. Sixteen units are constructed of stainless steel and the remaining 24 are carbon steel.





HEFTY HOSE . . . A continuous, 300-foot length of rubber hose gives the "push" to a freight car mover developed by the New York Central Technical Research Center at Collinwood, Ohio for use on sidings and in other areas of low-density rail traffic.

A Hose by Any Other Name

►► There's no end to the things rubber hose can do.

Now it's being used to move railroad freight cars.

The New York Central developed the technique. It's using hose to give the push to a low-cost car mover, a device small enough to stumble over, but one powerful enough to move five freight cars weighing more than 200 tons.

R. J. Mangan, a Research Engineer at the Central's Cleveland Technical Center, designed the car mover. It's for use on sidings and in other areas of low-density rail traffic. One man can operate it efficiently.

The pilot car mover is in operation at the Central's Collinwood car repair facility. It costs one-quarter to one-half less than other equipment used by railroads and freight handlers as a substitute for locomotive power—depending on the length of track over which the car mover operates.

The key to the car mover's efficiency is a 300-foot-long piece of linear actuator hose with an inside diameter of four inches. There are not many pieces of hose like it. It was designed and built by Goodyear's Industrial Products Divi-

sion in Akron, O., in one continuous, unspliced length. It has a tube and cover of neoprene synthetic rubber for flexibility and for resistance to physical stress, oil, abrasion, age and weather. It is reinforced with specially selected synthetic cords.

System is Simple

The Central's car moving system is deceptively simple.

It has three principle parts—the hose, which lies stationary between the rails; a hydraulic pump, which is linked by piping to both ends of the hose, and a wheeled, sled-like vehicle that is seven feet long, 30 inches wide, less than a foot high and weighs 350 pounds.

The sled travels on tracks of its own. Its four wheels are guided by inverted strips of channel iron which are anchored to the crossties between the rails.

The hose is placed so that its entire length can pass between two rollers on the sled. The action is similar to that of a piece of clothing passing between the wringers on a washing machine.

As hydraulic fluid is sent through the hose, its movement is restricted by the

pinch of the rollers. The resulting action—the force of the trapped fluid pushing against the closely spaced rollers—is the force which propels the sled which, in turn, sets a standing freight car in motion by engaging its wheel axles with two pusher arms.

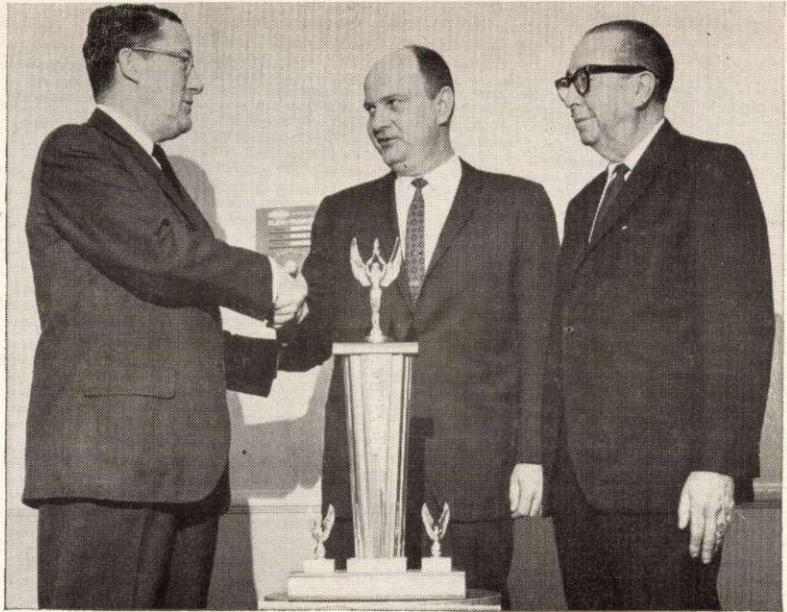
The principle is that of a cylinder and piston: The hose is the cylinder, the hydraulic fluid the piston and the rollers are the piston head.

Although the sled can "push" in only one direction, it can be moved backward by reversing the flow of fluid in the circulating hydraulic system. The pusher arms deflect to permit the sled to pass beneath standing freight cars.

The hose supplies 20 pounds of linear force for every ton of freight car pushed. Although Goodyear rates its working pressure at 250 pounds per square inch, the Central operates it regularly at 300 pounds per square inch.

Goodyear can build linear actuator hose in continuous lengths many times longer than the 300 feet required for the prototype car moving system, but Central believes 700 feet to be about the maximum desirable distance for any future systems the Central may install.

FLEXI-THON GRAND TROPHY for 1965 went to New York Central's hard-driving St. Louis sales organization. Joseph A. Robertson (center), Flexi-Van Sales Manager at St. Louis, accepts trophy on behalf of his sales forces from John G. Patten, Vice President-Freight Sales. At right, Roy L. Milbourne, Director of Flexi-Van Sales & Service, beams approval.



Grand Trophy

Rewards Flexi-Van Sales Efforts

►► Top award for the first year's winner of the Flexi-Thon Campaign went to Central's hard driving St. Louis sales organization. Headed by Joseph A. Robertson, Flexi-Van Sales Manager, the group won the monthly trophy in January, April, August and September last year. Top award for the year was won by exceeding the 1965 Flexi-Van Sales quota by 7.7 per cent.

John G. Patten, NYC's Vice President-Freight Sales and Roy L. Milbourne, Central's Director of Flexi-Van Sales & Service, were on hand to make the presentation of the Grand Trophy.

Mr. Milbourne, who planned and launched the first Flexi-Thon campaign, announced that Flexi-Thon II was now in full swing and that once again a

FLEXI-THON II CAMPAIGN LAUNCHED

trophy will be presented each month to the Flexi-Van Sales Manager whose territory tops the field in originated traffic.

A tally for each territory will be kept on a Flexi-Thon II Meter which indicates the monthly quota and the number of revenue Flexi-Vans loaded.

A Flexi-Thonette, a miniature version of the System-Wide Campaign will be set up by each Sales Manager for all salesmen in his territory. Salesmen will be assigned quotas, with points for overseas through-van traffic, new Plan V accounts, new business, rate proposals and sales ideas.

The Flexi-Thon II campaign will end next December, and the territory with

the best 12-month sales record will win the Grand Trophy.

Flexi-Van service broke several records in 1965. First, it reached an all-time high of 122,081 vanloads, an 18.7 per cent increase over 1964.

In December, 1965, Flexi-Van loadings totaled 10,645 vans, an increase of 22 per cent over December, 1964, and the highest total December figure since Flexi-Van service was inaugurated in April, 1958.

Flexi-Van traffic has been increasing at a higher percentage than the combined national total for "piggyback" and container service. In 1965, piggybacking of truck trailers and containers on flat-cars ran 15 per cent above 1964, or approximately 3.7 per cent less than 1965 Flexi-Van volume.

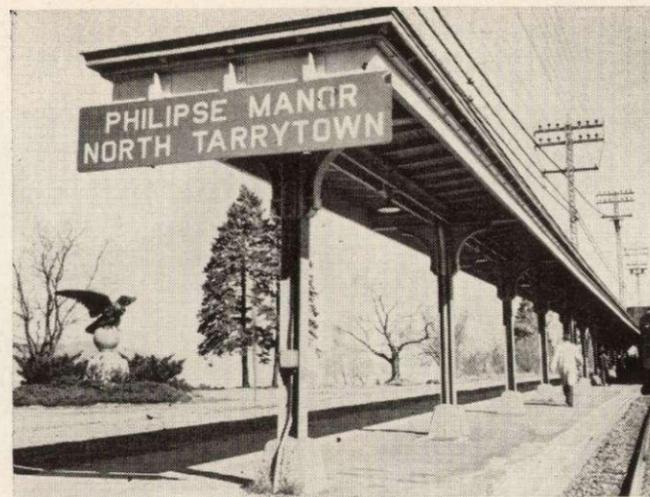
Representing less than one-half of one per cent of the total freight equipment on the Central, Flexi-Van contributed 15 per cent of total net income in 1965, up from 11 per cent in 1964.



TOP FLEXI-VAN SALESMEN for 1965 were in line for congratulations for a job well done. Roy L. Milbourne (center), Director of Flexi-Van Sales & Service, did the honors as he announced the launching of Flexi-Thon II Campaign for 1966. Looking forward to the challenge of the new campaign were left to right: Ronald A. Stahl, Cincinnati; Walter L. Jones, Chicago; Charles L. Hux, Boston; Mr. Milbourne; Ambrose R. Harkins, Buffalo; Joseph A. O'Brien, Detroit; and Charles A. Lybarger, St. Louis.

►► When the New York *Daily News* Magazine section ran a picture story last October, headlined, "Where did the eagles go?", the editor had no idea there were so many bird watchers in the area. Some 100 readers wrote in and scores of others telephoned, giving the whereabouts of many of the 16 cast iron eagles that had adorned the old Grand Central Terminal (pictured at the right), predecessor of the present Grand Central. Each of the eagles weighs a ton and has a wing span of 12 feet.

In 1903, when the old Terminal was demolished, the eagles were removed. *Daily News* photographer David McLane found one sitting proudly at the North Tarrytown, N.Y. Station. Thanks to the letters and calls, he located nine others. Should any HEADLIGHT readers know the location of the other six, please let the Editor know.



NEW YORK *DAILY NEWS* photographer David McLane took this photo of eagle at Philipse Manor-North Tarrytown Station, which triggered search for other Grand Central Terminal birds.



CLOSE INSPECTION is made of this giant eagle, as Henry LoTang boosts his son, Jon, 3, up to get good look at it on their Mt. Vernon, N.Y. property.

THEY'RE YARD BIRDS NOW

Readers Help Locate Missing
Grand Central Eagles



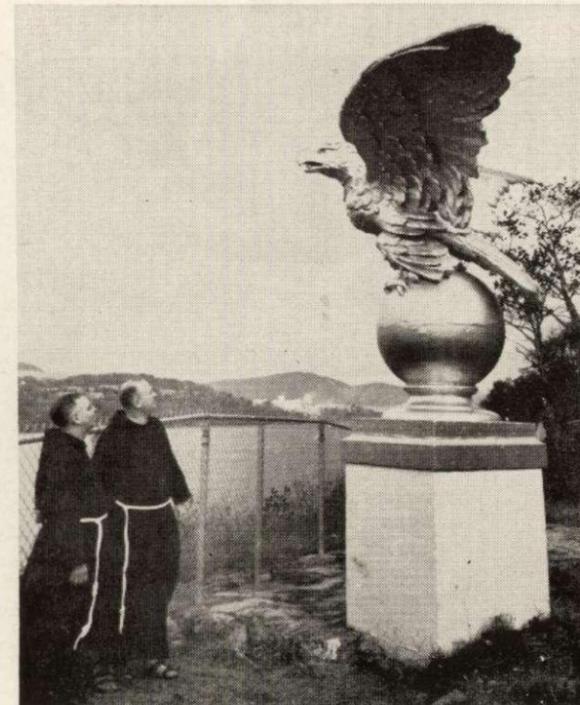
WHAT A BIRD BATH this fellow would need! Eagle graces lawn at Mt. Vernon, N.Y. home of Mario and Lena Torrisi. Each eagle weighs a ton and has a wing span of 12 feet.



PROUD OWNERS of this Grand Central eagle are Dr. and Mrs. Albert Rogliano of Bronxville, N.Y. In the oval at right, Walter Fasbender, Director of the Vanderbilt Museum, Centerport, L.I., inspects eagle at entrance. A second eagle guards another entrance.



A VISITOR to Kings Point, L.I. lounges up against stanchion supporting another of the missing eagles from the old Grand Central Terminal.

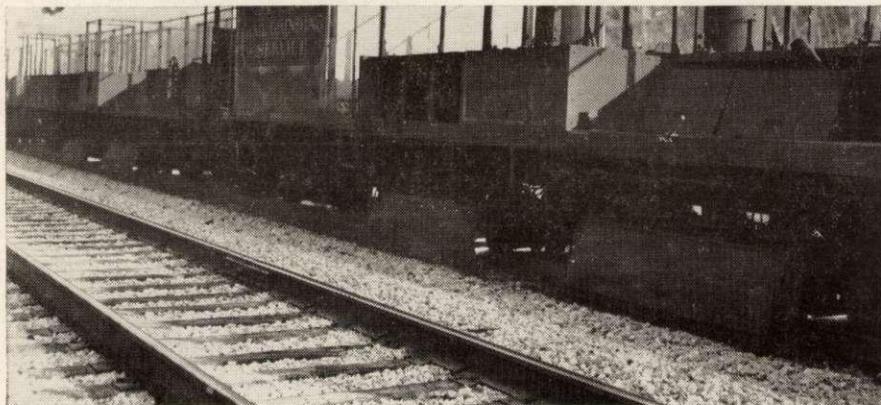


MARY IMMACULATE FRIARY at Garrison, N.Y. also has one of the eagles. Rev. Jordan Sullivan (left) and Rev. Roch Mullin admire its beauty in its Hudson River valley setting.

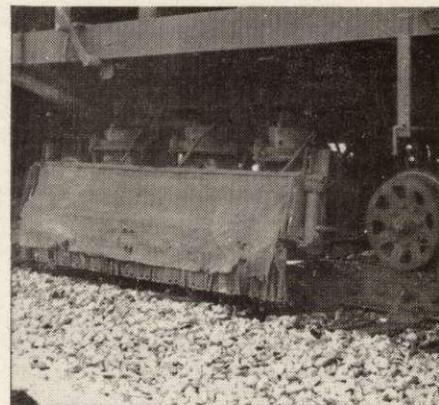


ST. BASIL'S ACADEMY in Cold Spring, N.Y. is the proud owner of two of these majestic eagles. The Reverend Demetrius Frangos, Director, stands near one of them.

GRINDERS GALORE—A section of the seven-car Speno rail-grinder machine moves over the New York Central's main line between Anderson, Ind. and Terre Haute grinding smooth the dual track as part of a \$525,900 maintenance program.



SMOOTH RAILING—Close-up view of the seven-car rail grinding train which smooths and polishes NYC track.



Big Indiana Track Job Finished

► New York Central has spent more than \$525,900 for track renovation between Anderson and Terre Haute, Ind.

The program started last April and was completed early this year. The track rebuilt is part of NYC's St. Louis-New York mainline which passes through Indianapolis. It is the route of two of the world's fastest freight trains, Central's SV-5 and SV-6, which are solid trains of Flexi-Vans. Flexi-Van is a rail flatcar which hauls specially designed freight-carrying trailer bodies to provide integrated rail-highway-sea transportation service.

The track rebuilding will provide more efficient movement of freight and smoother passenger rides, NYC Southern District General Manager Richard B. Hasselman said.

The program featured use of the most ultra-modern track renovation machinery, including a seven-car rail-grinder train rented for the project at an approximate cost of \$2,000 per day. The rail grinder levels the tops of the steel rails within thousandths-of-an-inch precision, eliminating the bounce and much of the clickety-clack experienced on worn rail.

Rail grinding put the finished touch to

the project, which also included ballast cleaning, rail joint straightening, replacement of worn ties, surfacing and track alignment.

The program covered approximately 214 mainline track miles, since most of the right-of-way is dual-tracked.

The program included replacement of 45,000 ties and addition of 100,000 tons of stone ballast to the right-of-way.

The Indianapolis-Terre Haute section of track will be used as main line for the Penn-Central when the merger is approved by the Interstate Commerce Commission.



A SPECIAL SEVEN-CAR WORK TRAIN GRINDS SMOOTH THE RAILS OF NYC'S MAIN LINE BETWEEN ANDERSON AND TERRE HAUTE VIA INDIANAPOLIS. THE TRAIN IS PICTURED NEAR DANVILLE, IND.

Central's 1965 Earnings Highest in Last Ten Years

New York Central reported a 53.5 per cent increase in its 1965 net income which amounted to \$41,518,728, or \$6.06 per share. This compares with net income of \$27,046,846, or \$3.95 per share, for the year 1964.

The 1965 consolidated earnings, including subsidiary companies, totaled \$52,355,635, or \$7.64 per share. The 1964 consolidated earnings amounted to \$35,511,376, or \$5.18 per share.

Alfred E. Perlman, NYC President, said: "The improved earnings are the result of a quiet revolution on the New York Central that has resulted in new concepts for maximizing profits. The weapons of this revolution," he explained, "are new marketing, cost and technical research methods to determine rates, equipment and services that will produce the most profit in all areas of the company's operations."

Mr. Perlman pointed out that during 1965 the Central's average revenue per car increased \$7.27 over 1964, to a new high of \$172.84. In the past five years, the railroad's average revenue per car has increased \$16.17, in spite of a 11.5 per cent decrease in the rate per ton-mile charged the shipper. Central transports approximately three million loaded freight cars annually.

Innovations in freight traffic, which have made a substantial contribution to the New York Central's 1965 improved

revenues, include Flexi-Van container service. The volume of this coordinated rail-highway-water operation reached a new record of 122,081 vans, an increase of 18.7 per cent. Even though Flexi-Van equipment represents but one-half of one per cent of the New York Central's total equipment, it is contributing 15 per cent of total net income, up from 11 per cent in 1964.

The transportation of assembled automobiles on tri-level carriers during 1965 reached an all-time high of 1,140,000 new autos. This represents more than 13 per cent of the nation's automobile production. During 1965, automobile traffic on the Central produced gross revenues

of \$31.3 million, a 27 per cent increase over 1964.

Flexi-Flo, the revolutionary service for the movement of dry bulk commodities, has enabled the NYC to transport four times the amount of cement it carried in 1964. Central recently received the industry's Golden Freight Car Award for this new concept. At the same time, the operation of the first unit train of hot steel slabs, integrating the production lines of two steel plants 500 miles apart, is continuing to set new records. It is expected that this unit train operation, inaugurated in May, 1965, will expand to daily service in 1966, an increase from the present three unit trains per week.

EARNINGS STATEMENT SUMMARY:

	Year 1965	Year 1964
Gross Revenues	\$661,453,842	\$641,519,752
Total Expenses	528,060,364	524,152,998
Net Railway Operating Income	48,343,016	32,768,520
Net Income	41,518,728	27,046,846
Earnings Per Share	\$6.06	\$3.95

Fourth Quarter Ended Dec. 31,

	1965	1964
Gross Revenues	\$170,335,228	\$163,548,603
Total Expenses	132,555,890	135,407,136
Net Railway Operating Income	18,599,185	8,435,234
Net Income	19,239,091	9,567,274
Earnings Per Share	\$2.81	\$1.40

A capsule history of New York Central—No. 9

Heritage of Progress

In the spring of 1832, permission was granted the New York & Harlaem to extend its tracks below Prince Street. And when deep excavations at Murray Hill were completed, service through to Yorkville (86th Street) went into operation. A New York City publication of that day declared that the ride to Yorkville on the new railroad was one of the most interesting in the city, for either citizen or visitor.

The ride terminated at an elevation popularly known as Observatory Hill. This elevation was now giving the directors and engineers of the company cause for worry since it soon became obvious that it would have to be

tunneled. Tunneling was a new science in America; only three, all in Pennsylvania, were in existence at this time.



Northern view of Harlem Tunnel

The two-mile stretch between Yorkville and Harlem was the toughest problem the builders of the new road had yet encountered.

When initial discussions as to the feasibility of the tunnel were discussed, a committee reported that there were two views. One, that as a "work of art," the tunnel would be of great credit to the company. The other point of view was that as an "object of curiosity," it would probably attract encouragement from the public.

When finally completed in 1837, it had cost \$95,000, was slightly less than 600 feet in length, and was 18 feet high.

The value of the "work of art" and "object of curiosity" was proven, for thousands paid fares just for the novel experience of riding behind trotting horses through the hill.

Employees Move Into New Posts on NYC

REAL ESTATE DEPARTMENT

Fred Hurvich has been appointed to the position of Manager of Insurance with headquarters in New York.

Mr. Hurvich joined the Central as Tax Attorney in 1964, following private law practice.



Fred Hurvich



Joseph M. Ostrow

MARKETING DEPARTMENT

Joseph M. Ostrow has been appointed Assistant General Manager of Pricing with headquarters in New York.

Mr. Ostrow joined the Central as a Research Assistant in 1956 following a term of service as an officer in the U.S. Army Transportation Corps. In 1960, he was appointed Director of Market Research, and in 1964 he was named Manager of Pricing for agricultural and food commodities, the position he held prior to his present assignment.



Richard H. Steiner



Frederick I. Doebber

Richard H. Steiner has been appointed to the position of Manager of Pricing Research with headquarters in New York.

Mr. Steiner joined the Central's Market Research Department in 1960. He was promoted to Industry Planning Analyst in 1962, where he concentrated on the development of NYC's grain rate and equipment programs. In 1964, he was named Manager of Agriculture Industry Services, the position he held prior to his present appointment.

OPERATING DEPARTMENT

Frederick I. Doebber has been appointed Operation Planning Engineer with headquarters in New York.

Mr. Doebber joined the Central as a Clerk in the Transportation Department

in Indianapolis in 1941. Since that time he has held various positions in the Transportation and Operating Departments and in 1957 he was appointed Transportation Superintendent of the Syracuse Division, the position he held prior to his present appointment.

MECHANICAL DEPARTMENT

Paul R. Oliver has been appointed to the position of Manager of Car Maintenance with headquarters in New York, with jurisdiction over freight and passenger car facilities other than Shops.

Mr. Oliver began his railroad career as a Carman Apprentice on the Boston & Albany in 1930. Since then he has held various positions in the Mechanical Department, including; Foreman, Croton-Harmon, N. Y.; General Foreman, GCT; Assistant to General Superintendent-Car; Master Mechanic and in 1961 he was appointed Supervisor of Car Maintenance-Freight, the position he held prior to his present assignment.



Paul R. Oliver



Victor F. Kania

Victor F. Kania has been appointed to the position of Manager of Heavy Repairs and Special Equipped Cars with headquarters in New York.

Mr. Kania began his career with the Central in 1936 as a Car Repairer in Detroit, Mich. Since then he has held various positions in the Mechanical Department, including; Repair Track Inspector; Special Inspector; General Inspector and in 1963 he was appointed Supervisor of Car Maintenance-Special Equipment, the position he held prior to his present assignment.

Americus Vitale has been appointed to the position of Mechanical Engineer with headquarters in New York.

Mr. Vitale joined the Central in 1929 as Assistant Mechanical Engineer, the position he held prior to his present assignment.

NEW YORK DISTRICT

Ronald Ashton has been appointed to the position of Suburban Trainmaster for NYC's Hudson and Harlem Divisions with headquarters in New York.

Suburban Trainmaster is a new position created to provide greater coordination between all departments to improve the suburban service with respect to schedules, performance and equipment.

Mr. Ashton, joined the NYC in 1946 as a Student Telegrapher. In 1952, he became a Train Dispatcher at Grand Central Terminal. Since 1963, he has served as Chief Train Dispatcher at New York.



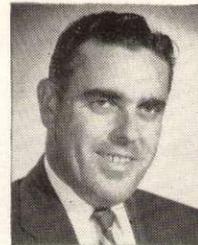
Americus C. Vitale



Ronald Ashton

Herbert A. Barker has been appointed to the position of Captain of Police, Grand Central Terminal and Hudson Divisions with headquarters in New York.

Mr. Barker, began his railroad career with the NYC as a Patrolman in 1945. He progressed through the ranks of the Central's security force and was appointed Detective Lieutenant in 1958, the position he held prior to present promotion.



Herbert A. Barker



John J. Keon

EASTERN DISTRICT

John J. Keon has been appointed Transportation Superintendent with headquarters in Rochester, N. Y.

Mr. Keon started his career with the Central as a Messenger in New York City in 1945. After serving there in various clerical capacities he was appointed Process Engineer at the East Rochester Car Shop in 1957. He was named Supervisor of Yard Procedures at Elkhart, Ind. in 1959, and was made Assistant Trainmaster at Indianapolis, Ind. in 1960 and Trainmaster at Albany, N. Y. in 1962. He has been Terminal Superintendent at Central's Frontier Yard, Buffalo, N. Y., since 1963.

Joseph L. Krajcer has been appointed Terminal Superintendent with headquarters in Frontier Yard, Buffalo, N. Y.

Mr. Krajcer joined the Central in 1941 as a Messenger in the Transportation Department at East Buffalo, N.Y. He advanced as Clerk, Checker, Yardmaster, and General Yardmaster. In 1962 he was appointed Terminal Trainmaster at Frontier Yard, the position he held prior to his present assignment.

William A. Marx has been appointed to the position of Division Engineer with headquarters in Rochester, N. Y.

Mr. Marx, a native of Monroe, Mich. joined the Central in 1956 as Assistant Industrial Engineer at Detroit, Mich. After serving successively as Bridge Inspector, Assistant Supervisor of Bridges and Buildings, and Office Engineer at Jackson, Mich., Office Engineer and Supervisor of Track at Cleveland, O., and Assistant Division Engineer and Division Engineer of Track at Toledo, O., he was appointed Division Engineer at Chicago, Ill., in June, 1965, the position he left for his new assignment in Rochester.



Joseph L. Krajcer



Donald F. Dillon

Donald F. Dillon has been appointed Trainmaster at DeWitt Yard with headquarters in Syracuse, N. Y.

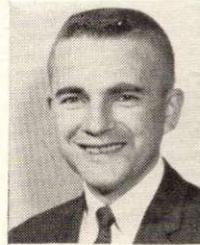
Mr. Dillon joined the Central as a Ticket Clerk in Syracuse in 1948. He transferred to the Operating Department as Traveling Car Agent in 1956, he then became successively No-Bill Clerk, Assistant Supervisor of Car Utilization, District Service Supervisor and Assistant Trainmaster. In 1963, he moved to Schenectady as Agent-Assistant Trainmaster, and has been Trainmaster at Massena, N.Y. since 1964, the position he held prior to his present appointment.

John L. Stanek has been appointed to the position of Trainmaster with headquarters at Boston, Mass.

Mr. Stanek started his career on the Central as a Freight Transportation Inspector at New York City in 1961. He moved to Detroit, Mich. in January, 1962 as Assistant Trainmaster, and was made Terminal Trainmaster at Avon Yard at Indianapolis in August, 1962. He was promoted to Trainmaster at Newberry Junction, Pa. and Utica, N.Y. in 1963, then Dock Superintendent in Ashtabula, O. and to Division Engineer of Track at Detroit, Mich., in 1965, the position he held prior to his present appointment.

Edward J. Larivey has been appointed Terminal Trainmaster with headquarters in Frontier Yard, Buffalo, N. Y.

Mr. Larivey joined the Central as a Switchtender in 1942 at East Buffalo, N. Y. Leaving the NYC as a Yard Brake-man in 1943 for military service, he returned in 1945, advancing to Yardmaster in 1956 and General Yardmaster in January, 1965, the position he held prior to his present appointment.



John L. Stanek



Edward J. Larivey

Paul V. Curran has been appointed to the position of Trainmaster with headquarters at Massena, N.Y.

Mr. Curran first worked for the NYC during school vacations on the Boston & Albany Division of the Central as Trucker, and Signal Helper at Worcester and a Laborer at Framingham, Mass. After serving two years with the U.S. Army, he returned to the Central as a Carpenter at Allston, Mass. in 1963. In 1964, he went to New York as a Freight Transportation Inspector in the NYC's Transportation Trainee Program and in 1965 he was appointed Assistant Trainmaster at Jackson, Mich., the post he leaves for his new position at Massena.

WESTERN DISTRICT

Robert E. Feeley has been appointed Chief of Police for the Chicago area of the New York Central. His responsibilities will include the Indiana Harbor Belt and Chicago River & Indiana railroads, the Joliet branch and Kankakee Belt Line of the Central and NYC property east to Elkhart, Ind.



Robert E. Feeley



Thomas E. Slowey

Mr. Feeley began his railroad career in 1947 as a Patrolman at Syracuse, N.Y. In 1953, he was made Sergeant at Watertown, N.Y., and in 1955 Lieutenant at Buffalo, N.Y. and in 1957 Captain. In 1961 he moved to Cleveland as Inspector of Police and became Chief at

that location, the position he held prior to his present appointment.

Thomas E. Slowey has been appointed Chief of Police, with jurisdiction over the Lake and Toledo Divisions with headquarters in Cleveland, O.

Mr. Slowey joined the Central as a Patrolman in his hometown of Syracuse, N.Y. in 1947. In 1956 he was promoted to Sergeant at Watertown, N.Y. From 1957 to 1964 he was Lieutenant at Corning, N.Y., Rochester, N.Y., and Syracuse, N.Y. In November 1964, he was advanced to Captain of Police at New York City, the position he held at the time of his recent promotion.



RAIL QUIZ

Answers on page 15

1. The first steam train in New York State ran from Albany to Schenectady in—1840, 1877, 1831 or 1816?
2. Is a freight haul in which two or more railroads participate called an inter-line haul, an interrail haul, or a combination haul?
3. Was the first electric locomotive operated on an American railroad placed in scheduled service at New York, Baltimore, Md., Erie, Pa. or Detroit?
4. Is a "B" unit Diesel-electric locomotive capable of independent propulsion?
5. How does a sleeping car conductor keep track of the space occupied and unoccupied on his train—by memory, tickets presented, or diagram?
6. What is the difference between a paycheck and a payroll voucher?
7. Which has more railway mileage—Texas or Mexico?

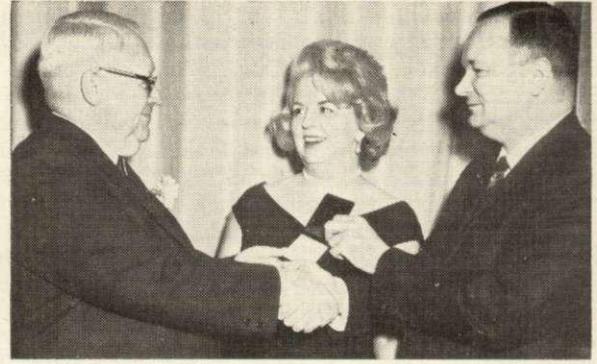
EQUAL EMPLOYMENT OPPORTUNITY

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

In keeping with this policy, race, creed, color or national origin is not a factor in recruitment, employment, compensation, promotion or any other aspect of employment. The Company will take positive, continuing action to insure continued realization of this objective.



CONGRATULATIONS were in order as Harold M. Quinn (right) New York Central's Manager of Buildings in New York, presents Patrolman Daniel McCauley his retirement certificate after 25 years' service with the NYC. Charles VanDemark (left) Supervisor Mailroom, Charlie Gambino, Chief Elevator Starter and George Sheldon, Porter Leader look on.



DANIEL J. SHIELDS (left) retiring New York Central Freight Agent at Utica, N. Y. receives Gold Pass from Edmund D. Joslin, Division Superintendent, Mohawk & St. Lawrence Division, as Mrs. Lois Murphy, Program Chairman for the affair looks on.

NEW YORK DISTRICT

Angelette, G., Laborer, Harmon, N. Y.
 Baay, C., Deckhand, Weehawken, N. J.
 Beetson, K. A., Secretary, New York
 Burr, K. F., Conductor, Weehawken, N. J.
 Carlo, P., Machinist, Harmon, N. Y.
 Dimaria, S. M., Laborer, Grand Central Terminal
 Drake, E. F., Conductor, Grand Central Terminal
 Hamilton, R. A., Assistant Foreman, Croton, N. Y.
 Hays, L. D., District Supervisor, New York
 Holbert, J. J., Head Clerk, New York
 Kunkel, K. F., Supervisor Cash Reports, New York
 McCabe, T. F., Administrative Assistants, New York
 Renz, F., Carman, Harmon, N. Y.
 Rosenberger, H. G., Steam Crane Foreman, Mott Haven, N. Y.
 Schmidt, F., Locksmith, New York
 Weston, H., Chef, New York
 Wilson, R., Laborer, Electric Division

EASTERN DISTRICT

Austin, W., Chef, Buffalo
 Barnett, H. F., Fireman, Syracuse Division
 Becker, C. A., Conductor, Syracuse Division
 Brindisi, P. A., Laborer, Worcester, Mass.
 Burns, J. V., Lineman, Rochester, N. Y.
 Cairns, L. D., Trucker, Albany, N. Y.
 Cardinale, D. S., Laborer, Clearfield, Pa.
 Case, E. G., Truck Driver, Buffalo
 Chouffet, R. H., Trainman, West Springfield, Mass.
 Colucci, A. R., Agent, Farnham, N. Y.
 Copper, A. J., Switchman, Boston Division
 Courville, W. L., Conductor, Beacon Park, Mass.
 Day, L. R., Conductor, Adirondack Division
 Deluca, J. M., Brakeman, Syracuse, N. Y.
 Drexler, J. R., Fireman, Buffalo Division
 Duseau, J. O., Sergeant, Boston, Mass.
 Eckerlin, H. C., Conductor, DeWitt, N. Y.
 Erwin, W. D., Assistant Dispatcher, Syracuse, N. Y.
 Fenlon, J. H., Brakeman, Worcester, Mass.
 Forgione, A., Laborer, Syracuse Division

They Retired



Compiled by

Leonard H. Rose,

Director of Employee Benefits

Fraize, H. H., Clerk, Framingham, Mass.
 French, T. R., Carman, East Rochester Car Shop
 Fusco, L. B., Inspector Repairer, Buffalo
 Glancy, J. C., Clerk, Watertown, N. Y.
 Golden, D. F., Signal Maintainer, Selkirk, N. Y.
 Hess, A. A., Brakeman, Utica, N. Y.
 Hoffman, E. R., Machinist, East Syracuse, N. Y.
 Holbert, C. H., Gateman, Buffalo

Jakubowski, V. W., Patrolman, Buffalo
 Knauber, J. H., Chief Demurrage Clerk, Syracuse, N. Y.
 Kolb, H. D., Conductor, Syracuse Division
 Leach, E. C., Signal Maintainer, West Haverstraw, N. Y.
 Lichty, P. R., Inspector-Repairer, Albany, N. Y.
 Lombardozi, O., Laborer, Hudson Division
 McCartney, J., Steward, Buffalo
 Miller, G. S., Clerk, Cherry Tree, Pa.

Moore, S. A., Signal Supervisor, Niagara Falls, N. Y.
 Moriarty, M. S., Clerk, Springfield, Mass.
 Musheno, G. R., Brakeman, Jersey Shore, Pa.
 Oakleaf, E. C., Carpenter, Lyons, N. Y.
 Parker, G. J., Terminal Foreman, Worcester, Mass.
 Pliska, G., Conductor, Albany, N. Y.
 Roberts, C. E., Trucker, Syracuse, N. Y.
 Royal, N. C., Engineer, Mohawk Division
 Stenger, F. W., Engineer, Corning, N. Y.

Wallace, W., Red Cap, Buffalo
 Watts, E. M., Clerk, Buffalo
 Widmer, R. L., Truck Driver, Buffalo
 Wisniewski, E. A., Clerk, Buffalo
 Wodowski, W. A., Brakeman, Buffalo
 Worumn, H., Laborer, Allston, Mass.

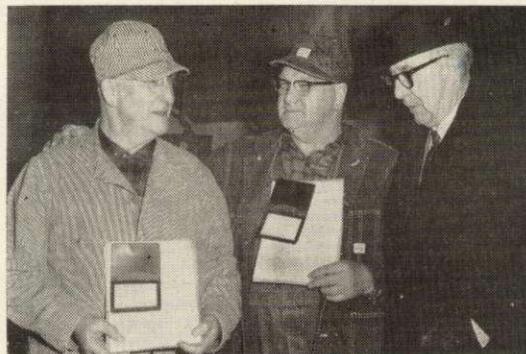
WESTERN DISTRICT

Bowsher, M. A., Engineer, Chicago
 Cook, T. E., Switchman, Englewood, Ill.
 Coutts, J. L., Fireman, Toledo, O.
 Craver, F., Cleaner, Chicago, Ill.
 Davidson, R. E., Engineer, Elyria, O.
 Fenters, H. L., Bridge Tender, Chicago, Ill.
 Gardner, L. A., Brakeman, Toledo, O.
 Karst, L. M., Operator Leverman, Cleveland, O.
 Lambert, G. R., Foreman, Adrian, Mich.
 Palmer, Sr., R. H., Brakeman, Hillsdale, O.
 Severino, L., Carman, Ashtabula, O.
 Skinner, A. F., Stationary Fireman, Collinwood Diesel Shops
 Slivka, G. J., Trucker, Cleveland, O.
 Smith, W. H., Switchtender, Cleveland, O.
 Stranigan, Q. C., Fireman, Englewood, Ill.
 Tiedmann, A., Coach Cleaner, Chicago
 Young, T. O., Trucker, Cleveland, O.

SOUTHERN DISTRICT

Burford, C. L., Brakeman, Indianapolis, Ind.
 Deardorff, C. O., Repair Foreman, Bellefontaine, O.
 Dover, L. B., Yardmaster, West Columbus, O.
 Fritch, L. L., Conductor, Columbus, O.
 Hastings, W. R., Agent, Belle, W. Va.
 Lacy, R. T., Fireman, Indiana Division
 Martin, F. A., Laborer, Charleston, W. Va.
 Moore, W. H., Laborer, Kankakee, Ill.
 Rice, W. W., Laborer, Avon, Ind.
 Robinson, C. W., Operator, Nitro, W. Va.
 Romp, E., Engineer, Ohio Division
 Rose, H. R., Conductor, Fultonham, O.
 Schablik, E. M., Machinist, Indianapolis, Ind.

GOLD PASSES AWARDED 50-YEAR SERVICE VETERANS



TWO VETERAN SYRACUSE Locomotive Engineers are honored for completing a century of combined service on the New York Central. Carl Smith (left) and James J. Sheedy hold Life Time Gold Pass and personal letters of commendation from NYC's District General Manager Edward L. Claypole of Syracuse. Road Foreman George H. Miller made the presentation. Both men are still in active service.



RETIREMENT CERTIFICATE and service pin are presented to Charles R. Boller (right), Clerk at Anderson, Ind., by Trainmaster E. K. Beemer after 47 years' of NYC service.

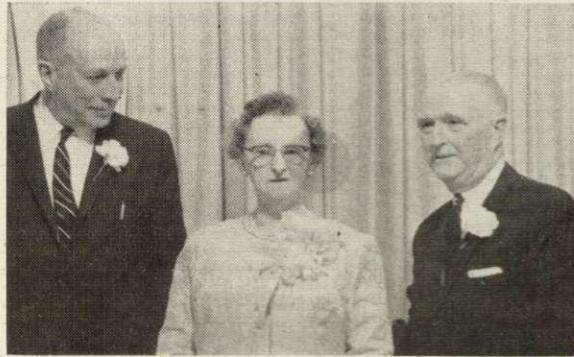


Photo by Edward C. Brandow-Albany, N. Y.
VETERAN RAILROADER James M. Donovan, (right), Division Freight Sales Manager, at Albany, N. Y., poses with his wife and Mayor Erastus Corning at a testimonial dinner celebrating his retirement after almost 50 years' service with the New York Central.



JOHN G. CASTLE (right) Assistant Director Labor Relations, receives Gold Pass from Leo B. Fee, Vice President, Employee Relations after 45 years' of NYC service.

Smith, O. B., Electrical Worker, Rochester, N. Y.
Solak, W. F., Trackman, Ohio Division
Ventresca, J., Car Inspector, Columbus, O.
Wiley, F. F., Foreman, Indiana Division
Wilson, A., Laborer, Marin, O.
York, C., Car Inspector, Duane, Ind.

NORTHERN DISTRICT

Barr, L. A., Yard Brakeman, Canada Division
Burrell, W. E., Conductor, Canada Division
Cressy, C. A., Foreman, Detroit, Mich.
Lancaster, A. L., Assistant Chief Clerk, Detroit, Mich.
Maxwell, V. C., Carpenter Foreman, Jackson, Mich.

Moore, A. C., Telegraph Operator, St. Thomas, Ont.
Piett, W. E., Fireman, Canada Division
Rood, H. T., Foreman, Niles, Mich.
Rossi, D., Laborer, East Gary, Ind.
Russett, W., Clerk, Detroit, Mich.
Schaber, H., Engineer, Detroit, Mich.
Seburn, J. B., Foreman, Canada Division
Smith, H. I., Clerk, Detroit, Mich.
Stevens, K. F., Clerk, Detroit, Mich.
Wright, S., Trucker, Detroit, Mich.

INDIANA HARBOR BELT

Carroll, M., Carman, Gibson, Ind.
Frundle, L. R., Switchtender, Blue Island, Ill.

Toyia, A. J., Hostler, Gibson, Ind.

CHICAGO RIVER & INDIANA

Smalley, M. V., Switchman, Chicago



AMONG RECENTLY RETIRED employees of the Central are, left: Walter H. Dawson, Coach Repairer in the Passenger Car Department, Beech Grove, Ind.; center: John Panetti, Welder Helper, Pittsfield, Mass.; right: Premo Ortelli, Secretary in office Assistant Vice President Equipment, New York.

PITTSBURGH & LAKE ERIE

Nezbit, G., Laborer, McKees Rocks, Pa.
Osman, H. L., Upholsterer, McKees Rocks, Pa.
Panella, P. A., Gang Foreman, New Castle, Pa.
Terwilliger, W., Clerk, College, Pa.
Wilson, J. E., Conductor, Pittsburgh, Pa.

Answers

... to Rail Quiz on page 13

1. 1831.
2. Interline haul.
3. Baltimore, Md.
4. Yes, but is not equipped to operate singly or as a lead unit in a locomotive combination.
5. Mainly by diagrams. Tickets presented, plus cash receipts, must check with space occupied.
6. No difference.
7. Texas.

Don't Wait! Sign Up for Medicare Now

To get full benefits from medicare you must sign up for them *now*. You can lose thousands of dollars in benefits if you fail to sign up or if you sign up late.

Almost everyone over 65 eligible

With few exceptions all persons 65 or older can get medicare benefits. You don't have to get monthly railroad retirement or social security benefits in order to get medicare. People who work and, until January 1, 1968, people who have never worked (wives, parents, etc.) are also eligible.

Delay costs money

It can cost you money if you wait to sign up. A person age 65 before January 1, who does *not* sign up for supplemental medical insurance by March 31, 1966:

- ◆ Cannot get a second chance to sign up until October 1, 1967.
- ◆ Cannot get medical coverage before July 1, 1968.
- ◆ Will pay 30¢ a month more in premiums.

How to sign up for medicare

Eligible persons on the benefit rolls of the Railroad Retirement Board or the Social Security Administration got application cards in the mail. These cards should be filled out and returned right away.

All other railroad employees and their wives, contact the nearest Railroad Retirement Board field office, where you can get the answers to all your questions and take action to be sure you get medicare benefits.



New York Journal-American photo

Outstanding Police work...

was recognized recently as NYC President Alfred E. Perlman (left) presented a \$500.00 contribution to the New York City Police Relief Fund. The presentation was made to former Police Commissioner Vincent L. Broderick at New York City Police Headquarters, in recognition of the outstanding police work done by his men at the Grand Central Terminal area and New York Central's Bronx stations during the New York City transit strike January 1-13.



Public expresses its appreciation...

to the New York Central people for the fine way in which they handled throngs of additional riders during the New York City transit strike. James M. Loconto (right), Director of Suburban Service, looks over some of the many letters received from riders expressing their appreciation. Looking on is his staff (left to right) Kenneth B. Buxbaum, Statistical Analyst; Barry J. Kaas, Suburban Planning Engineer; Edith M. Roeder, Secretary and Donald O. Eisele, Manager of Suburban Planning.

New York City Mayor John V. Lindsay summed up the feelings of the public in this letter he sent to the Central: "I want to compliment you for the superb job you did under extraordinarily difficult circumstances. Please extend my appreciation to all the employees of the New York Central System. I am proud of the citizens of our City for the patience and cooperation which they displayed during the strike."