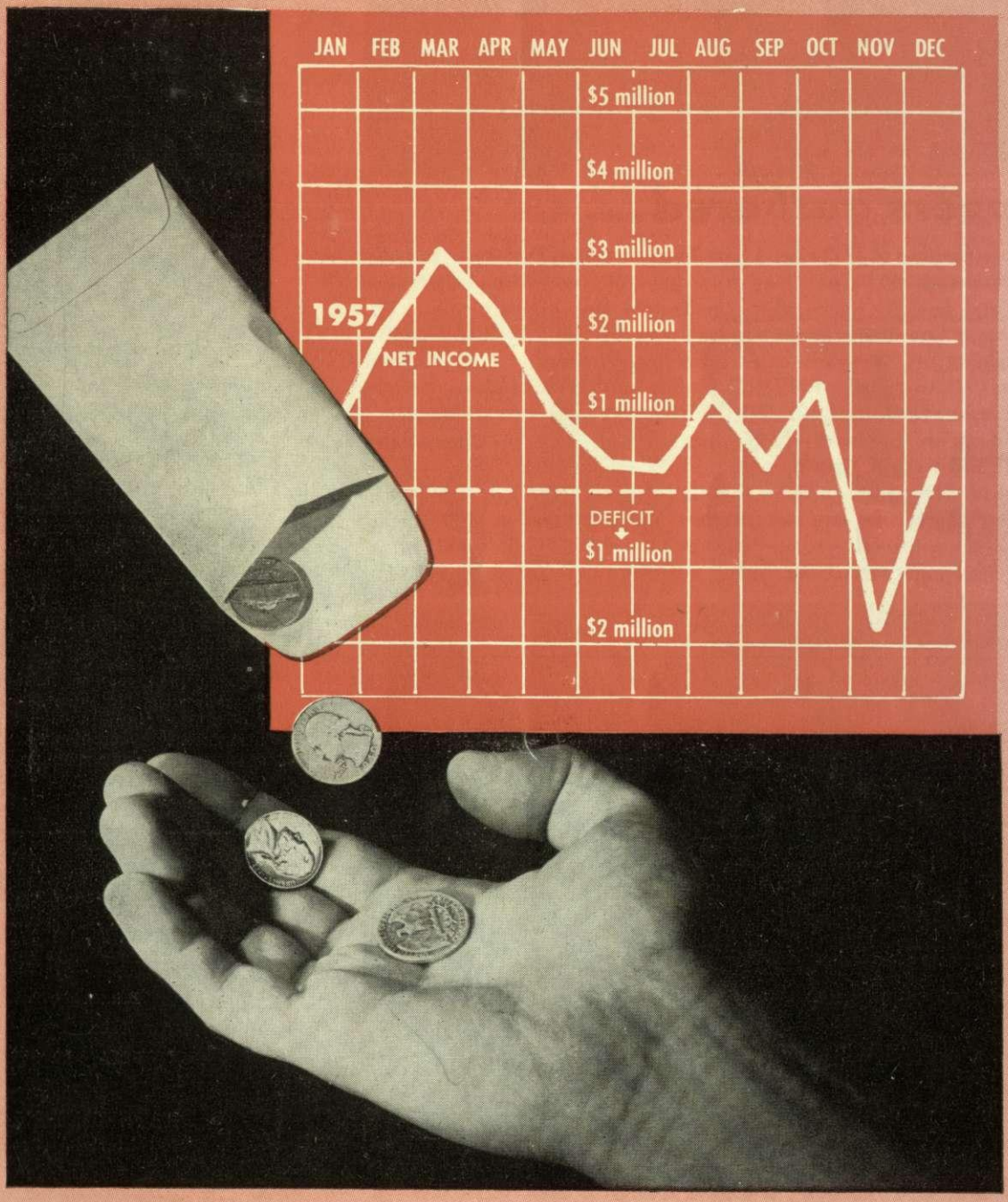
NEW YORK Central

Headlight

MAY 1958



ANNUAL REPORT ISSUE

In 1957 nearly 60 cents of every NYC income dollar went to employes in the form of wages and benefits . . . page 4

Shippers gathered . . .

at Syracuse meeting of Delta Nu Alpha Transportation Fraternity recently to hear Frederick H. Baird (third from left) discuss railroad passenger business and how its losses affect the freight side of railroading. Mr. Baird, now a Consultant to the Central, was formerly NYC's Assistant Vice President for Passenger Sales & Service. Pictured at dinner's head table are (left to right): J. Phillip Huppmann, NYC Division Freight Sales Manager; C. O. B. Brown, NYC Division Passenger Sales Manager; Mr. Baird; Ward Sperry; Roy R. Spangenberg, NYC Passenger Sales Manager; and Harold Moore.

Mr. Baird warned his audience that the railroad passenger problem is the concern of everyone—not just travelers—since it threatens the financial stability of the entire railroad operation and the ability of railroads to provide low cost freight service. Mr. Sperry and Mr. Moore are chapter officers.

Outstanding service . . .

over many years for Herkimer, N. Y., chapter of Kiwanis International was recognized recently when special plaques were presented to two members. One of them is Griffin Bogan (second from left), New York Central's Freight Agent at Herkimer. The other is Jacob Weber, Herkimer Liberty Theater Manager. They are shown accepting their awards from Dr. Samuel Heller (left), past president, and M. Q. Cristman, present president of the Herkimer club.

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THE COVER: This month's cover symbolizes the direct and vital interest of New York Central men and women in the income of their railroad. Statistics in the Central's Annual Report on 1957 operations, mailed last month to shareowners, including those employes who own shares of NYC stock, show that almost 60 cents of every dollar the railroad took in during the year was paid out to its men and women in the form of wages, salaries, and the many benefits that are available for railroad employes . . . including pension funds, medical, sickness and unemployment insurance. For more about the annual report see page four. You can obtain a complete copy of the report by using the handy coupon on page five.

HEADLIGHT

MAY, 1958

Vol. 19 — 43 — No. 4
Printed in U.S.A.

NORMAN M. STONE
Editor

KATHERINE MOORE
Editorial Assistant

THE HEADLIGHT is published by the New York Central System for its active and retired employes and their families. All communications should be addressed to the HEADLIGHT editorial office: Room 522, 466 Lexington Avenue, New York 17, N. Y.

Member: American Railway Magazine Editors Association; House Magazine Institute; and International Council of Industrial Editors.

Flexi-Van Is Launched by Central

New rail-highway combination makes debut in New York-Chicago run

Flexi-Van, the Central's new rail-highway combination transportation service was formally launched April 16 in a New York-Chicago run. These two cities are the first to be served by the revolutionary concept of freight transportation. As more equipment is delivered by the builder, additional NYC cities will be placed on the list.

The first *Flexi-Van* run followed special inaugural ceremonies in North Bergen, N. J., on the West Shore's River Division, across the Hudson River from New York City. Governor Robert Meyner of New Jersey acted as dispatcher.

Other government officials from Washington, D.C., New York, New Jersey and local municipalities in the New York metropolitan area joined Governor Meyner and New York Central officials at the launching ceremony.

Vote of confidence in future

Commenting on the introduction of this "new concept of freight service," NYC President Alfred E. Perlman described the Central's $8 million investment in this new equipment as "our vote of confidence in the economy of the nation and in the future of the railroad industry."

Flexi-Van will give shippers the advantages of door-to-door pickup and delivery, plus fast, dependable rail transportation—all with a minimum of loading and unloading. It is the first modern transportation service designed for modern business and, in effect, places all NYC customers on the main line, no matter where they are located.

Development of *Flexi-Van* service is an important part of the Central's plan to provide expanded and complete service to all its shipping customers, especially those not receiving direct track service.

Flexi-Van uses a new technique that allows special trailer units to slide from their highway wheels onto specially designed flat cars in only four minutes. This simple operation requires no expensive terminal facilities and permits simultaneous loading or unloading of any number of *Flexi-Vans* at one time.

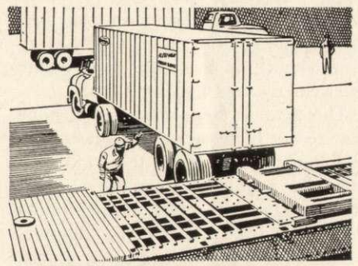
Three *Flexi-Van* flatcars, each loaded with two trailers, made the initial journey. Following the symbolic inaugural ceremony, the three cars were coupled into a freight train scheduled to leave Weehawken, N. J., for Chicago at 9:05 that night. The train arrived in Chicago at 5:00 a.m. the second morning later.

Initially, *Flexi-Van* service will be run between New York and Chicago. Later this summer it will be expanded to other major cities on the Central's 10,700-mile system. The first eastbound *Flexi-Van* service departed from Chicago April 21, and arrived in New York the second morning later.

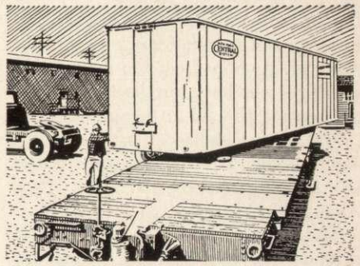
Highway operations of *Flexi-Van* are handled by the Central's subsidiary, New York Central Transport Co. The new *Flexi-Van* principle is also adaptable to use on water carriers and development of such operations will also be handled by the subsidiary company.

Central has 150 of the specially designed flatcars, each capable of carrying two *Flexi-Van* units, on order from Strick Trailers of Philadelphia, Pa., a division of Freuhauf Trailer Co. The contract is for approximately $3 million, with delivery to be completed later this year.

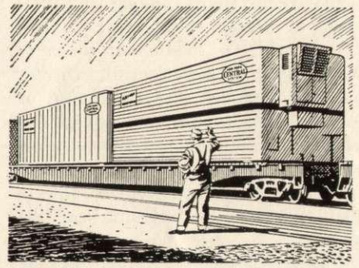
New York Central Transport Co. has ordered 900 aluminum *Flexi-Van* units and 150 of the special highway wheel and axle assemblies. The total contract is for approximately $5 million and delivery of this equipment also is scheduled for completion this year.



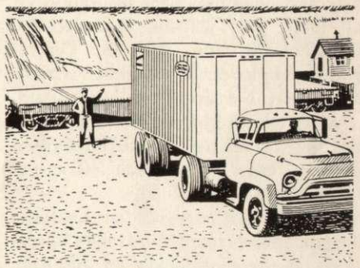
Flexi-Van from highway, loaded with freight, backs up to special flatcar equipped with positioning tracks on rotating platform. Trailer unit can be backed up to a flatcar along any road beside a railroad track.



Flexi-Van glides from trailer wheels and chassis onto special tracks mounted on flatcar. On flatcar it can be easily pushed into fore and aft position by one man, even though it carries a 42,000-pound payload.



Flexi-Van service will be available for shipments requiring conventional, refrigerator or tank trailers. All kinds of freight can be shipped by time-saving Flexi-Van.



The new Flexi-Van service cuts shipping time by reducing yard switching, waiting time at terminal. It eliminates freight transfers and freight-house handling.

FLEXI-VAN PHOTOS NEXT MONTH

The next issue of the HEADLIGHT will bring you photographs of *Flexi-Van* in action. These photos, plus pictures of the special launching ceremonies described on this page, were not ready in time to make this issue. They will come to you next month to show how this revolutionary new freight service works.

Annual Report tells how NYC fared in '57

New York Central's Annual Report on 1957 operations was mailed last month to the shareholders who own the railroad. Among them are many NYC employes who have purchased shares in the Central directly or through the Employe Stock Purchase Plan. Later this month — May 22 — Central shareowners will gather at Albany, N. Y., for their Annual Meeting.

The report details the sources of revenue for the railroad during the year, and shows where that money was spent. Nearly 60 cents of every income dollar went to employes in the form of wages and benefits. These benefits include pension funds, medical, sickness and unemployment insurance. Of all these, only pension funds receive contributions from both the Central and its employes. All the other benefits are paid for entirely by the railroad.

After taking in $766 million during the year, NYC paid out $758 million and had only $8.4 million left as net income.

The greater part of the Central's income again came from freight operations, as the chart below on this page shows. Once again, however, a big chunk of freight revenues had to be used to make up losses from passenger service. Although the Central took in $88.4 million in passenger revenues during the year, the deficit in passenger operations continued to drain away over $4 million a month, and for the full year reached $48.5 million.

The Annual Report holds out hope that recent increased public awareness and understanding of the railroads' financial problems may bring about changes in governmental regulation that will help to alleviate this situation.

In a message contained in the report, NYC President Alfred E. Perlman states: "Never in recent decades has the physical plant of your railroad been in better shape." He describes some of the major improvement steps taken in 1957 to achieve this status—among them, new yards at Buffalo, Elkhart, Ind., and Youngstown, O.; additional miles of Centralized Traffic Control, further technical research and adaptation of new scientific discoveries; new cars and locomotives; and improvements in organization, operations, and the development of people who will be able to man the New York Central of the future.

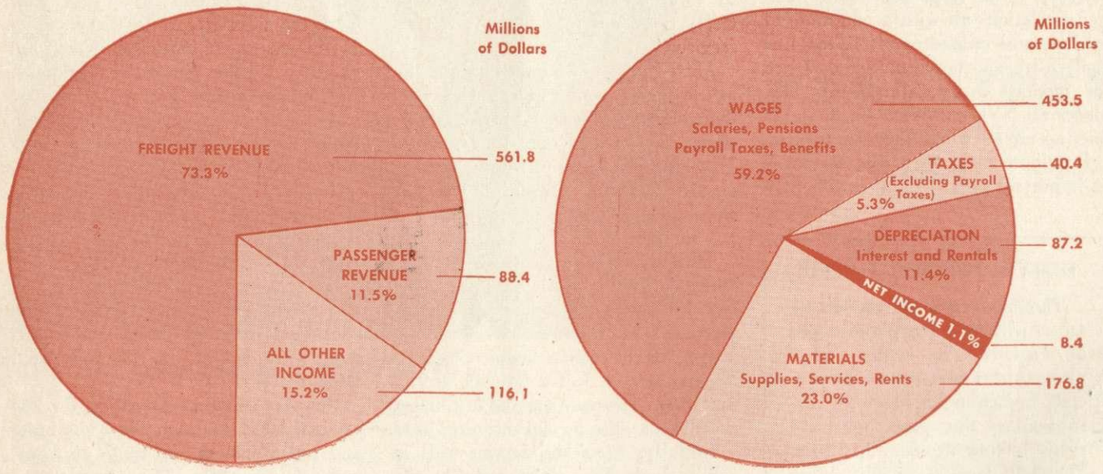
In his report message, Mr. Perlman also points out the grave dangers confronting the Central, as well as other railroads, as a result of the general business decline, steadily rising costs and the restraints imposed by outmoded regulation — all of which work to the Central's disadvantage.

An entire section of the report is devoted to steps taken in 1957 aimed at strengthening employe relations. Among these steps was reorganization of the former Personnel department into an Employe Relations department and a Management Planning department.

The Employe Relations department has the primary function of maintaining good relations between the Central and its employes covered by union contracts. The department also administers employe benefits and employe records.

The Management Planning department — believed to be the first of its kind in the railroad industry and one of the first in any industry—performs such functions as organization planning, management development and training, salary administration, personnel services, and systems and procedures.

The report points out that there were no legal strikes on the Central during 1957. Most claims and grievances were settled through negotiations with local union officials or national union officers. Others were settled in mediation or by awards of Special Boards of Adjustment, and some were submitted to the National Railroad Adjustment Board.



NYC's Income Dollar

Where it came from . . . **. . . Where it went**

Employes Praised by President in Report

The people who work for you at all levels of this great System deserve special commendation and gratitude for the energy, skill and devotion to duty which they have demonstrated so well. . . . All of your employes are working together with a spirit which commands admiration — a spirit particularly exemplified by the speed with which new techniques have been learned and applied at the new yard at Elkhart.

This new hope that our country will take steps toward adopting a transportation policy which makes sense;

The spirit of cooperation with which the employes of your company are going about their task of producing efficient transportation;

The vast improvements being built into the Central system;

All these give me confidence in the potential for the Central to become a producer of mass transportation of great efficiency and healthy profits.

I say this despite the disappointing results of 1957 and despite the poor prospects for 1958. The American people have great power to influence their own destiny. Our will as a nation to continue to prosper and grow will not long be frustrated by an economic recession.

The high standard of living which this country enjoys is the result of mass production. The railroads have been a leading example of an American industry which has made this standard of living possible, for they have been the lowest true cost producers of mass transportation without which mass production is impossible.

The railroads are not an obsolete form of transportation. It is the artificial restraints upon them coupled with the artificial favors granted to their competitors which are obsolete. And the people of this country will not stand idly by while an obsolete transportation policy deprives them of the full advantages of this mass transportation machine which they possess in the American rail network.

Alfred E. Perlman
President

Under a three-year package wage settlement reached in 1956 and 1957 with the unions representing Central employes, wages rose generally seven cents an hour on Nov. 1, 1957. In addition, Central men and women received a cost-of-living increase of three cents an hour on May 1, 1957, and another of five cents an hour on Nov. 1. As a result of these increases in wage rates, the report shows, payroll taxes and "fringe" benefits, the Central's total payroll costs were approximately $29 million higher in 1957 than they would have been at 1956 rates.

Another section of the Annual Report concerns hearings held early this year by a subcommittee of the U. S. Senate Committee on Interstate & Foreign Commerce. This subcommittee is looked to for aid in obtaining correction of outmoded transportation policies. Mr. Perlman was one of the witnesses who testified before the committee. Calling for relief from the duplication of regulation by many state agencies as well as the federal government, he concluded: "Unless you take steps now, don't expect to wave a magic wand when an emergency or catastrophe is upon the country and expect to have up-to-date, modern and efficient railroads to do your bidding. Then it will be too late."

HEADLIGHT readers who have not received the full Annual Report to shareowners and who would like to have a copy, may obtain it by sending in the coupon on this page.

——*Quoted*

from the President's Comments

Savings resulting from changes in plant or the introduction of mechanization are legion, and many of them are treated in the pages of this report. Centralized traffic control, electronic freight yards, mechanized equipment in our repair facilities — these and other improvements have been responsible for a substantial reduction in force. And while the elimination of jobs is never a pleasant duty, it is nevertheless a duty which your management has had no choice but to undertake. If we had failed to meet this obligation and the same number of employes were now on the payroll as in 1953, our wage bill would now be running $192 million more per year than it currently is, and the Central would have toppled into bankruptcy.

These changes, the investment of brainpower and common sense to replace outmoded techniques, investment of dollars to replace outmoded facilities and to take advantage of the products and the tools which modern science and technology have brought to us, have shown their worth in more than payroll savings. We have seen a substantial improvement in the work performed by our freight trains as measured in gross ton-miles per freight train-hour. This means we are running longer trains, and running them faster, which has been made possible by improved locomotive performance, improved signalling and traffic controls, and changes in schedules.

Alfred E. Perlman
President

HEADLIGHT
466 Lexington Avenue
New York 17, N. Y.

Please send me a copy of the Central's Annual Report for 1957.

(Please Print)

Name.....

Occupation.....

Work Location.....

Promotions are Announced for Central Men

SYSTEM

George M. Casady, former Assistant Director of Freight Stations and Motor Service, has been appointed Director of Coordinated Merchandise Operation at New York. The newly created position handles the direction and coordinating of small shipment operation in station and substituted truck service. Mr. Casady joined the Central 17 years ago as a Yard Clerk in Indianapolis. Since that time he has held posts in the Freight Stations department and has been Assistant Director of Passenger Train Economics.

NEW YORK DISTRICT

Two appointments have been made recently in the Freight Claim department at New York. **William A. Clarke,** who was Assistant District Freight Claim Agent, has been named District Freight Claim Agent. Filling Mr. Clarke's old position, **Joseph H. Maitre** has become Assistant District Freight Claim Agent.

Mr. Casady

Mr. Clarke

EASTERN DISTRICT

In the Stores department, East Rochester, N. Y., **James A. Angert** has been appointed General Storekeeper, succeeding **Edgar F. DeLisle,** who served with the Central 45 years before retiring. Mr. Angert, formerly Assistant Storekeeper at the same location, began his service with the Central in 1941 as a Laborer in the Car department at McKees Rocks, Pa., on the Pittsburgh & Lake Erie.

C. Glen Marks has been named Road Foreman, Pennsylvania Division, with headquarters in Corning, N. Y. He succeeds **William H. Lomasney** in that position, who is retiring from NYC service.

WESTERN DISTRICT

As Superintendent of the Central's Collinwood, O., Diesel Locomotive Shop, **Gordon L. Zeider** takes on the

Mr. Angert

Mr. Marks

former duties of **I. Wright Martin,** who has retired after 43 years with the Central. Mr. Zeider started with NYC as a Crew Dispatcher and Clerk, Norpaul, Ill., 17 years ago.

LAW DEPARTMENT

John A. Daily has been appointed Assistant General Solicitor, New York. Mr. Daily started his Central career as an Attorney at Chicago in 1953.

Mr. Zeider

Mr. Daily

John D. Morrison, New York, and **William C. Leiper,** Chicago, have been named Commerce Counsels at those locations.

Two Commerce Attorneys have also been appointed. They are **Louis T. Duerinck,** Chicago, and **Bernard Hulkower,** New York.

Mr. Morrison

Mr. Leiper

FREIGHT SALES AND SERVICE

Howard B. Fisher has assumed the duties of District Coal Sales Manager, Charleston, W. Va., having been promoted from District Freight Salesman at the same location.

ACCOUNTING

In Detroit, **John P. Mueller** has become Assistant District Auditor of Expenditures. Mr. Mueller, who has been with the Central since 1941, was formerly System Analyst in Detroit.

Claude S. Pettit, former Assistant District Station Accountant, Detroit, has been appointed District Station Accountant. At the same location, **John G. Phillips** steps into the job of Assistant District Station Accountant from his former position of Head Reporting Clerk.

Mr. Fisher

Mr. French

PITTSBURGH AND LAKE ERIE

At East Youngstown, O., **William P. French,** former General Yardmaster at that location, has become Terminal Trainmaster.

New Director Named To Central Board

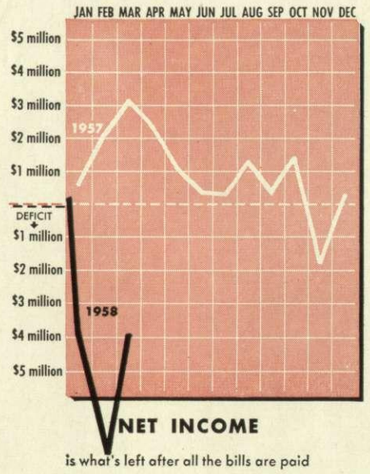
The New York Central directorship left vacant by the death of Robert R. Young earlier this year has been filled by election to the post of William E. Eppler. Mr. Eppler is senior partner in the management consultant firm of Eppler & Co., New York. During the last 30 years he has been a practitioner before the Interstate Commerce Commission. From 1944 to 1954, he was a general partner in the accounting firm of Peat, Marwick, Mitchell & Co.

Mr. Eppler

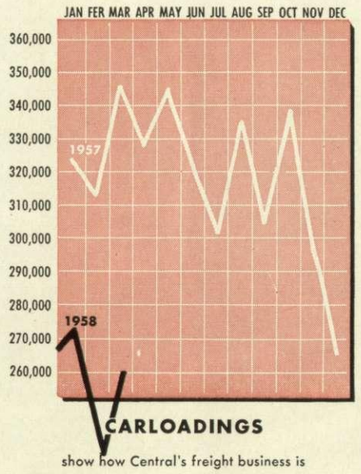
At the same meeting at which Mr. Eppler was named to the Board, NYC's Directors voted to discontinue the office of Chairman of the Board, the position held by the late Mr. Young.

In a memorial resolution adopted unanimously, the Board paid tribute to Mr. Young's "genius as a leader in business and in finance" and stated that his loss to the Central and the railroad industry as a whole was such that he could never be replaced.

These are the NEW YORK Central FACTS



NET INCOME
is what's left after all the bills are paid



CARLOADINGS
show how Central's freight business is

PASSENGERS CARRIED
(Not including commuters)
are key to Central's passenger business

Continuing the trend that has marked 1958 so far, the Central had another deficit month in March. **Net deficit** for the month was $3.7 million, compared with net income of $3.0 million for the same month of 1957. For the first quarter of 1958, NYC's total net deficit has climbed to $17.5 million, indicating once more the vital need for belt tightening throughout the railroad in every way possible.

Carloadings for March totaled 261,716, a drop of 85,411—24.6 per cent—below March of last year. For the first three months of 1958 NYC carloadings totaled 772,008, down 214,286 cars—21.7 per cent—from the same period of 1957.

Reflecting the general business conditions of the country as a whole, NYC carloadings have continued to run at lower levels than a year ago. Such important items as ore, coke and coal are down 48.7, 59.0 and 15.5 per cent, respectively, from 1957 first quarter loadings. Iron and steel products are down 41.4 per cent, and autos are down 25.9 per cent from 1957 levels.

Passengers carried on New York Central trains in March this year (exclusive of commuters) numbered 948,241—down 112,271, or 10.6 per cent, from March, 1957.

Employe Traffic Tips Help Boost Business

Two months ago NYC's Freight Sales & Service department launched a new all-out drive to enlist the aid of Central employes in turning up traffic tips that might lead to new business for the railroad. With a letter to all NYC men and women, Arthur E. Baylis, Vice President-Freight Sales & Service, sent traffic tip cards to be used in passing along such leads. Bulletin board posters were distributed throughout the Central System and a full-page HEADLIGHT article kicked off the campaign.

More than 100 traffic tips poured in during the first week and a half after the drive was opened, and additional tips are being received daily at Freight Sales headquarters.

Typical of the potential of the tips turned up in the campaign is one submitted by William Kroesch, Demurrage Clerk at Kanakee, Ill. Mr. Kroesch observed the routing on a carload of plastic floor tile shipped by the Armstrong Cork Co. from Kanakee to one of its other plants in California. The car was scheduled on another route.

Mr. Kroesch, alerted to the traffic tip campaign, passed along word of the car and the fact that it could easily have been routed via NYC on the initial leg of its westward journey.

As soon as the tip was received, a Central freight salesman followed it up with Armstrong. Good selling, plus reliable Central service, have resulted in the setting up by the shipper of a new routing for a car a week in the future—and they'll be starting out via New York Central.

Another traffic tip submitted by a Central man that indicates the possibilities of building future business for the railroad came from Lester Malone, Supervisor of LCL Service in the Operating department at New York. Mr. Malone forwarded a tip card calling attention to construction of new facilities at Indiana Harbor, Ind., by Inland Steel Corp. A Central freight salesman following up Mr. Malone's tip, found that construction has not yet progressed to the point where any freight will be moving in or out of the new plant. However, because of this early contact, NYC is off to a good start in developing business from this source, when the plant is completed.

Mr. Malone

Mr. Kroesch

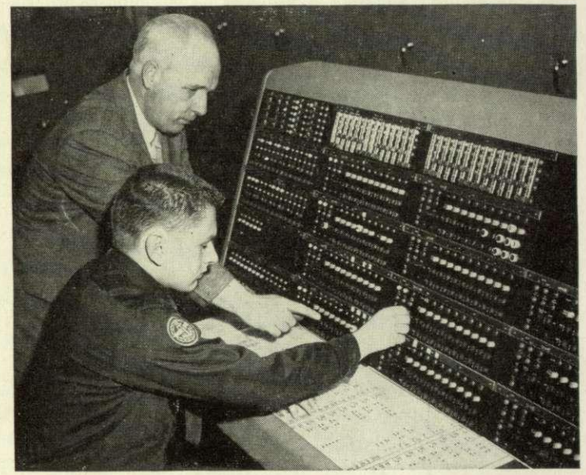
Headlight Highlights

Running Engines . . .
is more than a job with Ed Hoerig, 21-year NYC Locomotive Engineer. He operates electric engines between New York and Harmon, N. Y., in freight service during working hours. Off the job, Ed's an active member and past president of the Yonkers, N. Y., Model Railroad Club. He spends as much time as he can at Club's layout, modeled after parts of the Central. Doing what? Of course—running engines.

Religious Directory . . .
is pointed out by Patricia Klase, one of NYC's Twentieth Century Girls. Dr. Lloyd Burke, Pastor of Christ the King Lutheran Church, watches approvingly as she demonstrates usage of the directory, which was recently installed in NYC's LaSalle Street Station. Containing the names and locations of all the Loop Churches in Chicago, this list was donated to the station by the Commodore Vanderbilt Chapter of the American Legion.

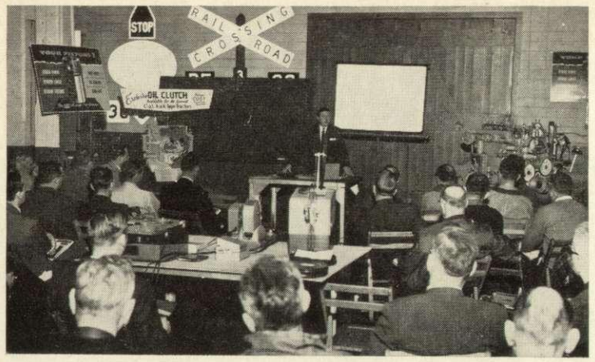
There's Safety in Numbers . . .
especially when those numbers consist of Central employes at the Diesel Shop, Collinwood, O. Proof of this is shown with the presentation of the System Shops Safety Award for 1957 to I. Wright Martin (right center), Superintendent of the Diesel Shop, by Donald E. Mumford, Central's Director of Safety. Grouped in front of NYC's lightweight passenger train, Xplorer, the Collinwood Safety Team register rightful pleasure as they observe the plaque they earned.

20-Year Pin . . .
is presented by O. B. Price (left), NYC's Assistant Director of Agricultural Sales, to Elwin Newcomer, President of the Ohio Wool Grower's Association, for his service as a volunteer 4-H Club Leader. In the last 13 years, NYC has awarded 591 20-year pins to 4-H leaders.



Matter of Minutes . . .
to find any NYC freight car is possible with Service Bureau's IBM machine demonstrated by Terrance B. O'Brien, Mgr. Freight Service Bureau, New York, to Eagle Scout Edward Bock as part of Central tour honoring Boy Scout Community Leadership day.

Grand Finale . . .
for retiring members of Car department, New York, was celebrated in office of Ansley J. Kurdys (seated third right), General Foreman. Of 29 retiring, the 18 represented here have a total of 610 years service. Not retiring are Joseph Zaccony (seated left), Committeeman; Benjamin Picciano (second from left), Local Chairman, Brotherhood Railway Carmen; and Mr. Kurdys.



MODELS, slides and movies helped Central men learn more about taking care of track equipment at three day Conference held at NYC System Maintenance of Way Shops at Jackson, Mich., recently. Equipment makers sent specialists to conduct informal discussions aimed at developing improved maintenance of track machinery by railroaders.

Track Equipment Conference Held in Jackson

More than 50 NYC equipment supervisors, foremen and key mechanics from points throughout the Central System recently attended a Maintenance of Way Conference at the Jackson, Mich., Shop in which the Central's heavy track equipment is kept in shape. The Conference's aim was to promote better maintenance of track equipment.

The Conference was arranged by Max E. Kerns, Superintendent of Maintenance Equipment-System, and John W. Mueller, Superintendent of Maintenance of Way Shop. Their purpose was to bring together Central men who supervise the operation of track machinery with representatives of the manufacturers of that machinery.

Firms from which NYC buys track equipment were invited to participate in the three-day session. Caterpillar Tractor Co., Jackson Vibrator Co., Champion Spark Plug Co., C. E. Niehoff & Co., Detroit Diesel Div., and Air Reduction Corp. all sent representatives, who explained correct techniques for the care and servicing of their products.

The manufacturers' representatives presented their material informally, clarifying points as they were raised from the audience. From this exchange of ideas and information better maintenance practices are expected to result as the supervisors carry back the newly gained knowledge to the railroaders whose work they supervise.

Safe operation of track machinery was stressed along with details of how to care for the equipment. In addition to the informal discussions, slides, motion pictures and cutaway models were used by manufacturers' representatives to get their story across to the New York Central men.

CENTRALINES

Edward J. Heroux, Passenger Sales Representative, Chicago, has been elected Vice President of the City Passenger Agents of Chicago. Last year he was Secretary-Treasurer of the group.

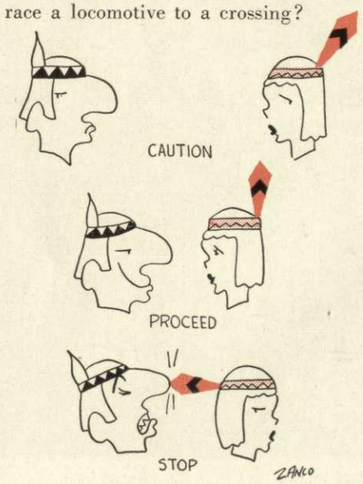
Louis Bonderefsky, Treasurer of the Grand Central Terminal Employes Credit Union in New York, and Supervisor in the Terminal's Telephone Information Bureau, was recent guest speaker before the southern district chapter of the Illinois League of Credit Unions, which includes many Central employes among its members.

Another prominent figure in Central Blood Bank activities is James O. Boisi, Director of Real Estate, New York, who was appointed chairman of the Seventh Annual Blood Bank Campaign in that city. Mr. Boisi, fourth chairman of the Central Blood Bank, also lectures in Insurance and Real Estate at Pace College, New York.

Members of the New York Central Square Club #3 of Albany, N. Y. (see photo below), have an impressive total of 493 years service with the Central.

Parting Thought

Isn't it strange that a man who is too scared to visit his dentist will still race a locomotive to a crossing?



NEW YORK Central

NEWS BRIEFS

BUSINESSMEN'S TRAINS

. . . 20th Century Limited and Commodore Vanderbilt, were consolidated April 27, the date Daylight Saving Time became effective. The consolidation was planned for the period of light summer traffic and was timed to start with the timetable changes made on that date. Although the combined train will be called the 20th Century Limited, its extra fare of $7.50 (including federal tax) has been dropped.

The schedule adjustment was brought on by the decline in the number of passengers using the trains and a further decline anticipated during the summer vacation months. A similar consolidation was made during August last year.

Special service features of the Century have been retained—including hostess-secretary "Girl of the Century" service and the observation-lounge car. The Century now also carries the reserved seat coaches of the Commodore and a twin-unit dining car.

The consolidated train runs on a 16-hour schedule with no change in departure times and makes stops at Albany, Syracuse, Toledo, Elkhart, South Bend, Gary and Englewood.

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HOTELS OPERATED BY NYC

. . . in New York, through its wholly-owned subsidiary, Realty Hotels, Inc., showed a 50 per cent increase in earnings over the last three years. The subsidiary is headed by Harry M. Anholt, who formerly operated the Brown Palace Hotel in Denver, Colo. He joined Realty Hotels in December, 1954, and since has installed rehabilitation, sales and service training programs which have put new life into the three hotels run by the firm: Biltmore, Barclay and Park Lane. Still further improvement in the hotel firm's earnings are expected as its $5 million improvement program progresses. In the first three months of this year, the hotels' income shows an eight per cent increase over the same period of 1957.

Success of the operation of these hotels has prompted a closer look at other hotel properties in which the Central has an interest. Current planning calls for adding to Realty operation the Commodore and Roosevelt hotels with the termination of leases on those hotels in the next few years. Both hotels are on land owned by New York Central and are operated under lease by other hotel companies. Both are also adjacent to Grand Central Terminal and can be reached from the Terminal without going out of doors.

NATIONAL DEFENSE TRANSPORTATION DAY

. . . has been proclaimed by President Eisenhower. It will be May 16. In a proclamation, the President called for observance of the day throughout the nation and said, "the United States of America has the greatest transportation system—by land, by sea, and by air—that has ever been developed in the world."

"This system," he also said, "is essential to the expansion of our commerce, to the moving of the products of our farms and factories, to the logistic support of our armed forces in times of national emergency, and to the welfare and security of all our people.

"It is fitting that we should give full recognition to the significance of our transportation system and to the importance of maintaining its facilities, so that it may continue to serve our needs in times of peace and in the defense of our country."

President Eisenhower also invited the governors of the states to provide for the observance of National Defense Transportation Day so that people everywhere in the nation may have an opportunity to recognize and appreciate fully the importance of a great modern transportation system in their daily lives and in the national defense.

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A.A.R. CHAIRMAN

. . . William T. Faricy retired at the end of March. The chief executive officer of the Association of American Railroads concluded a railroad career of 42 years. A prominent figure in the nation's capital and general business circles, as well as in railroading, Mr. Faricy became President of the A.A.R. eleven years ago. As head of the organization handling matters of common concern for the North American railroads, he was thus cast into the center of postwar railroad struggles with inflation and adverse government policies. He was noted for his advocacy of all-out efforts in basic railroad research and was unshakably optimistic about the railroads' capabilities to work out their own future if allowed a substantial measure of competitive equality.

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RISE IN COST OF LIVING INDEX

. . . indicates four cent hourly wage increase effective May 1 for NYC employes working under labor contracts with escalator clauses. On basis of present payroll, this means a hike of approximately $5 million a year in costs for the Central.

Actions of Many Employes Draw Pats on the Back

Here's a roundup of commendations recently received by the Central about the good service provided by employes:

A derailment in the Chrysler Corp., Nine Mile Press Plant, Detroit, was viewed with justifiable consternation by C. J. LaPointe, Traffic Supervisor of the plant. The derailment criss-crossed cars and twisted rails and in the time it would have taken Chrysler's own crew to arrive to rerail the cars there would have been a serious delay in production. **Raymond F. MacDonald,** Trainmaster at NYC's North Yards, Detroit, was contacted and in one hour a Central crew had the rails in operating condition. In a letter of thanks to Ernest C. Johnson, General Manager, Detroit, Mr. LaPointe writes: "Our Management was amazed and wished to compliment Mr. MacDonald on the expedient and efficient manner in which he corrected the situation."

Herbert H. Harwood, Executive Representative, Boston, Mass., received a letter recently, which began: "I thought I would drop you a line to let you know how much I appreciate the honesty and helpfulness of your employes." The incident prompting this occurred on the Highland Branch of the Central, when the traveler who wrote the letter inadvertently left her handbag on the train. She was relieved and delighted when one of the Brakemen, **Charles Homans,** stopped by her house later that evening to return the handbag personally to her. She finished her letter with the following remark: "I couldn't have been treated any better were I Mamie Eisenhower!"

In addition to receiving what she favorably termed, "typically Century" treatment on that train recently, a pleased passenger was also rendered important extra service by Porter **Dred C. Wilder.** On arrival in New York, from Chicago, she lost a ten dollar bill in her bedroom or in the passageway. When she discovered her loss, she asked Mr. Wilder to send to her, if he found the bill, half of it and keep half for himself. Instead, he found and returned the entire sum. The happy recipient remarked: "As we all know, all large organizations are so dependent upon the service and character of employes who are in constant touch with the customer." Obviously a good job of public relations is being done by Mr. Wilder.

Members of a train crew leaving Rochester, N. Y., recently were commended for making possible practically impossible connections for Miss Gladys Swift, Rochester, N. Y. When she learned her train would arrive late in Buffalo, Miss Swift informed the Conductor, **Frank Horn,** who in turn had the dispatcher at Batavia notify the Buffalo station to hold the train. At Buffalo, the Conductor was waiting at the car exit with Miss Swift's luggage, which he gave to the Brakeman, **Thomas H. Wheeler,** who quickly escorted her to her connection. She writes: "This is the sort of kindness one rarely finds in any business anywhere these days, and I do want someone to know how nice those two men were to me."

T. Hayashi, Assistant Director, Train Operation Department, Japanese National Railways, in a letter of thanks to **Carl B. Jeffery,** Trainmaster, Detroit, states: "Upon returning safely back to Tokyo, we hurry to write this note of thanks to you for all the assistance and kindness that you have extended upon us during our recent visit to your Railroad. Our 3-month tour of the railroads in your country was most enjoyable and worthwhile, and we shall, in particular, remember your kindness in this connection."

Good public relations are being effected on the Central by Conductor **Howard J. Farron,** Syracuse Division, who merited the following comment from three pleased businessmen traveling between New York and Buffalo: "We all agreed that you are very fortunate to have a gentleman of the high calibre of Mr. Farron aboard your trains. We especially admired his courteous attitude and his professed devotion to the New York Central Railroad. We shall try to ride the Central again in the hope of meeting more of his type, or Mr. Farron himself."

Annual meeting time...

comes early in the year not only for corporations, but also for many other organizations. Among them are the employe credit unions located throughout the NYC System. These employe-run organizations help Central men and women to save money regularly and also to overcome financial problems when they arise. Typical of credit union annual meetings is this one, held recently in New York by the Grand Central Terminal Employes Federal Credit Union. Addressing members is Louis Bonderefsky, who is a Supervisor in the Terminal's Telephone Information Bureau. Business transacted at these annual meetings includes nomination and election of officers, reports of directors and other committees, and that all-important item: declaration of dividends.

Recently Retired

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

NEW YORK DISTRICT

Altomarie, C., Laborer, Kingston, N. Y. 14
Beck, Miss E. M., Typist, New York 40
Bernhard, A. J., Iron Bridge Foreman, Eastern Division 51
Beyer, G., Carpenter, Weehawken, N. J. 14
Bienkowski, J. J., Air Brake Repairer, Mott Haven, N. Y. 46
Black, A. M., Supervisor Ticket Seller, Grand Central, Terminal, N. Y. 16
Buckhout, F. B., Carpenter, New York 24
Burke, S. I., Conductor, River Division 31
Caferro, L., Track Laborer, New York 21
Carcich, A. P., Sailmaker, Weehawken, N. J. 32
Carlucci, A. V., Laborer, Nepperhan, N. Y. 48
Carriero, W., Trucker, New York 21
Captain, T. A., Yard Brakeman, Weehawken, N. J. 41
Condon, J. F., Conductor, Harlem Division 51
Constantino, N., Car Inspector-Repairman, Weehawken, N. J. 46
Coon, A. F., Research Engineer, New York 45
Cummings, P. J., Car Inspector, Grand Central Terminal, N. Y. 22
Davis, T. C., Auditor of Grand Central Hotel and Apartments Account, New York 38
Dean, Miss A. M., Clerk, New York 40
Degnan, Miss K. T., Clerk, New York 41
De Rienzo, P., Car Cleaner, Grand Central Terminal, N. Y. 14
Dolan, Mrs. A. W., Clerk, New York 42
Donnelly, H. J., Trucker, Weehawken, N. J. 39
Dunn, W. J., Clerk, Weehawken, N. J. 27
Failla, G., Trucker, New York 15
Feloni, J., Laborer, Mt. Kisco, N. Y. 15
Finch, A. S., Watchman, Weehawken, N. J. 30
Finnegan, C. F., Secretary, New York 51
Fletcher, E. L., Clerk, New York 33
Galietta, A., Elevator Operator, New York 34
Gillcrist, W. E., Chief Train Dispatcher, New York 36
Graff, R. H., Assistant Engineer, New York 36
Graham, M. F., Clerk, New York 30
Hayes, P. J., Patrolman, New York 52
Haywood, J., Night Porter, Grand Central Terminal, N. Y. 34
Hoagland, M. R., Telegraph Leverman, Weehawken, N. J. 33
Holder, G. B., Assistant Engineer, New York 47
Jacobson, G. A., Bridges and Buildings Carpenter, River Division 27
Jones, J. O., Assistant Chief Dispatcher, Weehawken, N. J. 49
Judd, R. W., Signal Inspector, New York 32
Landi, J. L., Clerk, New York 42
Loomis, W. J., Designer, New York 22
Mangold, W., Brakeman, New York 49
Mazza, F. R., Draftsman, New York 31
McDonald, E. L., Parlor Car Porter, New York 32
McDonnell, J. H., Yardmaster, New York 31
McGuire, L., Stevedore, New York 17
McKibbin, Miss A. H., Stenographer, New York 48
McNichol, S. A., Trainmaster, Grand Central Terminal, N. Y. 42
McThomas, F., Red Cap, Grand Central Terminal, N. Y. 33
Menehan, W. E., Locomotive Engineer, River Division 48
Mercer, J. A., Stockman, New York 30
Merker, Miss E. G., Clerk, New York 48
Meyers, C. F., Road Brakeman, Hudson Division 47
Mundell, J. J., Clerk, Stenographer Clerk, N. Y. 52
Murphy, W. J., Baggage Checker, Grand Central Terminal, N. Y. 33
Nelson, L., Agent, Towners, N. Y. 47
O'Sullivan, F. J., Machinist, Harmon, N. Y. 35
Palmer, E., Freight Checker, Peekskill, N. Y. 45
Parmacevic, A. S., Fireman, Weehawken, N. J. 33
Pickert, J., Relief Watchman, Kingsbridge, N. Y. 13
Prentice, A. L., Vice President-Purchases and Stores, New York 44
Raymond, C. S., Waiter, New York 14
Riddick, M. A., Third Cook, New York 17
Rose, L. J., Electrician Helper, Harmon, N. Y. 34
Rusnak, T., Car Cleaner, Weehawken, N. J. 29
Scaccio, J., Laborer, North Bergen, N. J. 28
Scheideler, J. L., Checker, Weehawken, N. J. 48
Schumacher, F. H., Clerk, New York 40
Sharper, W. S., Waiter, New York 14
Slover, W. T., Conductor, Putnam Division 48
Smith, P., Laborer, Newburgh, N. Y. 38
Thorne, C. W., Laborer, North Bergen, N. J. 34
Tolliver, S., Stevedore, New York 15
Verrell, E. C., Designer, New York 40
Walker, H., Milk Handler, New York 39
Walsh, J. A., Passenger Conductor, Harlem Division 52
Whalen, Miss F. V., Buyer, New York 47
Wilson, J. S., Mail Handler, New York 12

EASTERN DISTRICT

Abriel, E. F., Gang Foreman, East Foreman, East Buffalo, N. Y. 35
Arcaro, R. A., Car Repairer, Syracuse 45
Babcock, H. M., Engineman, Mohawk Division 43
Barmaster, G. L., Carman Helper, East Rochester, N. Y. 12
Barry, E. F., Yard Clerk, Worcester, Mass. 51
Beaman, C. S., Assistant Signal Supervisor, Rochester, N. Y. 42
Bianco, P., Trucker, Utica, N. Y. 17
Breedlove, H. F., Boilermaker Helper, Selkirk, N. Y. 17
Brisson, F. L., Lampman, Utica, N. Y. 12
Brown, P. T., Machinist, West Springfield, Mass. 47
Brusseau, H. E., Office Engineer, Springfield, Mass. 32
Bucher, L. C., Laborer, East Rochester, N. Y. 31
Butler, C. F., Red Cap, Rochester, N. Y. 37
Carbary, E. J., Ticket Agent, Framingham, Mass. 47
Cassidy, H. B., Chief Clerk, DeWitt, N. Y. 53
Caton, C. C., Agent, Burt, N. Y. 41
Cavanagh, J. G., Switchtender, Selkirk, N. Y. 46
Christiaansen, J. J., Carman, East Rochester, N. Y. 12
Christian, H., Carman, Rochester, N. Y. 30
Cloonan, J. T., Signal Foreman, Rochester, N. Y. 43
Cody, J. P., Signal Maintainer, Rochester, N. Y. 57
Conrad, W., Baggageman, Herkimer, N. Y. 16
Coolidge, T. B., Bridges and Buildings Supervisor, Pennsylvania Division 48
Dann, A. J., Laborer, Corning, N. Y. 16
DeMarco, A., Engineer, Syracuse Division 38
Dianetti, F., Carman, Rochester, N. Y. 31
Ditzel, H. F., Assistant Foreman, Selkirk, N. Y. 40
Doerr, K. F., Sheet Metal Worker, Buffalo 45
Doran, E. T., Conductor, Syracuse Division 48
Douglass, J. J., Engineer, Mohawk Division 41
Duggan, J. J., Bridge Operator, North Tonawanda, N. Y. 36
Fish, G., Electric Worker, Utica, N. Y. 34
Flett, O. J., Freight Carman, East Syracuse, N. Y. 49
Foresti, J., Janitor, Utica, N. Y. 11
Forman, W. S., Machinist, Rochester, N. Y. 35
Forsay, A. J., Sheet Metal Worker, East Rochester, N. Y. 31
Galia, J., Trucker, Albany, N. Y. 15
Gallagher, F., Checkman Foreman, Rochester, N. Y. 36
Gibbons, E. J., General Manager, Syracuse, N. Y. 45
Gordon, H. J., Engineer, Mohawk Division 41
Greer, W. G., Conductor, Albany Division 38
Griffith, L., Laborer, Bergan, N. Y. 38
Hale, L. L., Carman, East Rochester, N. Y. 12
Hammett, H. J., Telephone Leverman, Buffalo 55
Harris, F. R., Yard Brakeman, Black Rock, N. Y. 38
Harris, S., Cook, Boston 38
Healy, H. J., Store Clerk, West Springfield, Mass. 46
Hendricks, L. J., Station Baggageman, Pittsfield, Mass. 34
Hill, N. S., Laborer, Westboro, Mass. 30
Hinds, W. H., Agent, Antwerp, N. Y. 47
Hines, A. C., Clerk, Worcester, Mass. 46

RECEIPT of Certificate of Retirement is accepted by Edward Fletcher (left), Clerk, Mechanical dept., N. Y., from Max T. Bernhofer, Administrative Asst.

EDWARD J. GIBBONS, General Manager, Syracuse, N. Y., retired recently after 45 years service with NYC.

SAVINGS BOND is presented Carl C. Harvey (center), District Coal and Freight Sales Manager, Charleston, W. Va. Party was given Mr. Harvey honoring his 20 years Central service with the Freight Sales and Service department.

Hirsch, G. G., Inspector Car Lubrication, Syracuse 42
Holtz, C. F., Machinist, DeWitt, N. Y. 36
Holuk, Mrs. N., Cleaner, Springfield, Mass. 14
Hotaling, P. C., Store Helper, Selkirk, N. Y. 15
Jordan, Miss B. M., Clerk, Buffalo 36
Kearney, J. M., Yard Brakeman, DeWitt, N. Y. 14
Kelly, J. F., Air Brake Repairer, East Rochester, N. Y. 47
Kennedy, J. A., Inspector Repairman, Albany, N. Y. 15
Kennedy, M. P., Checker, Syracuse 35
Kennedy, Miss M. V., Janitress, Corning, N. Y. 39
Konecki, S., Porter, Buffalo 15
Lewis, T., Laborer, Corning, N. Y. 33
Logue, J. J., Conductor, Mohawk Division 41
Lombard, J. J., Machinist Helper, Beacon Park, Mass. 39
Malinowski, F., Trucker, Buffalo 48
Mayers, D. A., Chef, Boston 49
McDonald, J., Yard Brakeman, Boston 35
McGarry, Miss E. M., General Clerk, Buffalo 36
Melito, A., Carman, East Rochester, N. Y. 13
Miller, P. J., Terminal Foreman, Selkirk, N. Y. 38
Mongelli, C., Trucker, Rochester, N. Y. 15
Moore, Mrs. A. T., Clerk, Rochester, N. Y. 34
Muir, C. E., Yard Brakeman, Syracuse 45
Murlin, G. F., Train Baggageman, Syracuse Division 45
O'Brien, J. J., Clerk, Utica, N. Y. 44
O'Brien, W. F., Air Brakeman, East Rochester, N. Y. 43
O'Connor, J. J., Locomotive Engineer, Buffalo Division 41
O'Connor, J. J., Yard Brakeman, DeWitt, N. Y. 38
O'Dea, J. J., Inspector Repairer, Buffalo 35
Paradiso, L., Section Laborer, Oakfield, N. Y. 18
Partrick, H. E., Agent Telegrapher, North Rose, N. Y. 49
Pepiciello, J. J., Assistant Carpenter Foreman, Buffalo 51
Phalon, M. J., Chief Clerk, Canton, N. Y. 40
Pitaniello, A., Crossing Watchman, Troy, N. Y. 15
Poorman, C. A., Trucker, Castanea, Pa. 15
Powell, K. E., Red Cap, Buffalo 21
Pratt, A., Car Oiler, Clearfield, Pa. 42
Przybla, T., Carman, East Rochester, N. Y. 36
Radecki, A., Boilermarker Helper, Buffalo 34
Randall, E. E., Conductor, St. Lawrence Division 50
Reed, G. W., Clerk, Boston 15
Restainni, G., Laborer, West Springfield, Mass. 38
Rosiello, G., Car Cleaner, Buffalo 40
Rossi, M., Laborer, Utica, N. Y. 19
Ruggiero, M., Laborer, Schenectady, N. Y. 26
Ryder, L. W., Yard Conductor, DeWitt, N. Y. 47
Santa Maria, D., Trucker, Utica, N. Y. 32
Scheu, F., Carpenter, Albany, N. Y. 35
Schueler, L. G., Carman, East Rochester, N. Y. 35
Sciortino, C. O., Yard Brakeman, Buffalo 38
Scocchera, A., Telegrapher-Clerk, Akron, N. Y. 15
Silco, F. A., Freight Carman, East Rochester, N. Y. 22
Stahl, C. A., Train Dispatcher, Albany, N. Y. 42
Stapleton, J. V., Trucker, Buffalo 30
Steele, H. B., Engineer, Syracuse Division 38
Tomaino, J., Trucker, Utica, N. Y. 29
Trude, H., Watchman, East Rochester, N. Y. 11
Urgo, V. A., Carpenter, Buffalo 36
Verni, F., Janitor, East Rochester, N. Y. 22
Viglianti, R. A., Track Laborer, Pittsford, N. Y. 13
Walsh, E. T. Engineer, Syracuse Division 39

OUTDOOR PRESENTATION of Gold Pass represents 50 yrs. NYC employment for Lee R. Roush, Locomotive Engineer, Hobson, O.

Wands, E. C., Agent, Liverpool, N. Y. 48
West, G. H., Assistant District Safety Supervisor, Syracuse 39
Woodhouse, G., Local Storekeeper, Rochester, N. Y. 34
Yates, S., Crane Operator, Buffalo 39
Young, R. J., Agent, Brookfield, Mass. 41

WESTERN DISTRICT

Alaimo, J., Section Foreman, Hammond, Ind. 50
Ash, C. G., Yardmaster, Toledo, O. 38
Barone, A., Track Laborer, Dunkirk, N. Y. 17
Baskowitz, J., Car Helper, Ashtabula, O. 13
Bell, R. W., Stores Helper, Columbus, O. 38
Billington, C. N., Yard Conductor, Cleveland 41
Bishop, J., Conductor, Toledo Division 46
Broge, A. C., Switchtender, Collinwood, O. 14
Brown, T., Cook, Chicago 15
Buttersmith, A. J., Car Cleaner, Cleveland 36
Byroads, C., Laborer, Butler, Ind. 21
Callow, Miss V. M., Clerk, Cleveland 40
Carson, C. W., Freight Brakeman, Ohio Central Division 38
Clayman, W. F., Assistant Bridges and Buildings Supervisor, Ashtabula, O. 49
Cole, G. L., Patrolman, Toledo, O. 29
Collier, H., Warehouse Foreman, Fremont, O. 15
Conklin, C. H., Brakeman, Lake Division 44
Crawford, C. J., Boiler Inspector, Toledo, O. 38
Deegan, J. J., Receiving Clerk, Chicago 39
Douglas, A. C., Storehelper, Collinwood, O. 35
Dugan, J. F., Signal Maintainer, Cleveland 38
Enterline, S. E., Locomotive Engineer, Lake Division 41
Esquivel, J. S., Laborer, Gary, Ind. 17
Ewald, E. A., Engineer, Toledo Division 36
Fier, F. J., Inspection Foreman, Nottingham, O. 48
Frandsen, Miss A., Telephone Operator, Kankakee, Ill. 31
Ginter, F. M., Painter, Hobson, O. 49
Gleason, C. F., Engineer, Toledo Division 48
Grubbs, C. F., Section Foreman, Marysville, O. 36
Hammack, J. L., Engineer, Ohio Central Division 40
Haniesits, J. M., Coach Carman, Chicago 47
Harcourt, E. W., Inspector Repairer, Nottingham, O. 21
Hart, Miss Z. E., Rate Clerk, Elyria, O. 44
Hearing, R. E., Section Laborer, Thurston, O. 29

AT EASE on last day with the Central, Edward J. Morton, Telegrapher, Seatonville, Ill., retires after 46 years of Central service.

Hibshman, F. G., Local Storekeeper, Elkhart, Ind. 46
Huff, W. H., Sheet Metal Worker, Elkhart, Ind. 48
Huffman, W. A., Laborer, Ashtabula, O. 41
Ita, E., Yard Clerk, Cleveland, O. 36
Jahn, A. H., Chief Clerk, Cleveland 43
Jeakle, F., Switchman, Toledo, O. 35
Jenkins, J., Section Foreman, Dickinson, W. Va. 20
Johnston, G. S., Conductor, Toledo Division 42
Kelley, W. J., Machinist, Cleveland 35
Kerutis, A., Boilermaker, Ashtabula, O. 14
Kiefer, A. C., Locomotive Engineer, Ohio Central Division 41
King, D. A., Engineer, Ohio Central Division 52
Klawitter, H. A., Telegrapher, Elkhart, Ind. 41
Koehler, F. H., Machinist, Collinwood, O. 49
Kondrates, P., Car Repairer, Chicago 36
Kramer, Miss F. M., Clerk, Collinwood, O. 41
Langel, C. F., Assistant Agent, Toledo, O. 48
Lorenz, E. F., Switchtender, Elkhart, Ind. 40
Manchester, C. J., Machinist, Collinwood, O. 47
Martin, L. W., Superintendent Diesel Shop, Collinwood, O. 43
Martucci, M. B., Assistant General Foreman, Chicago 32
Medved, J., Boilermaker, Collinwood, O. 38
Mezydlo, W. J., Stenographer-Clerk, Chicago 38
Mihalinec, F., Car Repairer, Nottingham, O. 37
Miller, G. W., Jr., Train Baggageman, Toledo Division 51
Moody, F. D., Laborer, Ashtabula, O. 28
Mruk, J. J., Laborer, Toledo, O. 12
Nageotte, C. A., Machinist, Collinwood, O. 36
Nece, H. H., Baggage Agent, East Cleveland, O. 42
Nelson, E. L., Crew Dispatcher, Elyria, O. 40
Newman, E. C., Electrician, Collinwood, O. 28
Nickerson, E. L., Bridges and Buildings Carpenter, Lake Division 14
Orlando, F., Boilermaker, Ashtabula, O. 47
Park, A., Engineer, Toledo Division 46
Pieszchalski, J., Boilermaker, Collinwood, O. 40
Reynolds, C. H., Yard Conductor, Toledo, O. 45
Ritter, J. W., Freight Conductor, Western Division 45
Siconolfi, A., Section Laborer, West Columbus, O. 29
Smith, Miss A. M., Telephone Operator, Erie, Pa. 35
Smith, C. F., Engineer, Toledo Division 45
Smith, J. Q., Yard Brakeman, Erie, Pa. 40
Spehar, M., Crane Engineer, Collinwood, O. 34
Steifel, H. J., Engineer, Ohio Central Division 38
Steven, J. C., Road Foreman of Engines, Erie, Pa. 42
Torres, D., Laborer, Erie, Pa. 17
Vaughn, D. T., Laborer, Columbus, O. 15
Webster, W. E., Engineer, Lake Division 41
Wegmiller, R. E., Painter, Collinwood, O. 18
Westlake, C. E., Locomotive Engineer, Lake Division 40
Whitmer, C. L., Assistant Signal Maintainer, Columbus, O. 48
Wilson, F. H., Chief Clerk, Columbus, O. 31

SOUTHERN DISTRICT

Akers, J. A., Foreman, Beech Grove, Ind. 33
Barbee, F. R., Telegraph Operator, Quincy, O. 50
Bennett, I., Carman, Beech Grove, Ind. 41
Blue, C. T., Locomotive Engineer, Illinois Division 40
Bowers, H. F., Machinist Helper, Indianapolis 28
Bradbury, A. C., Laborer, Beech Grove, Ind. 15
Cecil, J. A., Carman Helper, Beech Grove, Ind. 16
Church, R., Laborer, Petersburgh, Ind. 14
Cook, A. T., Track Laborer, Terre Haute, Ind. 16
Covalt, H. A., Telegraph Operator, Wabash, Ind. 43
Decker, H. D., Trimmer, Beech Grove, Ind. 44
Dickerson, H. E., Clerk, Indianapolis 35
Drummond, F. M., Telegraph Operator, Coal City, Ind. 16
Ehrlinger, J. E., Car Oiler, Lyons, Ill. 46
Ellis, R. E., Foreman, Car Shop, Beech Grove, Ind. 39
Fulton, F., Crossing Flagman, Springfield, O. 16
Goodin, J., Carman, Beech Grove, Ind. 41
Hagarty, T. M., Crossing Flagman, Cincinnati 30
Henninger, P. F., Carman, Beech Grove, Ind. 45
Hillard, L. R., Lamp Tender, Mattoon, Ill. 14
Keaton, F., Night Watchman, Indianapolis 34
Kelleher, H. F., Stenographer, Indianapolis 43
Kinney, J., Trucker, Cincinnati 32
Larrison, J. H., Foreman, Batesville, Ind. 35
Luckey, G. A., Hostler, Brightwood, Ind. 46
Maloney, D. E., Assistant Engineer, Indianapolis 49
Martin, J. H., Carman, Beech Grove, Ind. 34
Mason, F., Laborer, Lyons, Ill. 16
Meeker, G. A., Engineer, Illinois Division 48
McReynolds, O. E., Carpenter, Beech Grove, Ind. 42
Miller, L. L., Yard Clerk, Terre Haute, Ind. 36
Nesbit, R. I., Locomotive Engineer, Illinois Division 45
Newman, L. E., Yard Clerk, Indianapolis 36
Pendegraft, G., Yard Fireman, Indianapolis 38
Phelps, D. C., Yard Conductor, West Columbus, O. 35
Pine, I. C., Car Repairer, Beech Grove, Ind. 33
Reams, G. W., Engineer, Ohio Division 44
Richardson, C. G., Blacksmith, Beech Grove, Ind. 34
Richardson, J. H., Switchtender, Columbus, O. 45
Roberts, E. M., Division Engineer, Indianapolis 39
Roberts, J. W., Yard Clerk, Terre Haute, Ind. 40
Robinson, H., Hostler, Harrisburg, Ill. 15
Rude, V., Yard Brakeman, Harrisburg, Ill. 45
Ruster, Miss M. A., File Clerk, Mattoon, Ill. 49
Sanders, J. F., Freight Handler, East St. Louis, Ill. 37
Sbarbati, G. P., Crossing Flagman, Cincinnati 13
Shafer, A. K., Conductor, Ohio Division 44
Simmons, W. H., Boilermaker, Sharonville, O. 38
Smock, D. C., Blacksmith, Beech Grove, Ind. 29
Sparks, C. M., Yard Conductor, Greenburg, Ind. 40

Taylor, J. C., Brakeman, Ohio Division 41
Thompson, H., Laborer, Harrisburgh, Ill. 30
Wildt, L. E., Clerk, Louisville, Ky. 40
Wilkins, D. N., Trackman, Grafton, O. 39
Williams, B. A., Yard Conductor, Indianapolis 38
Williams, F. B., Telegrapher, Ohio Division 50

NORTHERN DISTRICT

Alvaro, V., Laborer, St. Thomas, Ont. 35
Baum, Mrs. L. G., Clerk, Detroit 34
Chawicraft, E., Freight Checker, Jackson, Mich. 43
Dana, F. L., Signal Supervisor, Michigan City, Ind. 38
Dragonov, W., Laborer, Jackson, Mich. 37
Drake, R. A., Trainmaster, Windsor, Ont. 47
Dufton, R. J., Conductor, Canada Division 41
Giva, T., Sheet Metal Worker Helper, Jackson, Mich. 36
Grayson, R., Laborer, Detroit 33
Grimsal, Mrs. F. M., Ticket Clerk, Jackson, Mich. 16
Helton, R. C. Foreman, Detroit 17
Hill, Mrs. B. L., Clerk, Detroit 27
Jack, W., Boilermaker, St. Thomas, Ontario 39
Jasinkiewicz, K., Delivery Clerk, Detroit 31
Jewell, W. H., Electric Crane Operator, St. Thomas, Ont. 40
King, A., Gang Leader, Detroit 22
Krueger, J. C., Yard Engineer, Detroit 45
Lahmann, F. F., Bill and Yard Clerk, Owosso, Mich. 45
Lavin, M. J., Car Repairer, St. Thomas, Ontario 40
Loney, M. T., Ticket and Freight Agent, Windsor, Ont. 45
McPhedran, J. D., Carpenter, St. Thomas, Ontario 34
Mellor, A., Locomotive Engineer, Canada Division 42
Mitchell, H., Freight Handler, Detroit 14
Nee, Miss A. D., Head Clerk, Detroit 24
Norris, D. E., Brakeman, Detroit Division 38
Pertschy, J., Section Laborer, Marshall, Mich. 13
Pietrzyk, J., Car Repairer, West Detroit, Mich. 45
Robinson, H. A., Passenger Sales Representative, Detroit 35
Shanklin, J., Section Laborer, St. Thomas, Ontario 15
Shea, L. C., Mechanic, Jackson, Mich. 31
Skill, B. P., Road Engineer, Canada Division 41
Spengler, G. J., Relief Baggageman, Bay City, Mich. 29
Stearns, J. A., Section Foreman, Otsego, Mich. 34
Stevens, R. S., Red Cap Porter, Detroit 16
Stokes, C. D., Signal Maintainer, St. Thomas, Ontario 46
Thibert, A. J., Section Laborer, Comber, Ontario 36
Tomkins, W. A., Clerk, Detroit 15
Vargas, F. A., Foreman, Detroit 39
Walker, J. A., Yard Engineer, Detroit 45
Winn, H. S., Assistant Engineer, Detroit 38
Yacobino, D., Laborer, Welland, Ontario 15

CHICAGO RIVER & INDIANA

Gustafson, G. F., Freight Accountant, Chicago 40
Morrissey, J. J., Yard Clerk, Chicago 42
Murray, P. J., Crossing Watchman, Chicago 5

CLEVELAND UNION TERMINAL

Dahn, W., Road Foreman of Engines, Cleveland 48
Horby, S., Car Cleaner, Cleveland 16
Kopchak, J., Fan Operator, Cleveland 28

INDIANA HARBOR BELT

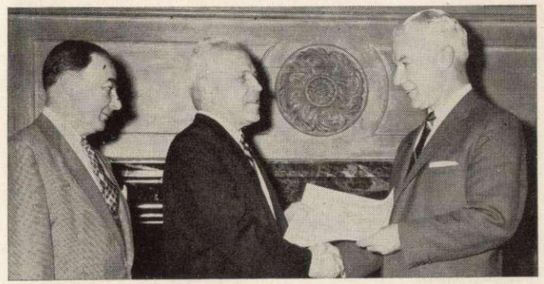
Burkey, V. W., Engineer, Gibson, Ind. 46
Huck, J. J., Chief Clerk, Gibson, Ind. 48
Rex, R. R., Supervisor of Track, Gibson, Ind. 45
Trimbur, A. B., Locomotive Engineer, Gibson, Ind. 38

PITTSBURGH AND LAKE ERIE

Buzy, F., Track Laborer, Monaca, Pa. 33
Davis, A. G., Car Repairer, Aliquippa, Pa. 35
Dechellis, C., Laborer, Aliquippa, Pa. 27
DeGray, J. R., Gang Foreman, McKees Rocks, Pa. 42
Fleckenstein, A., Assistant General Foreman, McKees Rocks, Pa. 46
Gricon, J. O., Laborer, McKees Rocks, Pa. 38
Horsman, R. Z., Trainman, West Aliquippa, Pa. 34
Keffer, J. H., Shop Laborer, Dickerson Run, Pa. 15
Klanfar, G., Laborer, McKees Rocks, Pa. 39
Kotula, J., Section Laborer, McKees Rocks, Pa. 11
Lahoski, F., Freight Car Repairer, Newell, Pa. 40
Pacend, S., Laborer, East Youngstown, O. 36
Panyko, G., Mechanic, McKees Rocks, Pa. 41
Priore, T. F., Machinist, East Youngstown, O. 35
Reaylac, J. A., Laborer, Monaca, Pa. 8
Russell, C. T., File Clerk, Pittsburgh, Pa. 37
Shinley, E., Track Laborer, McKees Rocks, Pa. 30
Simpson, A., Laborer, New Castle, Pa. 14
Skibo, F. J., Clerk, Pittsburgh, Pa. CG
Stearns, J. W., Car Inspector, Glassport, Pa. 40
Stemberg, H., Section Foreman, Monessen, Pa. 49
Thomas, J., Laborer, McKees Rocks, Pa. 22
Tutoki, J., Freight Car Repairer, McKees Rocks, Pa. 40
Yaros, M. G., Laborer, East Youngstown, O. 14
Yates, J., Engineer, Beaver Falls, Pa. 38
Zellefrow, H. F., Freight Car Repairer, McKees Rocks, Pa. 22

Rail Employes Better Paid

Average earnings of railroad employes are generally higher than those of employes in the manufacturing industries. In December, 1956, the last month for which comparable figures are available, employes of Class I railroads, exclusive of executive and administrative personnel, had average hourly earnings of $2.21 and average weekly earnings of $91.58. In the same month, production workers in all manufacturing industries averaged $2.05 an hour or $84.05 a week.

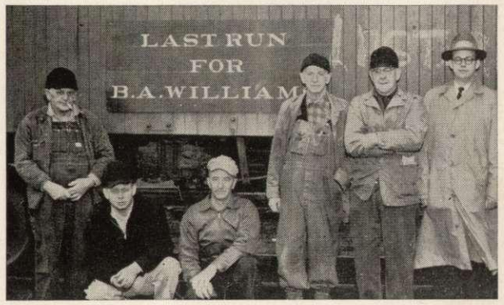


OPERATION DEPARTMENT is well-represented at retirement ceremonies of Harold R. Ives (center), Clerk, New York. Certificate of Retirement is being presented Mr. Ives by John F. Nash, Vice President-Operation, while Harold J. Palmer, Executive Assistant, watches.

A MEMBER of NYC family since 1910, William J. Donlon, Road Foreman, Mohawk Division, retires.

HARLEM DIV. Enginemen honored by R. L. Sahm (left), Div. Superintendent are (from left) Martin M. Moran, James McAvoy and Frank D. Darling.

PARTING HANDSHAKE is given William H. Lomasney (seated), Road Foreman, Corning, N. Y., by Trainmaster at Corning, Ronald J. Dorey.



"LAST RUN" sign above group of fellow workers puts forth good wishes for retirement of Burgess A. Williams (second right), Yard Conductor, Brightwood, Ind. Mr. Williams recently retired from the Central where he has worked since 1920.

WORK SAFELY TODAY SO YOUR FAMILY WILL BE HAPPY TONIGHT

Home Study Course in Station Operation Now Available to Central Employes

A new home study course is now available to Central employes interested in station operations. All NYC men and women are eligible to enroll, regardless of whether they are now engaged in station work.

Primary objective of the course is to promote a better understanding of station operation in its relationship to the rest of the railroad and the general public; and to provide a comprehensive source for ready reference material related to station operation.

Material included in the course is based on contributions by literally hundreds of Central station employes whose experience has made them expert in this field.

The idea for the course stems from a number of suggestions for it that first appeared about two years ago. A committee representing the major departments involved in station work was formed to pursue the project.

Under the chairmanship of Warren R. Walworth, Training Coordinator in the Management Planning department, the committee consisted of Roy L. Milbourne, Freight Sales & Service; Homer R. Stoughton, Accounting; Frederic H. Woolfall, Operating; and Robert A. Wendel, Passenger Sales & Service.

Surveys made by the committee brought responses and suggestions from 2,000 Central employes. The committee reviewed existing material that might be useful for the course, visited other railroads and discussed the project with other railroaders, union officials and station agents throughout the Central.

Specialists in various phases of station operation were invited to contribute sections on specific subjects. In addition to review by the committee, course material was examined by experienced station employes before it was given final approval for inclusion in the course.

All Central employes are eligible to enroll for the entire course, or any of its major parts. The full course consists of 38 units. Various subjects include varying numbers of units. A total of 61 topics is included.

Once enrolled, an employe will receive by mail his first unit. When he has completed it, he fills out a question sheet and mails it to the course administrator. The second unit will be mailed upon receipt of the first, and so on throughout the entire course.

When the course has been completed, record of this fact will be made part of the employe's personal record. If the course is completed with an average grade of 70 per cent or better, the employe will receive a certificate, suitable for framing and signed by his departmental vice president, attesting to his satisfactory completion of the course.

As innovations occur in station operation from time to time, course material will be revised and employes who already have completed the course will receive revised material so they can keep abreast of the latest material in this field.

Use the handy coupon on this page to enroll in the new Home Study Course in Station Operation.

Administrator
Home Study Course
New York, N. Y.

Date.....

I have checked below the sections of the Home Study Course I wish to take.

ENTIRE COURSE ☐ FREIGHT ☐ PASSENGER ☐

ACCOUNTING FREIGHT ☐ ACCOUNTING PASSENGER ☐

(Please print name and business address *TWICE* — once for mailing label and once for your record file.)

MAILING LABEL	FILE RECORD
Name.....	Name.....
Address.....	Address.....
.....	.....
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RL309