APRIL • 1967

NEW YORK CENTRAL SYSTEM

Headlight

Ten New Diesels Are In Service . . .

New York Central has purchased ten, 3,000-horsepower, diesel locomotives from the General Electric Company at a cost of $2.2 million. The new U30-B locomotives will be used to haul Central's Super Van and other high-speed freight trains. Equipped with alternators, instead of the standard D.C. generator, the locomotives can be used as both general road and switch engines.

New Train Information Board Installed . . .

The first teleindicator train information board to be installed in this country was activated recently at Grand Central Terminal in New York. It combines instantaneous travel data with full-color transparency advertising displays. The unit measures 55 feet wide 11½ feet high and is located directly above the New York Central's ticket office. On main panels, two Solari teleindicators provide up-to-the-minute train information with large white-on-black letters and numerals that are readable from a distance of more than 200 feet.

Headlight

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ON THE COVER: Central's 31st annual Perfect Shipping Campaign for 1967 gets a send-off from Linda Iasella of NYC's Computer Services Department in New York, who points out that all Central people should, "Keep Your Eye On Perfect Shipping In '67" to help cut the amount of freight claim payments. Perfect Shipping is a personal responsibility and each individual employee involved in handling and moving of freight shipments is urged to help reduce this annual payment.

NYC Freight Claim Department Acquires

NEW LOOK

COMPUTER-ORIENTED, mechanized system of processing claims has been developed to produce reports that help field inspection teams pinpoint damage-prevention efforts. Shown in Computer Center at Buffalo, where information is processed are, left to right: Christine A. Stevens, Operator, and Edward J. Hoffman, Manager of Computer Center.

New York Central Computer Will Help Slash Losses Caused By Damaged Freight

On January 1, 1967, the New York Central's Freight Claim Department acquired a "new look"—one of vitality, imagination and progress. This image resulted from organizational and procedural changes within the department, effected to more closely align this department, and its functions, with a prime Central objective: better and faster service to the shipping public.

For too many years, the nation's rail carriers – including the Central – have seen large amounts of money siphoned off in payments for damage claims. During the year 1966, for example, claim payments by the New York Central totaled 11.3 million dollars, money which otherwise might have been used for plant improvements, the purchase of new equipment and/or employee compensation. Repeated attempts were made to cure the ailing patient, yet conditions worsened. Major surgery was indicated.

Basically, the problem was one of information—or, more correctly, the lack of information. Save for a listing, by commodity heading, of total dollars paid out, little data was available that would allow for initiation of effective prevention activity—the crux of any successful claims-reduction program.

The necessary surgery came with the inauguration of a computer-oriented, mechanized system of processing claims. The system, in addition, serves as an accurate, detailed information source.

Claimants' Code

An important, perhaps the most important innovation in the new system was the introduction to New York Central customers of the Claimants' Code. In order to more fully "computerize" the claims functions, it was necessary to assign to each claimant a code, or account number (or numbers, in case of larger concerns). This code number serves as the means of identification, and provides for ready access to information about a claimant, or claims, previously transmitted to the computer.

(*Continued next page*)

CLAIM ACCOUNT REPRESENTATIVES are assigned to specific commodity groups, providing thorough knowledge of customers and their products. At right, Joseph H. Matrie, Manager of Claim Accounts at Buffalo, discusses an account with Ray Formella.

DISTRIBUTION CLERKS prepare information to be fed to computer to prepare settlement drafts for customers. At same time computer develops other reports that assist in reducing claim payments.

CLAIM ANALYSIS GROUP reviews claims and damage inspection reports to spot trends, repetitive damage or potential damage situations. Front—left to right: Al Seibel and Tom Wehfritz, Assistant Supervisors of Freight Claim Analysis. Rear—left to right: Harry Hall, Supervisor of Freight Claim Prevention; David B. Fleming, Jr., Manager of Claim Prevention Services and Charles Klous, Supervisor of Freight Claim Analysis, from the Freight Claim Service Center at Buffalo.

For NYC customers the advantages of the Claimants' Code are several:

- It will allow for prompt claim processing by having stored, in usable form and at one location, all claim information.
- It will permit "specialization" by having Claim Account Representatives assigned to specific commodity groups, thus providing for thorough familiarization with customers and their products. Further, customers will have the added convenience of dealing directly with one person should questions or problems arise.
- It will provide for prompt payment by centralizing claim processing, eliminating time-consuming inter-office correspondence. Settlement drafts will be issued twice monthly, accompanied by a statement advising claimants of the status of all claims filed with the Central.

An important adjunct to the Claimants' Code is a series of reports, computer-generated from data on file from those source documents necessary in claims processing. These reports, designed and innovated by the Central, will serve to bridge the information gap.

For example, reports accurately relating claim payments to shippers and receivers will enable Claim Prevention Department personnel to identify concerns with whom to work and assist in reducing damage outturns. Equating payments and commodities may indicate a need for changes in methods of loading, securing, or packaging. These reports will make possible performance comparisons of various routings and/or types of equipment.

Further, these reports will furnish to other Central departments data useful in setting or evaluating rates; and help in determining profitability of certain traffic segments.

Organizational Structure

At this point, perhaps, a look at the organizational structure of the "new" Freight Claim Department is in order:

It is readily apparent to those familiar with the former organization that the most radical change is in the field office structure. The district offices—formerly charged with processing claims for those centers of commerce and industry near or in which they were located—are now "Freight Claim Prevention" offices. This change in manpower deployment was made possible with the centralization, in Buffalo, of all claims functions.

Each of these District Prevention offices, headed by a Manager of Freight Claim Prevention, is staffed with experienced, qualified personnel whose responsibility is to insure the safe transport of

(*Continued page 6*)

COMPUTER-GENERATED REPORTS are reviewed by David B. Fleming, Jr. (left), Manager of Claim Prevention Services and Robert R. Trometer, Supervisor of Freight Claim Services. Subjects of some of the important reports to be issued are:

- RATIO OF CLAIM PAYMENTS TO REVENUE
- FREIGHT CLAIMS AND FREIGHT CLAIM PAYMENTS RELATED TO CARLOADS AND REVENUE FOR GIVEN QUARTER BY COMMODITY
- FREIGHT CLAIMS AND FREIGHT CLAIM PAYMENTS RELATED TO CARLOADS AND REVENUE BY YEAR OF MOVEMENT
- SHIPPER/CONSIGNEE CLAIM PAYMENTS
- PREVENTION EQUIPMENT REPORT
- FCD-1 COMMODITY DETAIL REPORT
- PREVENTION STATISTICAL REPORT — ROUTING

NYC Freight Claim Department Acquires NEW LOOK (continued)

all commodities. This is accomplished by having, in the field, trained personnel constantly observing methods of loading and securing freight shipments, conducting and supervising outturn inspections, working with shippers and receivers, and otherwise participating in programs dedicated to damage-free transport.

Freight Claim Service Center

Augmenting the work of the regional prevention offices is the Freight Claim Service Center, in Buffalo. Under the direction of the Manager of Claim Prevention Services, this office functions as the "nerve-center" of the Prevention Department, assisting in and coordinating various programs.

The Claim Analysis group reviews claims and damage inspection reports to spot trends, repetitive damage or potential damage situations. Where feasible, these situations are resolved directly with shippers, receivers or other carriers. If necessary, the conditions are brought to the attention of District Managers for corrective action. In those cases where a study or survey of damages and causes transcends the limits of one district, the Service Center is in a position to coordinate the necessary "task force" approach. Here, too, the safe transport of special commodities–such as assembled automobiles–is given the deserved attention by deploying personnel to areas of concern. The Service Center is also prepared to furnish technical assistance and personnel where the nature of damage warrants.

Inspection Report Form

In order to initiate prompt, effective prevention activity, it is necessary that an accurate description be furnished of the nature, extent, and apparent cause of damage to a shipment. With this objective in mind, the inspection report form was redesigned, resulting in the new FCD-300 Form, perhaps the most important tool in the prevention program.

Designed for ready translation into "machine language", this report form seeks to elicit from the inspector an accurate detailed description of "car, contents, and condition" at the time of inspection. The form provides for the inclusion of pertinent waybill data; temperature, icing, and fueling records; extent and location of lading damage; condition of equipment; method of loading, and other data necessary in determining claim liability and initiating prevention activity. Upon completion, two parts (of four) of the form are forwarded immediately to Buffalo for processing and computer input. Thus, data on a particular shipment is often "on file" and action designed to eliminate similar damage in subsequent shipments in effect, prior to receipt of actual claim.

One of the "new" Freight Claim Departments most vital elements, is the added emphasis being placed on the "prevention" of damage to freight shipments.

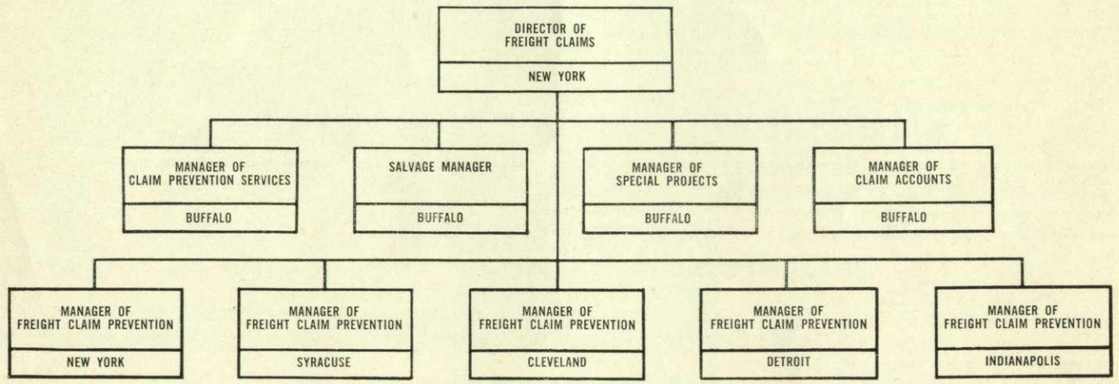
Central people have only one product to sell: SERVICE. Service means more than adherence to schedules–our competition can do this. Freight delivered on time, in a damaged condition, negates all the efforts of manufacturing, sales, and distribution. Rather, "service" means supplying a general demand faster, more economically, and, above all, safer than can be done by our competition. The difference, basically, is people, and their involvement in the overall effort.

Teamwork Needed

Not only during April, officially designated as "Perfect Shipping Month" but throughout the year constant vigilance will bring the careful car handling necessary to keeping Central free of damage claims and keeping its rails filled with traffic. The old saying, "Eternal vigilance is the price of liberty," can be updated and made to apply to the problem of freight claims.

All Central people have an opportunity to fight freight damage by being alert to, and promptly reporting, possible occasions of damage, and by close observance of recommended car handling and record keeping practices, and going-all-out to reduce time-consuming, costly errors.

FREIGHT CLAIM DEPARTMENTS NEW ORGANIZATIONAL STRUCTURE



N.Y.C. Improves Facilities at Lawrenceburg, Indiana

ONE OF THE MANY IMPROVEMENTS at Lawrenceburg, Ind., is a new $30,000 two-story, air-conditioned freight station. A portion of the interior is pictured above. The new facility includes offices for the trainmaster, general yardmaster, police, traveling agent and a locker room for train crews. NYC employees shown at work are, left to right: Harold Himes, Clerk-Operator; Gerald N. Works, Car Control Clerk and Richard Hebel, Clerk Operator.

APPROXIMATELY $75,000 of leased IBM and AT&T communications equipment has been installed in the new freight station. Looking it over in picture at right are, left to right: Otis Flinchpaugh, trainer for the Demurrage Industrial Car Control System (DICCS); Don Dawson, Agent and General Yardmaster; Jerome Austin, Road Foreman; Joe Baumgartner, Road Foreman; J. J. Usiatynski, Manager of Terminal Reporting; John Schomaker, Trainmaster; Gerald N. Works, Car Control Clerk and Richard Hebel (back to camera) Clerk Operator.

That dependable old gray mare of transportation, the New York Central, ain't what she used to be.

She's a darn sight better.

Instead of backsliding with age like the old gray mare of musical fame, NYC has become one of the front-runners of American railroading by spending millions for capital improvements, including $158,500 for rehabilitation of its Lawrenceburg area facilities, they include:

- A new $30,000 two-story, air-conditioned freight station. The new facility includes offices for the trainmaster, general yardmaster, police, traveling agent and a locker room for train crews.
- Approximately $75,000 of leased IBM and AT&T communications equipment has been installed in the new freight station, which in effect plugs Lawrenceburg station into an NYC systemwide teletype circuit which monitors daily movement of more than 100,000 freight cars over a 10,000 mile system that reaches into 11 states and two Canadian provinces. Each station feeds data on car movements into NYC's giant transportation computer center in New York where it is instantaneously fed back to all stations on the circuit. In addition the new Lawrenceburg equipment permits systemwide direct-dial telephoning. With more than 10,000 telephone extensions NYC has the second largest company telephone system in the nation.
- Planned installation of Centralized Traffic Control on NYC's main line between Wade Tower in Cincinnati and Indianapolis via Lawrenceburg Junction. Approximately $50,000 will be spent on the Lawrenceburg phase of this project which includes changes in both track and signaling apparatus. Work on this is expected to be completed by mid-summer. CTC permits automatic control of train movements from a central location, replacing manual control from several locations. CTC also doubles operating efficiency by permitting a single track to handle the same work load done by dual tracks under the manual system.
- A new $3,500 very high frequency radio station has been installed, for communications between NYC stations and radio-equipped locomotives. The NYC VHF antenna is mounted atop the Indiana & Michigan Electric Company micro-wave tower west of Lawrenceburg and has sufficient range to permit communication between local train crews and the railroad's dispatchers in Indianapolis.

The local improvements are part of a long-range NYC rehabilitation program initiated 12½ years ago by Alfred E. Perlman when he became Central's President.

Under Mr. Perlman's guidance, NYC has spent $600 million systemwide for improvements to its property and facilities and $250 million for debt retirement.

High speed communications alone cost Central $6 million. Radio, teletype, computers, direct-dial telephone and closed-circuit TV have long since relegated to oblivion that one-time fixture of American railroading, the eye-shaded Morse Code telegrapher.

HEADLIGHT: HIGHLIGHTS

PITTSBURGH & LAKE ERIE RAILROAD . . .

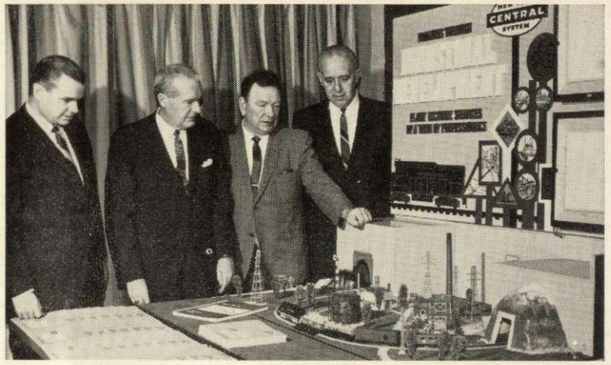
honored Ernest C. Diecks (right), retired P&LE Truck Driver, for his outstanding performance in driving company motor vehicles in excess of one million miles without an accident of any kind. Curtis D. Buford, President of the NYC affiliate, presented him with an embossed certificate and a specially engraved watch.

WESTERN DISTRICT TRACK FOREMEN'S TRAINING SCHOOL . . .

teaches them how to make the foreman's job safer and more satisfying. Shown below is one of the groups which participated in the one-week course. They received classroom and field instruction conducted by track supervisors and specialists in specific subjects with such training aids as motion pictures, slides and work methods and equipment. In addition to emphasizing the duties and responsibilities of the foreman, instruction covered, track structure, gauge, line, and smoothing, together with road crossings, rail joints, track turnouts, signaling, snow and ice control equipment, tie renewals, work trains, welded rail, etc.

NORTHERN DISTRICT WINS TROPHY . . .

George Mahoney (left), Northern District Police Chief presents the W. A. Leslie Trophy to Patrolman Robert F. Aiello. The Leslie Trophy is an annual challenge trophy for pistol target competition among Northern District Patrolmen and Sergeants. It was presented to the NYC by Lieutenant W. A. Leslie of the Canada Division, himself a crack marksman.



INDUSTRIAL SITES . . .

in the Oneida-Herkimer County area was the subject covered in a new brochure prepared by NYC. A miniature display prepared by New York Central to show how an industrial area is served by rail is being examined by left to right Edward L. Claypole, NYC Eastern District, General Manager; William J. Marshall, NYC Manager of Industrial Development; Frank Dulan, Mayor of Utica, N.Y. and William A. Valentine, Mayor of Rome, N.Y.

CARS ACROSS THE BORDER . . .

A U. S. customs official at port-of-entry station, Fort Covington, N.Y., (at right) checks a NYC multi-level rack car loaded with new chevrolets. These automobiles were built at General Motors plant in St. Therese, Quebec, and are destined for the Chevrolet plant in Franingham, Mass. There is a reciprocal trade agreement between Canada and the United States whereby automobile manufacturers are allowed to ship without duty between the two countries on a balanced import-export program. NYC also transports automobiles from Ford's plant at Oakville, Ontario, and from American Motors factory at Brampton, Ontario.

SIGHTSEEING SCOUTS . . .

The everyday operational drama of Big Four Yard at Avon, Ind., annually draws thousands of sightseeing groups such as the one at right, Cub Scout Pack No. 194, whose members are all students of Indianapolis Public School No. 20. This group had the benefit of an expertly guided tour since their Cubmaster is NYC's Robert R. Howland (second from left in last row), Assistant Supervisor of Wage Schedules in the Southern District Employee Relations office.

Employees Move Into New Posts on NYC

FREIGHT SALES DEPARTMENT

John J. Dan has been appointed to the position of Assistant Vice President-Freight Sales & Service with headquarters in Cleveland.

A native of Salem, O., he first joined the Central in 1948 as an Apprentice Trainee in the Freight Traffic Department at Cleveland. After serving in Toledo, O., as Traveling Agent and General Agent, he returned to Cleveland in 1955 as Manager of Industrial Development. He was named Freight Sales Manager at Pittsburgh, Pa., in 1959 and in 1962 was appointed Pacific Coast Freight Sales Manager in San Francisco, Calif., the position he held prior to his present appointment.

John J. Dan

Charles R. Drake

Charles R. Drake has been appointed to the position of Pacific Coast Freight Sales Manager with headquarters in San Francisco, Calif.

Mr. Drake joined the New York Central at New York in the Treasury Department in 1950. He has held various positions in the Treasury and Freight Sales Departments, including Assistant Manager of Industrial Development at New York, Assistant to Director of Flexi-Van Sales & Service at New York, Manager of Flexi-Van Sales & Service and Assistant Freight Sales Manager at Cleveland before moving to St. Louis as Freight Sales Manager, the position he held prior to his present appointment.

James F. Noffsinger has been appointed to the position of District Freight Sales Manager with headquarters in Cleveland.

Mr. Noffsinger began his career with the NYC in 1941 at Point Pleasant, W. Va., and served as Agent and Telegrapher at various stations on the Ohio Central Division. He became Freight Agent at Alloy, W. Va., in 1959 and in 1965 was named District Freight Salesman at Charleston, W. Va., and in 1966 he transferred to Cleveland in the same capacity.

James F. Noffsinger

Clifford E. Geiersbach

Clifford E. Geiersbach has been appointed to the position of District Freight Sales Manager with headquarters in Saginaw, Mich.

Mr. Geiersbach began his career with the NYC in the Operating Department at Bay City, Mich., in 1940. He served in various clerical capacities in both Operating and Engineering Departments at Bay City and Jackson. In 1955 he transferred to the Freight Sales Department at Bay City, where he held various clerical positions. In 1958 he was named District Freight Salesman at Bay City, the position he held prior to his present assignment.

EMPLOYEE RELATIONS DEPARTMENT

William G. Cooper has been appointed to the position of Chief Examiner with headquarters in New York.

Mr. Cooper joined the Central in 1941 as a Stenographer in Black Rock, N. Y. In 1944 he was appointed to a Trainmaster's Steno-Clerk position and a special assignment as Chief Car Distributor at Buffalo. In 1951 he moved to the General Manager's staff in Syracuse, where he held various clerical positions. In 1961 he was named Examiner in the Employee Relations Department at Syracuse, the position he held prior to his present assignment.

MARKETING DEPARTMENT

Paul H. Moore has been appointed to the position of Director of Market Research with headquarters in New York.

In his new position, Mr. Moore will be responsible for coordinating and directing Central's market research program in major commodity areas, including autos, agriculture, metals, coal, chemicals, food, construction, paper and consumer goods. In addition, he will direct the marketing information systems program which provides control and analytical information.

Mr. Moore joined Central's Marketing Department in 1960, as a Market Analyst. Subsequently, he served in various positions in the Marketing and Coal & Ore Departments. In 1964, he was made Manager of Marketing Services for the Coal & Ore Department, the position he held until his present assignment.

Paul H. Moore

William G. Cooper

Andrew C. Ruppel has been appointed Supervisor of Forecasting Systems. **George J. Swan** has been appointed Market Analyst and **Leo A. Vozel,** Statistical Analyst, all with headquarters in New York.

R. Thom. Schoonmaker

Edward M. Schmidt

COAL AND ORE DEPARTMENT

R. Thomas Schoonmaker has been appointed to the position of Manager of Coal & Ore Industry Services with headquarters in New York.

His responsibilities will include development work in the establishment of new movements from properties located on, or capable of being served by the Central.

Prior to his present assignment, Mr. Schoonmaker served as District Coal Salesman in Pittsburgh, Assistant Coal Sales Manager in Pittsburgh and Detroit, and Assistant Manager of Coal & Ore Marketing Services in New York.

Edward M. Schmidt has been appointed to the position of Assistant Coal Sales Manager with headquarters in Chicago.

Mr. Schmidt joined the Central in 1953. He served as Passenger Sales Representative, and in several Freight Sales Department capacities at Cleveland, prior to his appointment as Assistant Chief Clerk in the Coal & Ore Department in 1963. He was promoted to District Coal Salesman at Toledo, O., in 1964, the position he held prior to his present appointment.

Robert Barker

James T. Dillon

Robert Barker has been appointed District Coal Sales Manager with headquarters in Pittsburgh.

Mr. Barker has worked for the Central and P&LE RR since 1948, holding various positions in the Coal Sales and Freight Sales & Service Departments. He was appointed District Freight Salesman in 1957, the position he held until his recent promotion.

James T. Dillon has been named District Coal Salesman with headquarters in Toledo, O.

Mr. Dillon joined the Central in 1947 at Cleveland. He served as Passenger Sales Representative and later held various positions in the Freight Transportation and Freight Sales Departments. He was appointed Assistant Chief Clerk in the Coal & Ore Department at Cleveland in 1964, the position he held prior to his present appointment.

ACCOUNTING DEPARTMENT

Laurence A. Bresee has been appointed Manager of Employee Benefits with headquarters in New York.

Laurence A. Bresee

Jay M. Gilmore

Mr. Bresee first joined the Central in 1940. He has held various positions in the Pension Bureau and in 1957 was named Assistant Director of Employee Benefits, the position he held prior to his present appointment.

ENGINEERING DEPARTMENT

Jay M. Gilmore has been appointed to the position of Engineer of Construction with headquarters in New York City.

Mr. Gilmore began his career with the Central in 1948 in Springfield, O., as Assistant Engineer in the Maintenance of Way Department. Subsequently, he held various positions in the Maintenance of Way Department and in 1958 he was named Division Engineer at Indianapolis, Ind. In 1959, he was appointed Methods Engineer at New York and in 1962 was named District Engineer at Detroit. Since then he has served as Division Superintendent at Toledo, Buffalo and Detroit.

William J. Grabske

Richard E. MacDonald

EQUIPMENT DEPARTMENT

William J. Grabske has been appointed Supervisor of Production-Planning-Control with headquarters in New York.

In his new position, Mr. Grabske will be responsible for coordinating production functions of NYC's equipment shops and maintaining close contact with the Marketing Department to initiate projects which will meet current and future needs of specialized freight car equipment. In addition, he will be responsible for the data processing and production control operations at Central's equipment shops.

Mr. Grabske joined the Central in 1965 as an operating management trainee. Upon completion of the 18-month program, he was appointed Assistant to Shop Superintendent at East Rochester, N. Y., the position he held prior to his present appointment.

SECURITY DEPARTMENT

Melvin McFadden has been promoted to the rank of Sergeant and has been assigned to the Lawrenceburg, Ind. area.

EASTERN DISTRICT

Richard E. MacDonald has been appointed to the position of Terminal Superintendent at DeWitt, N. Y.

Mr. MacDonald started his career with the NYC as a Messenger in the Transportation Department at Selkirk, N. Y. in 1937. Made a Clerk in 1939, he left the Central in 1942 for military duty and in 1948 returned to his former position at Selkirk. In 1952 he was appointed Yardmaster at Selkirk and advanced to General Yardmaster there in 1955 and in 1957 was appointed Trainmaster-General Yardmaster at Utica, N. Y. Made Assistant Transportation Superintendent at Jersey Shore, Pa. in 1960, he moved to Rochester, N. Y. as Trainmaster in 1961. He was appointed Trainmaster at West 33rd St., New York City in 1965 and has been Trainmaster at Grand Central Terminal since September, 1965.

WESTERN DISTRICT

J. Robert Clark has been named Division Superintendent of the Toledo Division with headquarters in Toledo, O.

Mr. Clark, joined the Central in 1953 as a student engineer in the Maintenance-

(Continued on page 12)

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.

RAIL QUIZ

Answers on page 12

1. Which is the master retarder in a freight hump yard—the first, second, or third retarder through which a car must pass before reaching its designated track?
2. In train operations, what is the difference between a positive block and a permissive block?
3. Does a railroad's capital structure include common and preferred stocks only or all stocks, bonds and other long-term debt obligations, including surplus?
4. Railroads have used many types of rails during the last century, including edge rail, lock rail, "T" rail and "U" rail. Which of these types is now in general use in the United States?

Sunglasses should not be worn for night driving. They do reduce headlight brightness but also cut down your ability to see.

* * *

There is no magic juice in a beefsteak to heal a black eye. For treating a black eye, the National Society for the Prevention of Blindness, Inc. advises cold compresses.

* * *

The eye of Horus, an Egyptian falcon-headed god, was reputed to safeguard health and protect vision. It also warded off the "evil eye."

* * *

While watching television, sit ten feet or more from the set, the National Society for the Prevention of Blindness, Inc. advises. Have the set at eye level and leave a lamp burning in the room while the television is turned on.

* * *

The theory of using contact lenses to improve eyesight was advanced by the renowned inventor and artist Leonardo DaVinci in 1508.

* * *

Safety glasses with shatter-resistant lenses offer your eyes extra protection from accidental injury, points out the National Society for the Prevention of Blindness, Inc. If you need glasses, you need safety glasses.

* * *

Half of all blindness is needless and preventable.

* * *

Pointed objects, falls and hard blows cause nearly 80 per cent of eye injuries among children. Teach youngsters safe play for safe sight, says the National Society for the Prevention of Blindness, Inc.

* * *

The junior high school years bring the greatest risk of accidental injuries to children's eyes. Boys are involved in three out of every four eye accidents during these years.

* * *

For free information on eye health and safety write to:
PREVENT BLINDNESS
Box 426, New York, N.Y. 10019.

Letters Bring Pats on the Back

Personnel in Central's Ticket Office at Paris, Ill., and Terre Haute, Ind., are highly praised in a letter of commendation from a woman passenger. The lady —bound for New York City – left her purse behind on the ticket counter at Paris.

"My cash, travelers checks and all my important papers were in the purse. Your Mr. **Guy Hollinger** found the purse in Paris, then telephoned ahead to Terre Haute. There your Mr. **Glenn Kronmiller** met my train and loaned me money to get to New York."

The purse and its valuable contents were mailed to the lady at her hotel at New York.

"I want you to know how grateful I am. I would have been lost if it had not been for these kind folks who helped make my trip so pleasant," she wrote.

* * *

The leader of an excursion group traveling from Indianapolis to Chicago has written to express the group's appreciation "for a successful trip."

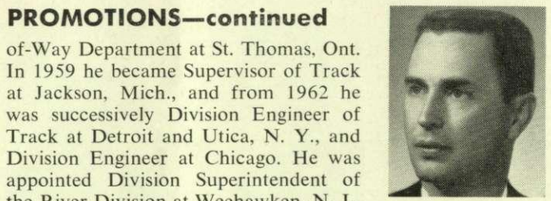
"The equipment used by Central was top-flight, the roadbed was solid and true, and your employees were professional and courteous," he said.

Answers

. . . to Rail Quiz on page 11

1. The third retarder.
2. Only one train is allowed in a positive block; more than one train is allowed in a permissive block.
3. All stocks, bonds and other long-term debt obligations, including surplus.
4. "T" rail.

PROMOTIONS—continued



Karl F. Kalsow

Robert T. Fortin

J. Robert Clark

John J. Keon

John J. Keon has been appointed to the position of Western Division Superintendent with headquarters in Chicago.

Starting with the NYC as a Messenger in New York City in 1945, Mr. Keon served there in various clerical capacities until 1957, when he was appointed Process Engineer at the Central's East Rochester Car Shop. Named Supervisor of Yard Procedures at Elkhart, Ind., in 1959, he was made Assistant Trainmaster at Indianapolis in 1960, and Trainmaster at Albany, N. Y., in 1962. He was appointed Terminal Superintendent at Frontier Yard, Buffalo, in 1963, and in 1965 was made Transportation Superintendent of the Syracuse Division at Rochester. In January, 1967 he was appointed Terminal Superintendent at DeWitt, N. Y., the position he held prior to his present assignment.

Karl F. Kalsow has been appointed Terminal Superintendent of the Chicago River & Indiana Railroad with headquarters in Chicago.

Mr. Kalsow joined the Central in Jackson, Mich., as a Fireman and became an Engineer in 1952. In 1959 he was named an Assistant Road Foreman, and in 1963 he was transferred to Detroit as Road Foreman and later that same year was named Trainmaster at Bay City, Mich. In 1965, he was promoted to Trainmaster at Detroit, the position he held prior to his present assignment.

NORTHERN DISTRICT

Robert T. Fortin has been appointed to the position of Division Superintendent of the Detroit Division with headquarters in Detroit.

Mr. Fortin joined the Central in 1953 in Springfield, O. He has held various positions in the Operating Department and for the past three years has served as Division Superintendent at Toledo, O.

RETIREMENT PARTY was held in honor of Russell Fuller, (2nd left), Trainmaster at Elyria, O., who retired after 49 years service with NYC. On hand to wish him good luck, were (left to right), his daughter Judy; George Ellert, Transportation Superintendent—Toledo Division; Mrs. Fuller and his son Dan.

BEST WISHES were in order as Raymond J. Wixted (right), Chief Examiner, Employee Relations Department, New York, retired after 46 years service with NYC. On hand to present Gold Pass was Leo B. Fee, Vice President, Employee Relations.

They Retired

Compiled by Laurence A. Bresee — *Manager of Employee Benefits*

NEW YORK DISTRICT

Anderson, W. H., Supervisors Waiters & Porters, New York
Bechtold, C. J., Conductor, Kingston, N. Y.
Brezina, L., Carpenter, Weehawken, N. J.
Caburrosso, J., Laborer, New York
Carroll, M. F., Assistant Foreman, Grand Central Terminal
Connick, W. V., Chief Clerk, New York
Connolly, J. T., Assistant Foreman, New York
Cord, H. E., Painter Foreman, Grand Central Terminal
Coss, P. M., Mail Handler, New York
Dicarlo, A., Truck Driver, Harmon, N. Y.
Festa, J. M., Paint Foreman, Mott Haven, N. Y.
Ganung, L. W., Brakeman, Grand Central Terminal
Holmes, F. A., Leverman, Grand Central Terminal
Horn, S. R., Clerk, New York
Horne, J. R., Operator-Clerk, New York
Keiller, W. S., Attendant, Grand Central Terminal
Kreig, W. E., Purchasing Agent, New York
Laskoske, A. W., Vice President-Operation, New York
Lemmo, A., Carman, Harmon, N. Y.
Lindauer, E. E., District Freight Sales Manager, Newark, N. J.
Lyon, H. F., Electric Worker, Harmon, N. Y.
McSwenney, A. J., Ticket Agent, Grand Central Terminal
Miller, A. T., Supervisory Clerk, New York
Nawrocki, J. M., Trackman, Hudson Division
Northington, P., Stevedore, Weehawken, N. J.
Oexle, F. R., Assistant Agent, Tarrytown, N. Y.
Orme, A. E., Secretary, New York
Peterson, A., Matron, Grand Central Terminal
Pfeiffer, A. T., Machinist, Harlem Division
Poole, O., Trackman, Mt. Vernon, N. Y.
Quinn, J. H., Passenger Conductor, Hudson Division
Ricci, J., Foreman, River Division
Satterday, S. J., Engineer, Hudson Division
Shae, L. M., Sales and Service, Grand Central Terminal
Smith, W. R., Conductor, Weehawken, N. J.
Spector, H., Barge Captain, New York
Taylor, L. W., Assistant Storekeeper, Grand Central Terminal
Warren, E., Stenographer-Clerk, New York
Woodill, H. B., Conductor, Hudson Division
Woodruff, L. C., Electrician, Mott Haven, N. Y.

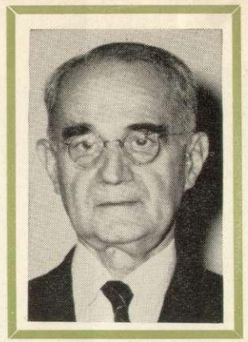
CONGRATULATIONS were in order as L. H. Jolly (left), Trainmaster at Jackson, Mich., retired after more than 43 years service with the New York Central. On hand to wish him good luck was Fredrick Doebber, Division Superintendent at Jackson.

IN RECOGNITION of 22 years' service with the Peoria & Eastern Ry., Mrs. Lucy Barriger Miller (left), P&E Timekeeper at Indianapolis, is awarded retirement certificate by John A. Young, P&E Auditor.

EASTERN DISTRICT

Alexander, R., Sleeping Car Porter, Buffalo
Alston, T. J., Waiter, Buffalo
Ames, F. J., Conductor, Buffalo Division
Atkinson, C. A., Machinist, East Syracuse, N. Y.
Becker, E. H., Engineer, Buffalo Division
Bellofatto, A. J., Trackman, Boston Division
Berry, C. A., Trucker, Syracuse
Betar, G., Wire Chief, Albany, N. Y.
Bridges, S. W., Machinist, Wewitt, N. Y.
Brookins, W. E., Conductor, Syracuse Division
Buendo, J. V., Mail Sorter, Springfield, Mass.
Burrell, W. A., Trackman, Potsdam, N. Y.
Cahill, T. L., Towerman, Boston
Caviston, J. P., Machinist, Selkirk Engine House
Edwards, W. L., Laborer, Avis, Pa.
Egan, T. A., Yard Master, East Rochester Car Shop
Farrar, N., B&M Trucker, Syracuse, N. Y.
Furman, S., Stevedore, East Buffalo, N. Y.
Gross, F. D., Telegrapher-Clerk, Syracuse Division
Groth, J. A., Carpenter, Buffalo
Hadley, M. J., Clerk-Typist, Troy, N. Y.
Haese, O. E., Sergeant, Buffalo
Harris, S. W., Clerk, Worcester, Mass.
Judd, C. V., Fireman, Buffalo
Koberstein, W. H., Engineer, Buffalo Division
Koford, W. T., Fireman, Beacon Park, Mass.
Krueger, H. L., District Claim Agent, Boston, Mass.
Langohr, E. S., Clerk, Albany, N. Y.
Leavens, A. H., Brakeman, Rochester
Lee, E. M., Operator, St. Lawrence Division
Lettice, C. F., Assistant Chief Clerk, Amsterdam, N. Y.
Littleton, J. W., Train Announcer, Albany, N. Y.
Loiselle, O. J., Laborer, Valleyfield, Canada
Longden, H., Assistant Terminal Foreman, Dewitt, N. Y.
Mackowiak, E., Inspector-Repairer, Buffalo

AFTER MORE than 44 years service with NYC, Valentine A. Dolski (center), Chief Clerk at Buffalo retired. Fred J. Landers (left), Supervisor of Yard Procedures and Donald A. Swanson, Division Superintendent at Buffalo were on hand to present him with his retirement certificate.



CAREER ENDS for Alfred H. Meyers, Assistant Head Clerk in the District Auditor of Expenditures office in New York, who had more than 59 years service with the New York Central when he retired.

AFTER MORE than 49 years' service with NYC, Arthur J. Loos (right), Head Clerk, Tax Deduction Department at Detroit, receives Gold Pass and retirement certificate from Frank Milano, District Auditor of Expenditures at Detroit.

They Retired *continued*

Maiorani, P., Carman, East Rochester Car Shops
Murphy, H. D., Trucker, Albany, N. Y.
Natali, V., Laborer, Selkirk, N. Y.
Odojewski, D. R., Machinist, East Buffalo, N. Y.
Pierre, E. G., Engineer, St. Lawrence Division
Poulin, P., Signal Maintainer, South Schenectady, N. Y.
Quercia, R. F., Trucker, Rochester
Rich, F. G., Ironworker, Utica, N. Y.
Smith, G. F., Switchtender, Buffalo
Stachowiak, B., Inspector-Repairer, Gardenville, N. Y.
Swartout, E., Machinist, Selkirk, N. Y.
Talamo, A., Conductor, St. Lawrence Division
Titus, A. J., Conductor, Adirondack Division
Ttstock, W. I., Engineer, Hudson Division
Vanwyngaarden, J., Building & Bridge Foreman, Buffalo
Weaver, C. E., Laborer, Lyons, N. Y.
White, W. H., Porter, Boston
Williams, A., Brakeman, East Buffalo, N. Y.
Wilson, G. A., Laborer, Buffalo Division

WESTERN DISTRICT

McLemore, A. W., Brakeman, Collinwood, O.
Anders, O. G., Machinist, Englewood, Ill.
Andrews, L. T., Clerk, Toledo, O.
Burke, W. W., Mechanical Technician, Collinwood, O.
Cain, D. H., Operator, Chicago
Cross, M. L., Yardmaster, Ashtabula, O.
Deszo, A., Inspector-Repairer, Rockport, O.
Elsholz, E. H., Inspector-Repairer, Rockport, O.
Fenty, N. F., Waiter, Chicago
Gyori, J. J., Machinist, Collinwood, O.
Haines, H. W., Engineer, Fremont, O.
Hardman, W. F., Car Repairer, Nottingham, O.
Harring, H. S., Fireman, Hillsdale, Mich.
Hess, O., Waiter-in-Charge, Chicago
Hickerson, W., Engineer, Western Division
Holmes, F. A., Laborer, Ashtabula, O.
Horvath, L., Carman, Chicago
Hosack, S. B., Conductor, Air Line Jct., O.
Jenkins, J., Jr., Inspector-Repairer, Chicago
Kane, H. E., Chief Clerk, Youngstown, O.
Kebbell, E., Inspector-Repairer, Rockport, O.
Kelly, F. C., Yardmaster, Youngstown, O.
Klopfenstein, C., Boilermaker Welder, Collinwood Diesel Shop
Leins, H. P., Conductor, Wesleyville, Pa.
Magnuson, C. R., Machinist, Englewood, Ill.
Maitland, A. J., Machinist, Collinwood Diesel Terminal
Mater, L. D., Conductor, Elkhart, Ind.
Miller, K. W., Fireman, Toledo Division
Mong, C. C., Laborer, Lake Division
Myers, G. G., Engineer, Toledo, O.
Noble, F. A., Foreman, Toledo, O.
Ohler, W. W., Trackman, Minerva, O.
Parcell, C. R., Repairer, Elkhart, Ind.
Rank, W. C., Engineer, Lake Division
Renner, C. H., Assistant Supervisor, Cleveland, O.
Rossiter, J. L., Baggageman, Ashtabula, O.
Scherr, J. J., Conductor, Lake Division
Secchiari, G., Foreman, Collinwood, O.
Smith, C. E., Machinist, Collinwood, O.
Strausborger, C. W., Engineer, Western Division
Thomas, E. R., Laborer, Western Division
Zawierucha, J. F., Mason, Toledo, O.

SOUTHERN DISTRICT

Adcock, T. A., Machinist, Beech Grove Locomotive Shop
Anderson, J. A., Crane Operator, Bloomington, Ill.
Beard, R. B., Conductor, Mt. Carmel, Ill.
Beard, J. H., Laborer, Mt. Carmel, Ill.
Bosley, C. W., Laborer, Springfield, O.
Cantrell, R. V., Conductor, Galion, O.
Endsley, E. R., Yard Brakeman, Indianapolis
Gudiswitz, C. C., Assistant Head Clerk, East St. Louis, Ill.
Hilton, N. L., Engineer, Sharonville, O.
Kiger, D. C., Engineer, Peoria & Eastern Division
Laws, E., Cashier, Greenburgh, Ind.
Legg, C. I., Car Repairer, Dickinson, West Va.
Long, C. E., Machinist, Columbus, O.
Malone, S. H., Air Brake Repairer, Brightwood, Ind.
Marvel, W. V., PBX Operator, Indianapolis
Meeker, R. C., Switchtender, Cincinnati, O.
Miller, D., Car Inspector, Riverside, O.
Monroe, C. A., Crossing Watchman, Sidney, O.
Moore, A. B., Carman, Beech Grove Car Shop
Myers, R. B., Agent, Shirley, Ind.
Pelzer, A. R., Crane Operator, Beech Grove Locomotive Shops
Potter, G. L., Fireman, Anderson, Ind.
Powell, J. T., Crossing Watchman, Bloomington, Ill.
Rayle, L. S., Conductor, Illinois Division
Reed, E. C., Agent, Indianapolis
Rees, W. H., Agent-Operator, Quincy, O.
Richards, F., Agent Operator, Indianapolis
Rogers, J. S., Car Repairer, Brightwood, Ind.
Russell, G. E., Carpenter, Columbus, O.
Satterfield, F., Laborer, Mt. Carmel, Ill.
Scales, L. H., Engineer, Ohio Division
Shealey, H., Laborer, Beech Grove, Ind.
Sherrell, M., Crossing Watchman, Muncie, Ind.
Siefers, J. A., Conductor, Indiana Division
Smith, O. C., Foreman, Hillsboro, Ill.
Sprankell, C. M., Yard Clerk, Bellefontaine, O.
Stansbury, A. D., Laborer, Ohio Central Division
Sturm, W. L., Chief Dispatcher, Indianapolis
Surface, R. C., Car Repairer, Sharonville, O.
Terrell, E. R., Car Inspector, Louisville, Ky.
Thomas, S., Trackman, Avon, Ind.
Torry, N. A., Supervisor of Track, Sharonville, O.
Tuttle, A. R., Hostler, Midland, Ill.
Underwood, F., Car Repairer, West Columbus, O.
Varvil, O. C., Operator, Indianapolis, Ind.
Vesenmeir, L., Agent, Greensburgh, Ind.

WARD J. SMITH (left), Assistant Manager, Industrial Development at Cleveland, receives his retirement certificate after 38 years service with the NYC. Presentation was made by Donald F. Rehl, Freight Sales Manager at Cleveland, as Mrs. Smith looks on.

CAREERS END for Guilio Secchiari (left) Gang Foreman and Ralph Varckette, Section Stockman from Collinwood (O.) Locomotive Terminal. Both men retired with 46 years' service with NYC.

GOLD PASSES AWARDED TO 50-YR. VETERANS

50-YEAR VETERAN Montague (Monty) Knott, (right)(Engineer on the *New England States*, receives frosted cake from John J. Delaney, General Yardmaster at Boston, to celebrate his completion of 50 years service with the New York Central.

GOLD PASS is presented by Robert K. Pattison (left), Hudson Division Superintendent, to John Zwerle, Locomotive Engineer at Grand Central Terminal, upon his completing 50 years service with NYC. On hand to congratulate him were left to right: Leland C. Lytle, Hudson Division Transportation Superintendent and Davis R. Patridge, Division Road Foreman.

EARL E. FREER (left), Leading Signal Maintainer at Detroit, receives Gold Pass for 50 years service with the New York Central. R. A. Calendine, District Engineer of Communications and Signals made the presentation as M. C. Voelker (right), Signal Supervisor, looks on.

Wagner, E. M., Electrician, Columbus, O.
Wampler, B. T., Yard Clerk, Terre Haute, Ind.
Weaver, T. W., Fireman, Ohio Central Division
Wilson, G. L., Operator-Clerk, Indianapolis

NORTHERN DISTRICT

Bailey, A. V., Laborer, Lansing, Mich.
Bodie, R. E., Supervisor, Detroit
Brown, H., Trackman, Welland, Ontario
Conder, C. M., Biller, Detroit
Dowdell, F. K., Supervisor Typing Bureau, Detroit
Durham, A., Yard Conductor, Battle Creek, Mich.
Ford, E. M., Hyster Operator, Detroit
Fox, L. T., Assistant Auditor Freight Revenue, Detroit
Gardiner, J. D., Car Inspector, Windsor, Ontario
Hill, H. H., Fireman, Bay City, Mich.
Ickes, K. J., Road Foreman, Jackson, Mich.
Jacomb, C. S., Car Inspector, Windsor, Ontario
Krawulski, W. V., Inspector, Detroit
Lass, P. F., Laborer, Battle Creek, Mich.
MacNeil, L., Yard Conductor, River Rouge, Mich.
Marquis, T., Laborer, Canada Division
Marshall, G. T., Inspector, Oxford, Mich.
Mitchell, F. J., Car Inspector, Detroit
Morton, M. W., Engineer, Canada Division
Newman, L. E., Clerk, Detroit
Nugent, L. A., Ticket Agent, Niles, Mich.
Olinger, S., Engine Inspector, Battle Creek, Mich.
Patterson, E. L., Clerk, Detroit
Pietryka, J. S., Yard Conductor, Detroit
Schwartz, C. C., Yard Clerk, Detroit
Shane, A. S., Accountant Clerk, Kalamazoo, Mich.
Vansickle, E., Engineer, Detroit
Verchereau, E. J., Engineer, Jackson, Mich.

PITTSBURGH & LAKE ERIE

Aufderheide, W. E., Baggage & Mail Handler, Pittsburgh
Bobchak, F., Car Repairer, McKees Rocks, Pa.
Borman, G., Crane Operator, Pittsburgh
Combs, C. W., Chief Clerk, Coraopolis, O.
Escher, P. J., Claim Investigator, Pittsburgh
Greenwood, W. G., Engineer, Youngstown, O.
Harshman, E. S., Trainman, Dickerson Run, Pa.
Johnson, H. R., Machinist, East Youngstown, O.
Macheski, A., Coach Cleaner, Pittsburgh
McGranor, D. J., Trainman, Pittsburgh
Miller, C. B., Telephone Operator, Pittsburgh
Palermo, J. J., Laborer, Pittsburgh
Ropjak, P. G., Machinist Helper, McKees Rocks, Pa.
Schindle, R., Assistant Auditor Disbursements, Pittsburgh
Shallenberger, W. D., Car Repairer, Dickerson Run, Pa.
Thomas, F., Machinist, Campbell, O.
Tissue, O. C., Trainman, McKees Rocks, Pa.
Ward, H. W., Machinist, Campbell, O.

INDIANA HARBOR BELT

Amelung, A. A., Inspector, Blue Island, Ill.
Benich, J. M., Assistant Foreman, Chicago
Conklin, J. O., Clerk, Hammond, Ind.
Daly, F., Car Retarder Operator, Blue Island, Ill.
Fenhouse, H. G., Gang Leader, La Grange, Ill.
Hennessy, E. J., Switchman, Norpaul, Ill.
King, R. N., Yard Brakeman, Hammond, Ind.
McCarthy, H. T., Yardman, Blue Island, Ill.
Todd, B. L., Clerk, Gibson, Ind.
Vankyke, H., Project Engineer, Gibson, Ind.
Wegener, H., Yardman, Gibson, Ind.

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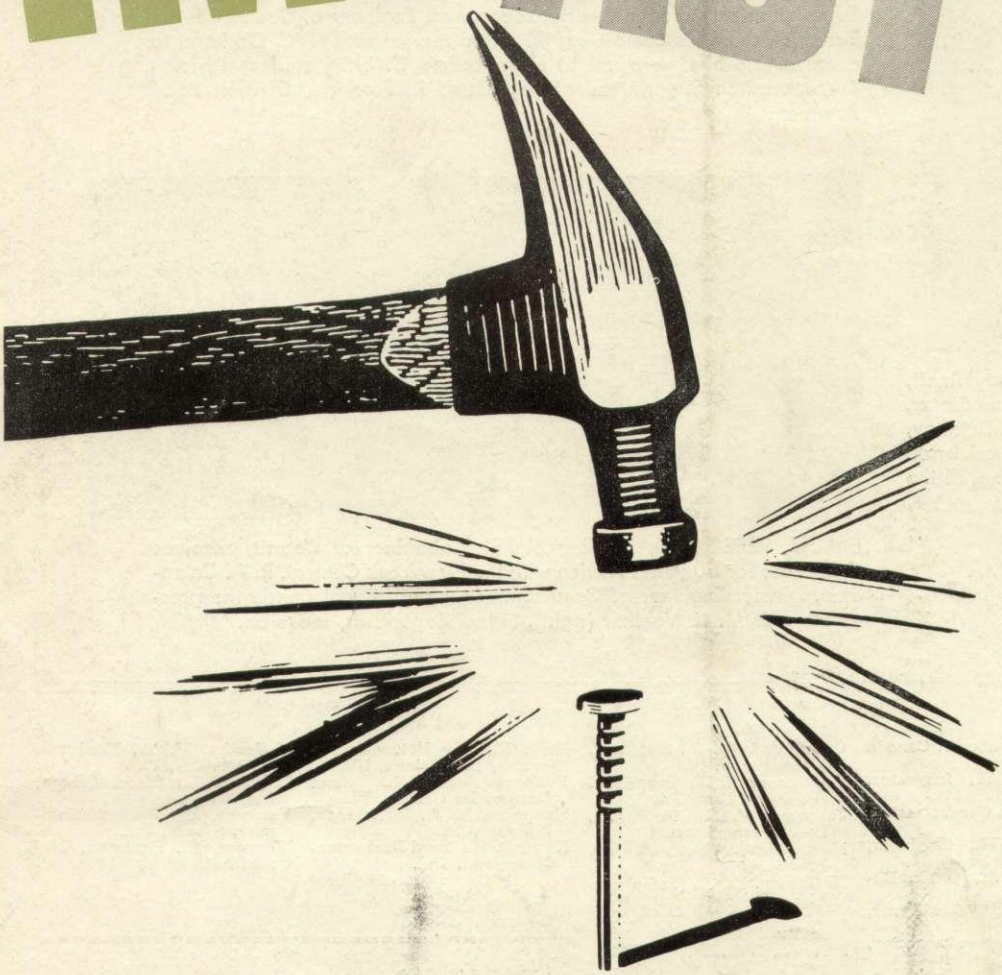

MAY HAVE ITS PLACE, BUT

NOT

IN FREIGHT CARS