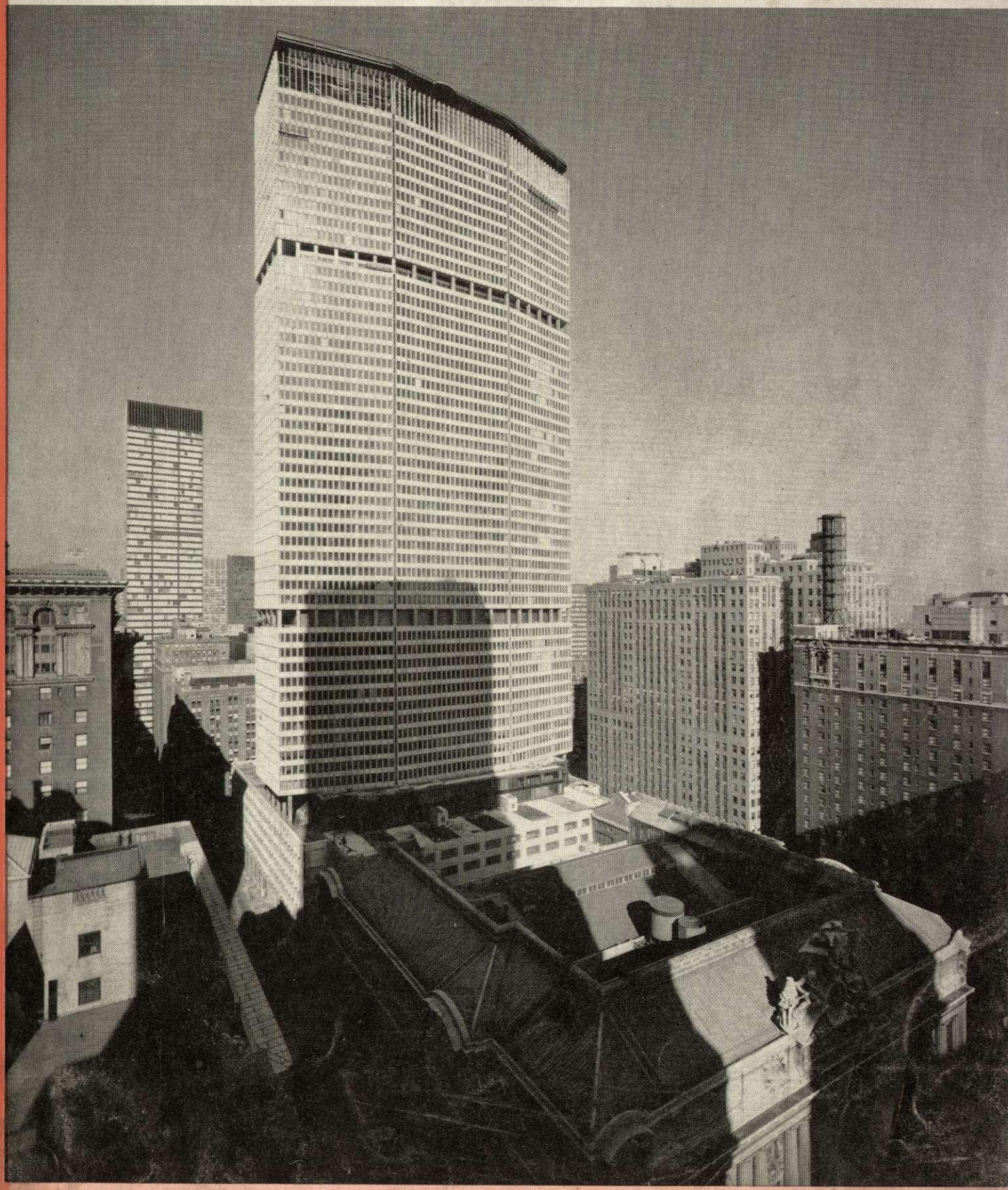
NEW YORK CENTRAL SYSTEM
ROAD TO THE FUTURE

# Headlight

MAY-JUNE 1963



## WORLD'S BIGGEST OFFICE BUILDING OPENS OVER NYC TRACKS

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# Big New Contest for Employes Write a Shipper-Gram . . . Win $$$

▶▶▶ Like to see a lot of freight riding the rails? Okay, here's your chance to speak up on the subject—and win a fistful of money at the same time. Just write a *Shipper-gram*. A *Shipper-gram* is your message to shippers, asking for their freight business and pledging to handle it with care. That's all there is to it. The message may be as short as five words, or it may be as long as 20 words. Your entry can win these prizes:

1. The best entry on each Division of the New York Central System will win a $50 U. S. Savings Bond.

2. The runner-up on each Division will win a $25 Bond.

3. The top prize winner—best of all the Diviison winners—on the NYC System will become Central's entry in a nationwide competition for a grand prize to be awarded by the American Railway Magazine Editors Association.

What's a *Shipper-gram* like? Here's an example of a short one: *We give freight tender loving care.*

Here's a medium-size one:
*We promise you fast action*
*And damage-free satisfaction.*

And here's a long one:
*Give us your freight—*
*You can trust that we*
*Will handle it swiftly*
*And damage-free.*

The number of words is not the big point. A five-word message can win the big prize as well as a 20-word message. And your *Shipper-gram* does *not* have to rhyme. But it should be sharp, punchy, hard-hitting, because it deals with a subject of prime importance to all railroad people.

Everybody agrees we need more business on the rails. A potent way to help bring that about is to handle all freight with utmost care—to prove to all shippers that in the transportation of freight, the rail way is the safe way.

Damage to freight has been draining away many millions of dollars in railroad earnings. Even more seriously, it has been draining away customer good will. Future railroad earnings and railroad jobs depend on this good will.

A major drive against damage to freight, carried on by railroaders in 1962, won favorable attention from the shipping world. The *Shipper-gram* contest will spotlight a continuation of this campaign in 1963.

If your brainy wife and nimble-witted kids want to help you compose the *Shipper-gram*, that's okay — although they are not personally eligible to enter the contest. If you want to send in several entries, that's okay, too. Simply make copies of the entry form, with only one *Shipper-gram* to each entry form.

Get your entries in early. If somebody else thinks up the same one as you do, the first one mailed is the one that counts.

## 1963 SHIPPER-GRAM CONTEST RULES

1. **The contest is open to all active employes of the New York Central System, except members of the Public Relations and Advertising Department and the Freight Loss and Damage Prevention Bureau.**
2. **Each Shipper-Gram may contain anywhere from 5 to 20 words.**
3. **Use the entry form below. Print clearly in ink or use a typewriter. If you want to submit more than one Shipper-Gram, make copies of the entry form and put only one Shipper-Gram on each.**
4. **Entries for the contest must be sent in envelopes by U.S. mail, not Rail-Road Service mail. Entries should be addressed to "Contest. c/o Division Superintendent of the Division on which the employe's place of employment is located," regardless of whether he is in the Operating Department. (See list of correct postal addresses on this page.)**
5. **Entries may be mailed beginning now, and must be received no later than June 15, 1963, to be considered in the judging.**
6. **All entries will become the property of the New York Central System and will not be returned. The decision of the judges will be final.**
7. **If a winning Shipper-Gram has been submitted in the same form by more than one person, the one with the earliest postmark will receive the prize. So mail your Shipper-Grams as early as possible.**

**SEE LIST BELOW FOR CORRECT ADDRESS**

Div. Superintendent,
Hudson Division
New York Central System
466 Lexington Ave.
New York 17, N. Y.

Div. Superintendent,
River Division
New York Central System
Weehawken, N. J.

Div. Superintendent,
B&A Division
New York Central System
Union Station
Springfield, Mass.

Div. Superintendent,
Mohawk-St. L. Div.
New York Central System
Union Station
Utica 2, N. Y.

Div. Superintendent,
Syracuse Division
New York Central System
NYC Station
Rochester, N. Y.

Div. Superintendent,
Buffalo Diviison
New York Central System
Central Terminal Bldg.
Buffalo 12, N. Y.

Div. Superintendent, Lake
Division
New York Central System
Cleveland Union Terminal
Cleveland 13, Ohio

Div. Superintendent,
Toledo Division
New York Central System
Union Terminal Bldg.
Toledo 1, Ohio

Div. Superintendent,
Western Division
New York Central System
LaSalle Street Station Bldg.
Chicago 5, Ill.

Div. Superintendent,
Detroit-Canada Division
New York Central System
Michigan Central Terminal
Bldg.
Detroit 16, Mich.

Div. Superintendent,
Michigan Division
New York Central System
1111 Page Ave.
Jackson, Mich.

Div. Superintendent, Illinois
Division
New York Central System
NYC Station
Mattoon, Ill.

Div. Superintendent,
Ohio Central Division
New York Central System
370 West Broad St.
Columbus 22, Ohio

Superintendent, Indiana
Division
New York Central System
105 South Meridian St.
Indianapolis 25, Ind.

General Manager
Peoria & Eastern Ry.
105 South Meridian St.
Indianapolis 25, Ind.

Div. Superintendent
Indiana Harbor Belt RR.
2721-161st St.
Hammond, Ind.

Div. Superintendent
Chicago River & Indiana RR.
4024 So. Ashland Ave.
Chicago 9, Ill.

Div. Superintendent
Louisville & Jeffersonville
Bridge Co.
Louisville, Ky.

Div. Superintendent
Pittsburgh & Lake Erie Ry.
P&LE Terminal Bldg.
Pittsburgh 19, Pa.

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**USE THIS FORM. SEND U.S. MAIL ONLY TO YOUR DIVISION CONTEST HEADQUARTERS.**

**TO: SHIPPER-GRAM CONTEST**

**My Shipper-Gram on loss-and-damage prevention (in 5 to 20 words is:**

.....

.....

**My name is:**.....

**My job on the Central is:**.....

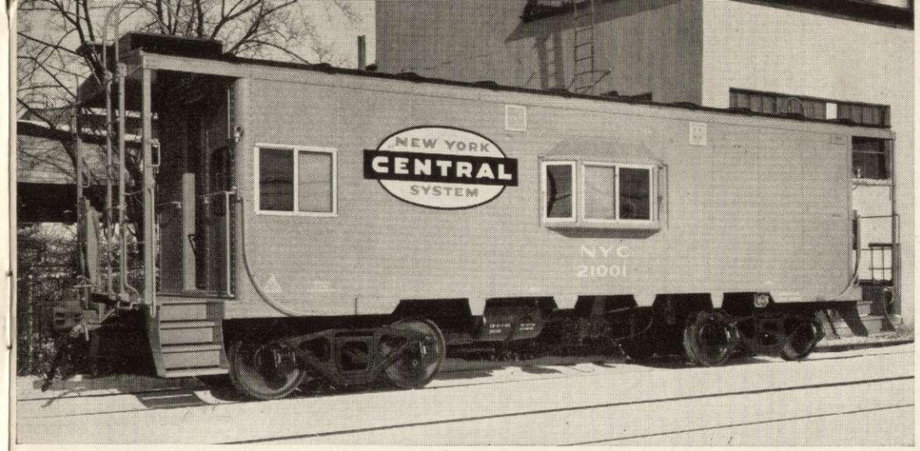
**My Department is:**.....

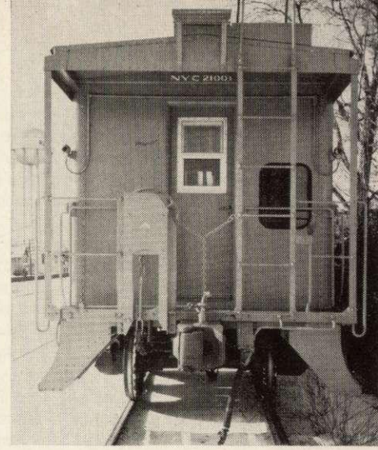
**I am located on the**.....**Division**

**My work location is:**.....

**My home address is:**.....

.....




**ALL-STEEL, BAY WINDOW CABOOSES CALLED FOR IN NEW LABOR AGREEMENT WITH FREIGHT TRAIN CREWS WERE BUILT AT EAST ROCHESTER (N.Y.) SHOPS**

# NYC CABOOSES: *New Pooling Concept Launched New Cars Introduced*

By Donald A. Newman

▶▶▶ Most of us, at one time or another, have stood beside a railroad right of way, watching a freight train dart from the horizon, whistle past, and thunder out of sight.

In the last 20 years, virtually every piece of equipment in the freight train has undergone some change. Today, 150-car trains are pulled by diesel power; Flexi-Vans and multi-level auto-carrying cars, huge box cars and giant covered hopper cars have replaced smaller and less efficient cars.

One part of the freight train that has seen slower change is the caboose. Principal variation in this car until now has been development of the steel caboose with bay windows on the sides to replace wooden cabs with cupolas on top.

Now, like the old-fashioned little red schoolhouse, the familiar little wooden red caboose is on its way into the pages of American transportation history.

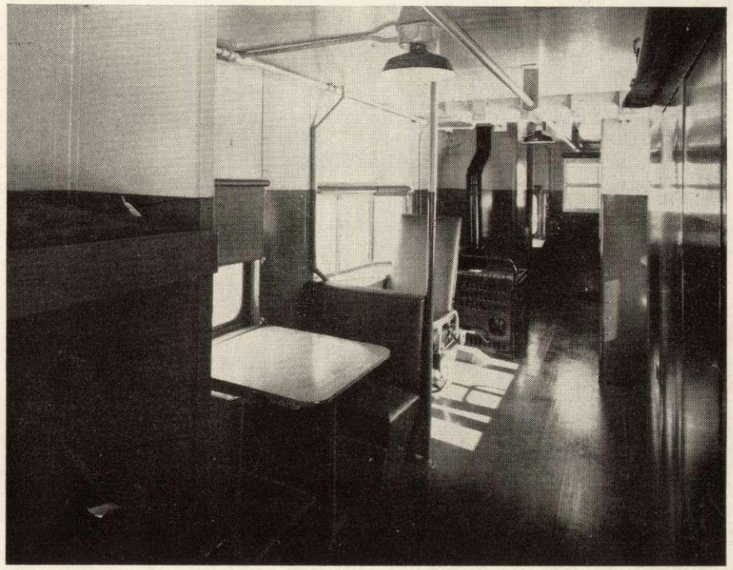
As part of its continuing modernization program, whch has seen millions of dollars worth of new equipment and facilities introduced on the Central, NYC has built and placed in service 100 all-steel cabooses. More important than their design is the fact that cabooses now will be pooled in through freight service —a new concept at Central. NYC's new caboose concept includes painting cabs in pool service Century Green, a vivid color originally introduced on Central freight cars.

Inauguration of caboose-pooling was made possible by a joint agreement signed by Leo B. Fee, Central's Vice President—Employe Relations, and representatives of the Order of Railway Conductors & Brakemen, and the Brotherhood of Railroad Trainmen. Mr. Fee considers the pact to be a "form of management-labor cooperation toward resolving mutual problems involving respect for the fundamental rights of each party."

By next summer, Central expects to have the 100 new cabooses as well as the upgraded steel cabooses operating in pooled service, spanning the System. This means that Central crews no longer will be assigned to a specific caboose. Under the old system, cabooses were changed on freight trains whenever the crew assigned to that particular caboose changed. Now cabooses will be assigned to trains with only the crews changing at various terminals. The caboose will remain with the train.

Conductors and brakemen involved in the pooling service will be quartered in

SPIC-AND-SPAN interiors of new cabooses feature, including stainless steel iceboxes, modern toilet facilities, electric lights (powered by axle-driven generator), safety glass.



improved facilities at changeover points, as well as at their home stations. NYC will provide locker facilities, improved sanitary, recreational and sleeping accommodations for these railroaders, who in the past frequently lived aboard their cabooses while away from home.

The new pooling system permits Central to expedite the movement of trains, thus providing shippers with more efficient service. Improved service means increasing traffic potential, certain to benefit the Central and its employees.

The new cabooses, designed by NYC's Mechanical department, were built by Despatch Shops, Inc. at Central's East Rochester, N. Y. shops. Delivery of the cabooses started in January; final delivery of all the cabs on order was completed in April.

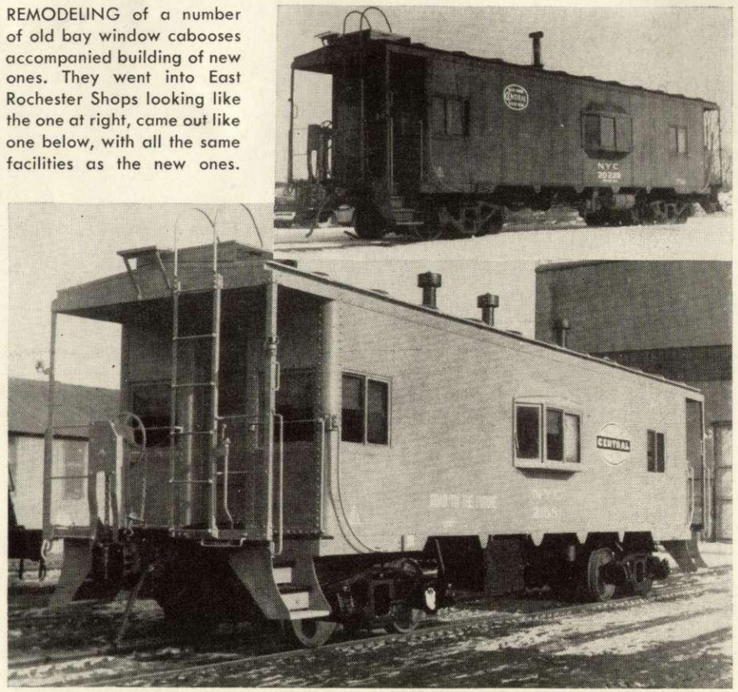
Interior design of the new cabooses, incorporating comfort and safety features, makes each car an attractive, efficient "office-on-wheels" for the crews. Fully insulated, the cars have automatic oil-fueled heating systems, insuring comfort during cold winter months.

### Many new features included

Other features include stainless steel iceboxes, flush toilets, 50-gallon water tanks, axle-driven generators to produce electricity, and electric lighting. Bay windows, equipped with safety glass and windshield wipers on both sides, will afford crews clear train-length visibility. Safety belts, with a minimum pull-strength of 5,000 pounds, will be affixed to observation seats in the bay windows. A car-length hand rail will enable crews to walk easily throughout the car in safety.

A 25-watt two-way radio will link each caboose with the locomotive cab on the train, as well as with crews of passing trains. Eventually, radio will enable crews to communicate with wayside stations and train dispatchers.

As part of its over-all caboose modernization program, Central also is upgrading and refurbishing its present steel caboose fleet, bringing these cars up to the same standards as the new cabooses. As renovation of these cars is completed at Central's Beech Grove, Ind., shops, they will be placed in pool service immediately so that other cabooses can be sent to Beech Grove for modernization.



REMODELING of a number of old bay window cabooses accompanied building of new ones. They went into East Rochester Shops looking like the one at right, came out like one below, with all the same facilities as the new ones.

Both the new cabooses and the modernized cars will be without the traditional exterior oil lamp markers. Instead, they will have electric lamps on each of the four exterior corner posts.

Each caboose placed in pool service will be serviced at one of three system points: DeWitt, N. Y.; Elkhart and Avon, Ind.

Commenting on the new caboose pooling concept, John F. Nash, Central's Vice President-Operation, said, "This is a tremendous undertaking on a railroad the size of New York Central. I look forward to its success, because it will help us provide better service for our customers at the same time that we give our men a safer, more comfortable place to work."

Next time you're standing near the tracks when a New York Central *hotshot* freight train speeds by, watch particularly for the caboose—you'll be seeing a crew car as modern in concept and design as the Flexi-Vans and other up-to-date cars it follows.

## Central Men Take New Posts

Further recognition is given to the growing importance of Flexi-Van service with the appointment of William F. Kirk to the new post of Assistant Vice President-Flexi-Van Services.

Located at New York, he is responsible for implementing and supervising all activities necessary to maintain and accentuate the profitable growth of those services of the Central which are conducted with trailer, van and container equipment.

Mr. Kirk was formerly Assistant Vice President-Staff in the Marketing department.

In a move to provide centralized direction of the continually expanding development of data systems and the use of computers by many of its departments, Central has named Howard L. Porter, formerly Assistant Comptroller, to the new position of Director of Computer Services, with headquarters at New York.

He will be responsible for integrating the efforts involved in further development and use of electronic data processing equipment and will have jurisdiction over NYC's major computer centers at New York, Buffalo and Detroit.

Joseph D. Gunther, who was Assistant Vice President-Freight Sales & Service at Detroit, has been named to the new position of Director of Coal Sales for the New York Central System, headquartered at Chicago. He will be directly responsible for promoting and increasing the railroad's participation in the movement of coal, coke and iron ore over the entire System. The new post is expected to strengthen and stimulate NYC's coal sales operations in recognition of a growing potential for increased coal traffic, particularly in the mid-west.

Mr. Gunther has been succeeded in Detroit as Assistant Vice President-Freight Sales & Service by George M. Casady, who was formerly Director of Coordinated Merchandise Operations.

Under Mr. Casady's direction, NYC recently revised its entire concept of LCL (less-than-carload) freight transportation, following an Interstate Commerce Commission decision permitting major changes in trucking authority for the Central. A new approach in service and pricing, called "L/C Van," was developed along with the new sales concept.

# Recently Retired

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

### NEW YORK DISTRICT

Baisley, V. A., Car Cleaner, Croton, N. Y. 18
Bittmer, L. J., Conductor, New York 42
Byar, R. E., Brakeman, New York 43
Calise, R., Mail Handler, New York 20
Clark, C. W., Painter, Mott Haven, N. Y. 40
Coleman, G. J., Conductor, New York 42
Corsetti, L. V., Armature Winder, Harmon, N. Y. 37
Cox, J. M., Passenger Conductor, New York 49
Cullen, M. C., Yard Brakeman, New York 37
Dean, G. B., Jr., Barge Captain, Weehawken, N. J. 23
Devlin, C. H., Carpenter, New York 39
Diringer, A. P., Engineer, New York 45
Dotson, J. H., Mail Handler, New York 20
Dupilka, S. A., Leading Signal Maintainer, New York 40
Ewert, G. L., Lampman, Weehawken, N. J. 13
Feeney, A., Carpenter, Weehawken, N. J. 34
Frizzell, S. J., Clerk, New York 49
Gayer, E. O., Stevedore, New York 33
Hardwick, W. T., Yard Conductor, Grand Central Terminal, New York 42
Hartnett, J. J., Machinist, Mott Haven 39
Innes, J. M., Conductor, New York 42
Kelly, J. A., Brakeman, New York 35
Leadbetter, M. M., Patrolman, New York 18
Lescsak, E. R., Engineer, New York 46
Link, E. A., Engineer, New York 42
Loveday, J. M., Brakeman, New York 40
Lynch, P., Groundman, New York 18
Lynch, J. F., Mail Handler, Grand Central Terminal, N. Y. 29
Marchuk, W., Stevedore, New York 36
Maricle, L. M., Station Master, Harmon, N. Y. 40
Mascio, A., Trackman, Harmon, N. Y. 28
McCollins, C., Car Cleaner, New York 45
McDonald, A. J., Foreman, Weehawken, N. J. 45
Michel, E. G., Brakeman, New York 40
Morelli, E., Clerk, New York 53
Morrison, R. J., Brakeman, New York 46
Mott, J. E., Clerk, New York 27
Mussche, P., Painter, New York 28
Overbaugh, H. S., Engineer, Weehawken, N. J. 31
Parker, I. B., Sheet Metal Helper, Harmon, N. Y. 44
Parlapiano, F., Track Foreman, New York 32
Piccirillo, A., Car Cleaner, Mott Haven, N. Y. 20
Pollock, B. S., Conductor, New York 46
Pulver, C. E., Trackman, Brewster, N. Y. 44
Quentin, H. C., Commercial Traffic Engineer, New York 39
Regan, E. V., Clerk, New York 36
Rose, D., Foreman, Harmon, N. Y. 46
Rotchford, A. V., Secretary, New York 45
Ryan, M. J., Assistant General Yardmaster, Mott Haven, N. Y. 54
Sammon, P., Car Cleaner, New York 20
Saph, J. L., Foreman, Port Morris, N. Y. 43
Seymour, S. M., S & S Clerk Telegrapher, New York 20
Shaw, H. C., Patrolman, Weehawken, N. J. 42
Sinclair, D., Sheet Metal Worker, Weehawken, N. J. 13
Sullivan, T., Stevedore, New York 34
Thompson, B. S., Car Cleaner, New York 19
Thompson, J. E., Administrative Assistant, New York 42
Traphagen, H. C., Road Brakeman, New York 39
Trinkner, R. C., Equipment Assistant, New York 50
Utter, E. F., Engineering Assistant, New York 49
Wager, R. O., Chief Fire Protection Engineer, New York 39
Wall, G. L., Yard Conductor, New York 44
Walsh, J. F., Leverman, Grand Central Terminal, N. Y. 27
Walsh, W., Iron Worker, New York 34
Ward, R. T., Brakeman, New York 34
Washburn, E. C., Engineman, New York 48

### EASTERN DISTRICT

Alongi, O., Carman, E. Rochester, N. Y. 19
Andrews, J., Engineer, Albany, N. Y. 47
Ayette, L. A., Assistant Foreman, E. Rochester, N. Y. 34
Barry, J. W., Brakeman, Buffalo, N. Y. 47
Bauer, J. A., Watchman, Niagara Falls, N. Y. 20
Benzee, C. E. Brakeman, Black Rock, N Y. 44
Black, A. D., Mail Handler, Springfield, Mass. 11
Boyd, L. H., Chef, Buffalo 37
Brown, H. M., Checker, E. Boston, Mass. 18
Brown H. A., Machinist, Syracuse 46
Bruce, C. P., Locomotive Engineer, Boston 49
Buchanan, J. J., Watchman, Oneida, N. Y. 25
Buckley, M. F., Engineer, Buffalo 44
Bullis, W. H., Signalman, Kirkville, N. Y. 44
Cannon, G. T., Patrolman, Buffalo 33
Carpenter, C. F., Carman, Dewitt, N. Y. 46
Carpenter, W. H., Agent Telegrapher, Syracuse 54
Chaffee, D. B., Yard Conductor, Dewitt, N. Y. 18
Cimbal, J. A., Machinist, E. Syracuse, N. Y. 32
Clark, E. A., Machinist, Clearfield, Pa. 45
Coates, E. A., Porter Cleaner, Worcester, Mass. 31
Conlin, E., Machinist, Watertown, N. Y. 18
Cooper, C. L., Engineer, Buffalo 42
Craigmile, C. I., Agent, Utica, N. Y. 44
Curtis, J., Engineer, Boston 49
Daly, C. W., Brakeman, Syracuse 18
Darrow, F. H., Conductor, Syracuse 45
Dawson, W. W., Engineer, Batavia, N. Y. 53
Di Giorgi, G., Laborer, Fonda, N. Y. 34
DuBois, L. F., Conductor, Syracuse 36
Eggleston, H. B., Brakeman, Selkirk, N. Y. 36
Elson, B., Car Cleaner, Albany, N. Y. 39
Ensign, J. P., Car Repairer, Selkirk, N. Y. 43
Fostner, H. E., Yard Brakeman, Albany, N. Y. 46
Fraser, M. G., Car Inspector, Watertown, N. Y. 40
Gehring, A. J., Freight Agent, Niagara Falls, N. Y. 42
Glessing, C. A., Brakeman, Syracuse 46
Golden, J. T., Machinist Helper, Selkirk, N. Y. 35
Greco, G., Trucker, Utica, N. Y. 39
Gwynn, P. J., Machinist, Selkirk, N. Y. 49
Harbeck G. H., Inspector Repairman, Selkirk, N. Y. 40
Haynes, H. M., Car Cleaner, Albany, N. Y. 19
Hazard, W. F., Yard Clerk, W. Albany, N. Y. 43
Hest, J. D., Car Inspector, Syracuse 53
Hetherly, C. E., Leading Signal Maintainer, Buffalo 41
Horrigon, W. C., Brakeman, Utica, N. Y. 49
Hotaling, C. E., Brakeman, Albany, N. Y. 40
Huban, M., Stower, Boston, Mass. 40
Hughel, P. S., Superintendent Communication, Syracuse, N.Y. 43
Hunter, H. R., Blacksmith, E. Rochester, N. Y. 42
Jasinski, A. S., Oiler, Dewitt. 47
Johnson, C. D., Mail Handler, Springfield, Mass. 38
Johnson, H. G., Conductor, Syracuse, N. Y. 49
Johnson, S., Air Brake Inspector, Beacon Park, Mass. 46
Keddy, C. L., Conductor, Boston 49
Kelley, R. H., Brakeman, Albany, N. Y. 47
Kested, A., Conductor, Selkirk, N. Y. 41
King, E. M., Passenger Baggageman, Buffalo 42
Kisselback, S. A., Sergeant, Albany, N. Y. 46
Klafehn, D. M., Ticket Clerk, Rochester 19
Lago, A. B., Brakeman, Syracuse 48
La Penta, N. V., Fireman, Syracuse 44
Lattimore, R. I., Locomotive Engineer, Buffalo 46
Lavoie, A. L., Electrician, Watertown, N. Y. 40
Leech, M. V., Brakeman, Buffalo 19
Le Page, P. W., Engineer, Rochester 47
Levesque, G. E., Clerk, Boston 51
Lonczak, A., Trucker, E. Buffalo, N. Y. 19
Maguire, F. J., Sheet Metal Worker, Selkirk, N. Y. 37
Makowski, J. J., Carman, Buffalo 44
Mason, K. L., Engine Crew Dispatcher, Dewitt, N. Y . 34
Matthews, R. F., Conductor, Albany, N. Y. 46
McAuliffe, J. L., Brakeman, Albany, N. Y. 46
McCarthy, H. B., Clerk, Syracuse 44
McKinney, R. J., Laborer, Corning, N. Y. 40
McMahon, E. M., Brakeman, Buffalo 40
McMillan, D. A., Station Agent, Big Moose, N. Y. 42
Meagher, V. J., Yard Master, Niagara Falls, N. Y. 44
Meehan, H. W., Brakeman, Buffalo 42
Meehan, J. A., Machinist, Syracuse 43
Mergenthaler, G. E., Switchtender, Selkirk, N. Y. 47
Miller, G. F., Yard Brakeman, Troy, N. Y. 37
Moody, W. E., Signal Maintainer, Niagara Falls, N. Y. 48
Morrill, F. J., Conductor, Albany, N. Y. 54
Myers, C. L., Telephone Leverman, Troy, N. Y. 46
Myers, J. H., Brakeman, Newberry Junction, Pa. 25
Myles, S. J., Chief Clerk, Oneida, N. Y. 41
Nash, T. T., Car Inspector, Pittsfield, Mass. 22
Nason, W. H., Fireman, Worcester, Mass. 40
O'Connor, J. D., Switchman, Watertown, N. Y. 45
Pardi, J., Checker, Albany, N. Y. 35
Paul, A. V., Yard Conductor, Syracuse 44
Pawenska, J., Mason, Buffalo 13
Pawlucki, M., Watchman, E. Rochester, N. Y. 20
Peterson, A., Foreman, Corning, N. Y. 44
Phelps, P. H., Carman, Dewitt, N. Y. 22
Pilet, E. G., Brakeman, Worcester, Mass. 43
Plunkett, F. M., Stationary Engineer, E. Syracuse, N. Y. 34
Potrzuski, J. S., Car Repairer, Selkirk, N. Y. 23
Price, E. J., Engineer, Albany, N. Y. 46
Quinlan, J. P., Conductor, Syracuse, N. Y. 47
Ricketts, R. G., Engineer, Albany, N. Y. 49
Roll, H. O., Laborer, Buffalo 37
Salisbury, W. L., Signalman, Voorheesville, N. Y. 58
Samarchuk, J. T., Trackman, W. Springfield, Mass. 13
Santowski, B., Carman, E. Rochester, N. Y. 37
Sarno, N. C., Brakeman, Syracuse 42

AMONG recently retired Central men are (from left): E. J. Eckert, Station Master, LaSalle St. Station, Chicago; E. T. Archer, Assistant to Supervisor-Tariffs, New York; George Dean, Electrical Worker, Harmon, N. Y. Shop; M. C. Cullen, Yard Brakeman, New York; A. P. Diringer, Engineer, New York; C. Bott, Machinist, Harmon, N. Y. Shops; E. F. Utter, Engineering Assistant, New York; J. N. Marcoux, Supervisor of Wage Schedules, Detroit; W. H. Maphis, Conductor, Pittsburgh. All of them received certificates of service, testifying to the facts of their long and distinguished careers.

# World's Biggest Office Building Opens Over NYC Tracks

By HAROLD J. SCHNEIDER

▶▶▶ The world's largest commercial office structure, built over NYC tracks in New York, was formally opened March 7. The $100 million, 2.4 million square foot *Pan Am Building*, rising 59 stories on a 3½ acre site adjoining Grand Central Terminal, was officially dedicated with ceremonies reflecting its joint American-British ownership.

Joining New York's Governor Nelson A. Rockefeller in a traditional ribbon-cutting exercise were U. S. Secretary of Commerce Luther H. Hodges, and his ministerial counterpart in the British cabinet, Frederick James Erroll, President of the Board of Trade.

Governmental, civic, business and religious leaders also joined in the dedication ceremony. Among them were James D. Landauer, President of Grand Central Building, Inc., the corporation which owns the building; Jack Cotton, British real estate magnate and Chairman of City Centre Properties, Ltd., of London, which owns a half-interest in the skyscraper; and Juan T. Trippe, President of Pan American World Airways, the building's principal tenant.

### Project started years ago

The first stirrings of the new building occurred nearly a decade ago when the late Erwin S. Wolfson expressed his views on the fact that only a six-story building stood on what for years has been regarded as one of the most valuable pieces of property in New York. Mr. Wolfson, a builder, in 1954 expressed his feelings on the subject to the late Robert R. Young, then Chairman of the Central's Board of Directors. He strongly stated the case for increasing the usefulness of the area.

Other developers also showed interest in such a project, but nothing definite came of it until 1958. In that year,

### Huge structure rises next to Grand Central Terminal

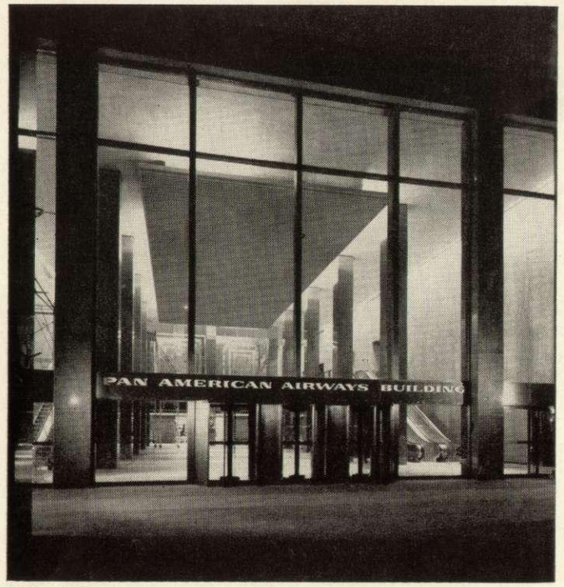
New York Central's Vice President-Real Estate, James O. Boisi successfully negotiated an agreement with Mr. Wolfson under which New York Central and the New Haven Railroad (which has an interest in the property) would lease for 80 years the air rights over the tracks of Grand Central's train yard, over which the old Grand Central Terminal Office Building then stood. The lease calls for an aggregate rental of nearly $100 million to the railroads. A formal lease was executed between the building interests and the railroads in January, 1960.

### Ingenious construction techniques

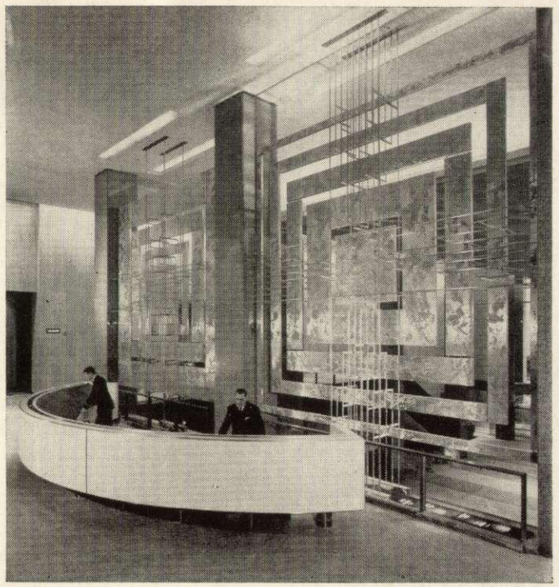
One of the most complicated structures ever built, the building represents a series of unique engineering and construction feats.

In the process of building, it took a small army of construction workers — 7,500 in 75 different trades—to erect the






ONE of six entrances that give access to the Pan Am Building's lobby areas, is a three-story high colonnaded and roofed area.



SUSPENDED from the three-story high ceiling and covering a span of 40 feet is a metal mosaic behind elevator control console.

structure which occupies a 151,000 square foot site leased from the New York Central and New Haven Railroads.

New York's most dramatic construction operation in many a year got under way before a large but select coterie of sidewalk superintendents. The eyewitnesses, seated in air conditioned comfort and substituting a train window for the traditional fence peephole, were the daily commuters using the New York Central and New Haven railroads.

Faced with the unprecedented dual problem of erecting the structure over two levels of 24 operating railroad tracks and the station platforms of the Terminal itself, the builder and structural engineer James Ruderman, devised a series of ingenious construction techniques. These provided for construction work to proceed without disrupting train schedules and an on-site materials handling operation which would not interfere with busy vehicular traffic on the streets or the Park Avenue elevated ramps that girdled the hang structure.

AT DEDICATION ceremony for the new structure, New York State's Governor Nelson A. Rockefeller addressed guests who were assembled from many parts of the world.

### Unusual design

The giant new skyscraper, seventh tallest in the world, highlights a dramatic new octagonal building shape. Soaring 808 feet high to its rooftop heliport, the structure presents eight distinct sculpted surfaces in a 49-story tower rising from a broad 10-story base that ties into and continues the horizontal roof line of Grand Central Terminal.

Sheathed in textured masonry panels containing surface-raised quartz crystals, the *Pan Am Building's* facade provides a forceful contrast to both the many neighboring rectangular and square building shapes and to the metal exteriors that have dominated recent office building construction in the city.

### World's best real estate

Occupying one of the city's costliest and most centrally located pieces of real estate, the *Pan Am Building* is a new international center of trade and transportation. Headquarters for the world's leading international air carrier — Pan American World Airways — the building has also drawn tenants from leading corporations and business firms from this country and from Canada, Latin America, Europe and Asia. Individual floor areas leased by some 100 companies range from 60,000 square feet to 98,000 square feet in the base section of the structure to tower floors of 32,000 to 36,000 square feet. The building will house a permanent working population of approximately 17,000 persons.

# Congress Must Act on Rate Bills

**Legislation urgently needed to place nation's transport on fair competitive basis**

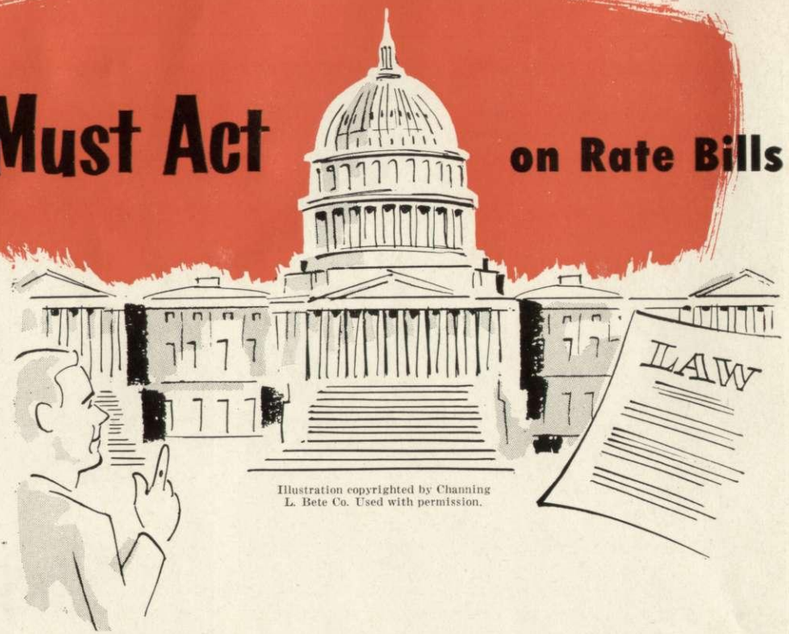



Illustration copyrighted by Channing L. Bete Co. Used with permission.

▶▶▶ The problem is this: Will the 88th Congress, now in session, enact transportation rate-making legislation improving the competitive position of the railroads?

Every railroad employe has a vital stake in insuring an affirmative answer as a protection for the security of railroad jobs. Equally concerned are railroad security holders and the general public affected by transportation costs.

Heart of the legislative program needed by the railroads lies in the so-called minimum rate bills. These bills would extend to the whole transportation industry, including the railroads, exemption from federal regulation of minimum rates on bulk commodity traffic and on agricultural and fishery products.

Measures to effect these changes were introduced in the previous session of Congress. After extensive hearings by the House Interstate and Foreign Commerce Committee on the minimum-rate bill, and by the Senate Commerce Committee on another similar rate-making bill, both proposals failed to reach the floor for action before adjournment.

Election last fall of a new Congress meant that the desired legislation, lost in a welter of other national and international measures and pre-election politics, had to be resubmitted this year.

The bills submitted are in substantially the same form as last year. Likewise, the leadership of the respective committees and the political complexion of these groups is relatively unchanged. In addition, Congress as a whole has an Administration majority, and the President himself suggested the minimum rate changes in his Transportation Message of April, 1962. As Congress opened there was every prospect that the White House will again urge the importance of transport legislation. It also was hoped that any further hearings on the bills may be abbreviated in light of the rather full record taken by the committees last year.

While these facts enhance the possibility for 1963 action on transportation rate-making regulation, opposition by waterways and truck operators has not vanished. Those interested in railroad welfare are urged to inform their Congressmen and Senators of the vital importance of early passage of the pending bills.

At the root of the problem with respect to bulk commodities is the fact that the waterway carriers are exempt from all rate regulation on such traffic, while bulk rates on the railroads and other carriers must have Interstate Commerce Commission approval. New York Central and numerous other railroads are severely affected by the waterways traffic for which they cannot compete by reducing rates.

Bulk commodities have been defined as those that are not packaged individually or counted, as in the case of grain, coal or petroleum. As long as the waterway carrier transports not more than three such commodities at a time, the operator is privileged to set any rates he desires, above or below the publicly-known and federally-approved rates on the railroads and other carriers.

President Kennedy declared last year that this is unfair to the other carriers and to the shippers and is "an inequity which should be removed." He said repeal of the exemption accorded the water carriers could be used to equalize competition but noted that this alternative would result in more regulation and possibly higher rates. In general the Administration has urged the need for less federal regulation of intercity transportation.

Describing the effects of giving railroads more latitude in setting rates on bulk commodity traffic, the President's message said the exemption "would permit the forces of competition and equal opportunity to replace cumbersome regulation for the commodities, while protecting the public interest by leaving intact the ICC's control over maximum railroad rates and other safeguards (such as the prohibition against discrimination, and requirements on car service and common carrier responsibility.)"

Waterway operators have contended that the railroads might lower their rates to a point that would force the waterways out of business and then return to higher rates. Contradicting this contention is the fact that the Interstate Commerce Commission would retain control over maximum rail rates and would be unlikely to permit this down-and-up-again switch on bulk commodities.

The railroads contend that exemption from regulation of their rates on bulk commodities would aid in the recovery of large amounts of traffic still moving at prices that would save shippers money and yet provide a margin of railroad profit. This would be true on New York Central, as elsewhere, and give a more stable base for employment on the railroad.

The exemption of water carriers from regulation of rates on bulk commodities has a parallel in the exemptions accorded moter carriers and freight forwarders on rates for agricultural and fishery products. President Kennedy urged that this exemption also should be extended to all carriers. Provisions for this step are embodied in the bills before Congress again this year. Railroad employes are urged to give the legislation fullest support. Improvement of railroad ability to compete for all forms of traffic is of paramount importance to all railroad people, to employes, shareowners and to the public at large.

"The combined effect of extending these bulk and agricultural exemptions will be to reduce drastically and equalize fairly the regulation of freight rates in this country," President Kennedy said in his 1962 Transportation Message.

"Freed to exercise normal managerial initiative," he said, "Carriers will be able to rationalize their operations and reduce costs; and shippers should consequently enjoy a wider choice, improved service and lower rates."

Exemption of the motor carriers from regulation of rates on agricultural and fishery products in general terms has led to some widespread abuses in interpretation. Is the movement of foodstuffs from the farm to a primary market, the same as traffic from a wholesaler to the supermarket or ultimate consumer? Can a motor carrier having regulated traffic in one direction carry exempt traffic on the return trip?

The answer to the latter question is that the motor carriers frequently do just that while the railroads are forced to sit on the sidelines because of rate-making restrictions. Motor truck rates on the exempt classes of traffic need not be issued publicly and may be as low as the carrier sees fit for the particular shipment. While the railroads might easily equal or lower the rate to compete for the business, they are prevented from doing so by need to publish their charges 30 days in advance and obtain ICC approval. This procedure is always time-consuming and, in many cases, approval is not given. The railroads lose traffic, and shippers who depend on them lose money as a result of the continuing higher rates.

While regulated common carriers of all classes—rail, truck and barge—squabble over rate regulation provisions, exemptions and the like, overall freight rates tend to remain higher than necessary in many important directions. This fact has led to a new problem for all the common carriers—the rapid growth of private transportation. An ICC commissioner said recently that the common carriers have lost up to 70 per cent of all intercity traffic to private or totally exempt or illegal transportation.

This results from the fact that many large shippers have found they can handle their own traffic in their own facilities at costs below the rates charged by the regulated common carriers. To get down to the shippers' cost levels the railroads would have to obtain ICC approval of new rates. Even though the lowered rates, made to meet a specific situation, might still yield a railroad some profit, the ICC could still deny authority. Such a roadblock to competition is of particular importance in the fields of bulk commodities and agricultural and fishery products. It is widely believed the pending bills in Congress would alleviate the difficulty.

Perhaps the classic example of the pernicious effects of present regulatory policies on rates for bulk commodities moving by rail is furnished by the recently concluded efforts of Southern Railway to reduce rates on grain moving into the Southeast in specially built new cars. Non-railroad testimony in the case indicated that Southern's proposed reduced rates would save 10 to 12 cents a bushel on graining moving into the territory, or about $37 million a year in the Southeast on one commodity alone. Such savings to the public in transportation charges, if applied in like degree to the long list of bulk and agricultural commodities throughout the land, could total hundreds of millions of dollars. But Southern struggled for almost a year and a half to obtain approval for the rates. If the exemption on grain rates allowed to other types of carriers was available to Southern, there would be no problem. This is what the new bills in Congress would do for all railroads in a similar spot.

Southern's grain rate problem is complicated as much by the operation of itinerant and unregulated trucks as by common carriers. Such truckers haul in grain and haul out perishables, both without any regulation of rates—only what the traffic will bear and still yield a possible slim profit margin. Even that margin is calculated on costs that take no account of the nearly free facilities supplied by state and Federal governments.

New York Central is particularly vulnerable in the areas of waterway and highway competition, regulated and unregulated, common carriage or private operation. Here the existence and use of the New York State Barge Canal, the St. Lawrence Seaway and the New York Thruway, paralleling many of Central routes of densest traffic, offer powerful threats to retention and growth of traffic on the rails. Even with more equal regulation, the struggle would be a sharp one. But New York Central, along with the balance of the railroad industry, is convinced it can hold its own in the competition if everybody competes on more equal grounds.

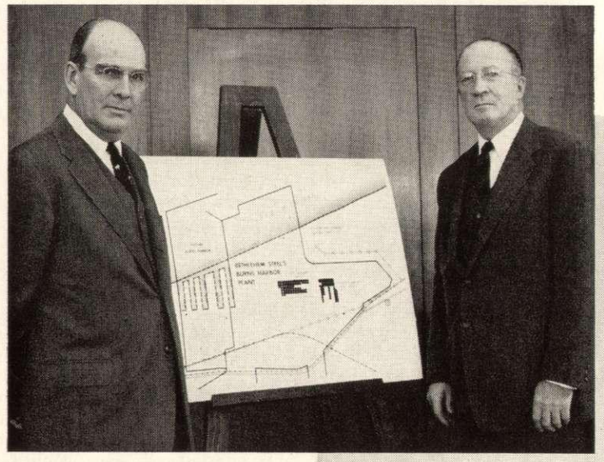
## *Writing to Congress . . .*

is one of the most effective things railroad people can do to help bring about improvements in transportation laws and regulations . . . in this case the "minimum rate bills" or "fair competition bills," as they are often called.

Railroaders who write to their United States Senators and to their Representatives in the House of Representatives should use their own language to express their views on the subject. They should also be sure to identify the bills about which they write. Now under consideration are bills *H. R. 4700* in the House and *S.1061* in the Senate.

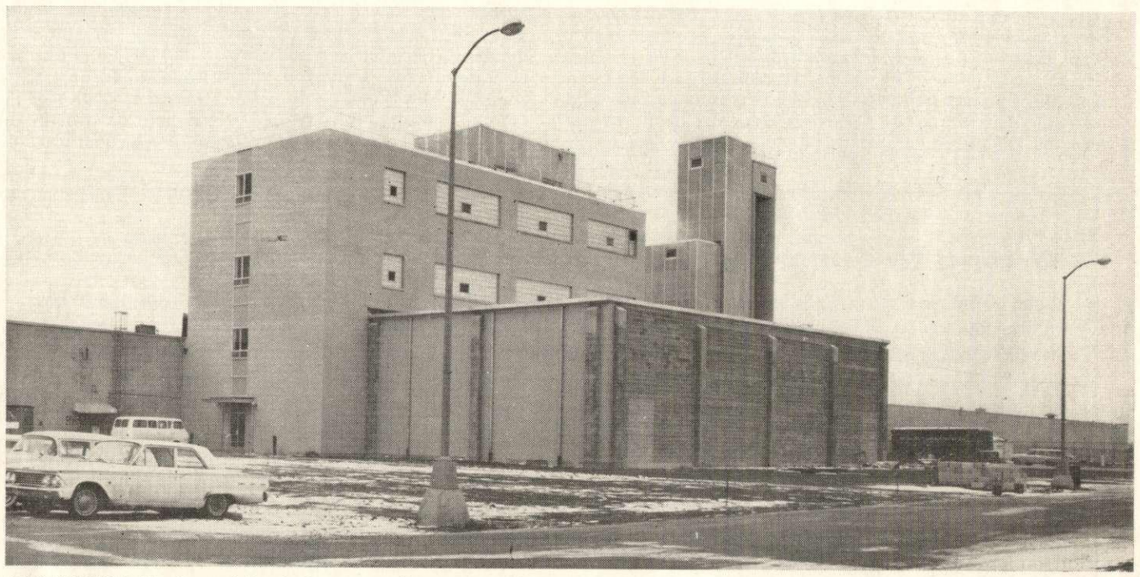
The large area served by the New York Central System and the large number of congressional districts in which Central people live and our space limitations make it impossible for all of the Congressmen who represent NYC employes to be listed here. If you don't already know your Congressman's name, there are many sources from which you can obtain this information, among them your local newspaper. If you have difficulty in learning the names of those in Congress to whom you should write, the HEADLIGHT will be glad to provide this information upon inquiry.

# New Plants Mean More Business for NYC



TOP officers of Bethlehem Steel view plans for new Burns Harbor, Ind., plant. Right: Arthur B. Homes, Chairman and Chief Executive Officer; left: Edmund F. Martin, President. The $300 million-plant will be second largest steel mill in U.S.

BIG cement storage facility of General Portland Cement Co. opened on NYC in Warren, Mich. Carl Blakely (left), manager, points out details to G. R. Peterson, NYC Industrial Development Manager at Detroit.



AT KANKAKEE, Ill., General Foods Corp. recently completed $4.5 million, 25,000 square foot addition to existing plant. New four-story masonry building will produce Gaines Dog Food. Plant is served exclusively by New York Central, another industrial development success story.

STORAGE of Budweiser Beer is function of new building of Pete Maracini Inc. at Pittsburgh, on the P&LE Railroad. Beer is shipped from St. Louis and Newark, N. J. via New York Central System. P&LE industrial development Department was coordinator.

▶▶▶ Economic growth is a topic much discussed these days. The prosperity of the nation is tied closely to the expansion of industrial activity.

NYC's industrial development activities are playing a key role in promoting economic growth—especially in the area directly served by the Central System. In 1962 alone, NYC's industrial development department was responsible for the location of 237 industrial facilities on the System, as well as 95 expansions of existing industrial plants and 63 temporary facilities.

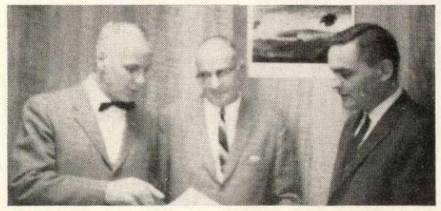
Gross revenues brought to the Central from these new plants approach $18 million, not to mention the boost these new plants gave to many other aspects of the economy in their communities.

Another 414 industrial development projects are now under construction on sites along the Central which, when completed, are expected to produce over $32 million a year in gross NYC revenues.

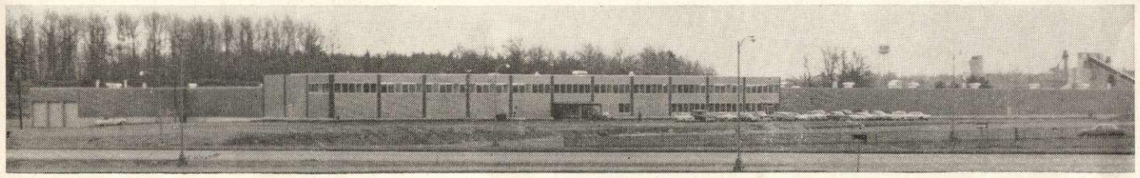
Companies seeking sites for new plants are attracted to NYC locations for many reasons. Among them are: good labor supply, markets (domestic and foreign), natural resources, educational and cultural facilities, and, of course, the top quality transportation services available from New York Central.

CHECKING over sites on which new plants have been located along the Central are Otto W. Pongrace (left), Director of Industrial Development, and William J. Marshall, Manager of Industrial Development, whose territory includes the State of New York.

OTHER members of industrial development team are James T. Orsborn (left), Engineer-Geologist, and John S. Renard, Analyst, both in office of Director of Industrial Development.



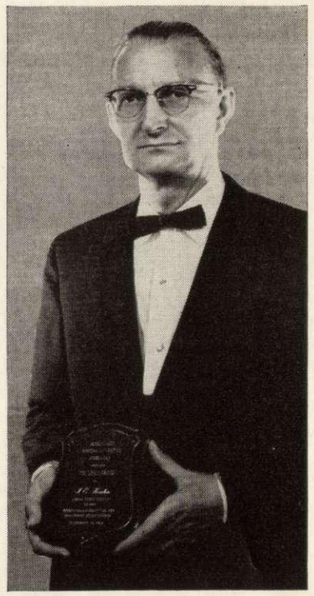
IN Southern District (from left), H. M. Stacy, Real Estate Manager; J. E. Norwood, Ass't Vice President-Freight Sales & Services; L. S. Hickman, Manager Industrial Development, discuss location of new General Foods Corp. office-warehouse at Indianapolis.



WAREHOUSE with 250,000-square foot capacity was recently finished by Zayre Corp. at Framingham, Mass. It was built on Central site as a result of work by NYC's Boston Industrial Development office. The Zayre organization operates 107 department stores in 15 states.

# HEADLIGHT Hilites

**Combined contributions . . .**
of New York Central employes to Fayette County (Ind.) United Fund Campaign was presented by trio of NYC men to Campaign chairman Earl Groll (right). Central men are (left to right) W. A. Furlong, Agent at Connersville, Ind., H. R. Thompson, Claims Investigator, and W. A. Armond, Trainmaster.



**Long-time service . . .**
to his community (Belle Vernon, Pa.) brought cherished award to J.E. Kuhn, of Auditor of Revenues department of Pittsburgh & Lake Erie Railroad. It's the "Sahli Award" from Pennsylvania Municipal Authorities Association, given in recognition of Mr. Kuhn's 20 years of work in civic affairs, participating actively in local government and in local and county school board affairs. He is currently chairman of his local school district building committee and a director of the Fayette County Board of Education.

**Annual dinner . . .**
for retired Central people in Cleveland area is sponsored jointly by New York Central and the Association of Railroad Union Representatives there. This time around the evening included entertainment featuring "Gene and Marie's Revue." Gene is Eugene M. Loizzi, Yard Conductor at Central's Rockport Yard at Cleveland, who, with his wife, also runs a dancewear supply store. Group presented program of nine dance numbers for the occasion.

**Bevy of Central Beauties . . .**
all clad alike in bright red dresses, checked aprons and railroader caps, helped Passenger Sales and Advertising departments in promoting *Chek-It* plan by which commuters in New York area may buy their monthly tickets by mail and avoid long lines in stations. Descriptive folders and application forms were handed out for two days by the girls, working in teams of two at each gate in Grand Central Terminal as commuters boarded trains Complimentary comments on girls and their costumes were followed by influx of 1,000 new applications for *Chek-It* accounts.

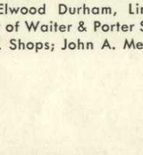
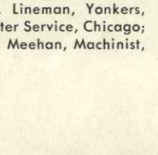
First row, from left: Marion Dearing (Real Estate), Mary Ann Cramer (Personnel), Mary Ann Rooney (Employe Relations), Barbara Cahill (Public Relations), Katherine Hickey (Marketing), Patricia Kuhn (Law). Back row: Sheila Durr (Mail & Express), Janice Flynn, Joan Maffie, Lorraine Smith (all Law department).

**Distinguished visitor . . .**
greeted by Central employes when he toured the railroad's facilities in Detroit was Michigan's new Governor, George W. Romney (wearing railroader's cap). The recently inaugurated Governor found his tour of NYC facilities helpful in evaluating railroad contribution to Michigan economy.

Schakow, H. F., Trainman, Buffalo 45
Schmelzle, A. F., Laborer, Syracuse 38
Schmeltz, H. C., Brakeman, Albany, N. Y. 46
Schulz, H. F., Sheet Metal Worker, Watertown, N. Y. 40
Schulz, E. F., Fireman, Buffalo 44
Senez, G. M., Switchman, Springfield, Mass. 33
Siener, J. J., Machinist, Buffalo 16
Smith, C. E., Trucker, Buffalo 16
Smith, J. H., Acct. Engineer, Utica, N. Y. 43
Smith, E. A., Brakeman, Newberry Junction, Pa. 18
Smith, F. A., Brakeman, Syracuse 42
Stang, S. J., Signal Mechanic, Rochester, N. Y. 45
Stevens, C. W., Conductor, Syracuse 42
Stewart, A. M., Fireman, Cherry Tree, Penna. 46
Taylor, E. J., Car Cleaner, Albany, N. Y. 17
Tomczak, L., Car Cleaner, Buffalo, N. Y. 20
Tracy, J. P., Brakeman, Buffalo 42
Trindall, J. C., Locomotive Engineer, Albany, N. Y. 45
Turner, E. F., Dist. Lineman, Buffalo 14
Van Der Mallie, J., Carman, E. Rochester, N. Y. 35
Van Keuren, J. C., Switchtender, Buffalo, N. Y. 40
Vavrek, J. J., Brakeman, Buffalo 42
Vergil, W. C., Brakeman, Buffalo 44
Vickery, V. E., Brakeman, Oswego, N. Y. 18
Vossler, J. L., Switchtender, Syracuse 19
Wawrzynkiewicz, J., Trucker, Syracuse 25
Welch, T. J., Sheet Metal Worker, Selkirk, N. Y. 34
Williams, J. B., Storekeeper, Buffalo 40
Williams, G., Brakeman, Buffalo 21
Williams, F. C., Yard Conductor, Dewitt, N. Y. 48
Windburn, W. H., Conductor, Kingston, N. Y. 42
Winkley, R. J., Crossing Watchman, Medina, N. Y. 23
Wolski, L. A., Brakeman, Buffalo 19
Woodman, H. E., Locomotive Fireman, Allston, Mass. 19
Wright, C. W., Warehouseman, E. Boston, Mass. 55
Wright, K. C., Sheet Metal Worker, E. Syracuse, N. Y. 32
Zak, J. L., Laborer, Buffalo 32
Zick, F. J., Signal Mechanic, Tuica, N. Y. 45
Zygaj, J., Store Foreman, E. Rochester, N. Y. 42

## WESTERN DISTRICT

Ardito, J., Lampman, Cleveland 45
Banks, G. E., Agent, Chicago 43
Bashich, J., Mail & Baggage Handler, Toledo, Ohio 12
Beck, W. A., Police Inspector, Cleveland 39
Berkey, H. S., Locomotive Storekeeper, Elkhart, Ind. 46
Briggs, K. G., Foreman, Chicago 35
Buerner, L. H., Carman, Cleveland 17
Burger, A. M., Statistician, Ashtabula Harbor, Ohio 43
Burkhardt, C., Clerk, Toledo, Ohio 44
Burt, R. A., Engineer, Cleveland 46
Butch, J., Foreman, Ashtabula, Ohio 43
Cantlay, R., Boilermaker, Collinwood, Ohio 37
Chiweeks, E., Chore Boy Operator, Cleveland 21
Chramosta, J. F., Upholsterer, Chicago 37
Clayman, E. W., Building & Bridges Supervisor, Toledo, Ohio 46
Cohron, H. D., Electric Crane Operator, Ashtabula, Ohio 32
Cooke, R. G., Freight Handler, Toledo, Ohio 19
Croftchonock, I. L., Boilermaker Inspector, Collinwood, Ohio 48
Cromley, G., Engineer, Buffalo, N. Y. 45
Dash, C. S., Road Brakeman, Collinwood, Ohio 44
Davern, E. M., Machinist, Ashtabula, Ohio 40
Deci, B. F., Engineer, Buffalo, N. Y. 45
Donovan, J. A., Yard Conductor, Toledo, Ohio 45
Ellman, H. E., Crossing Watchman, No. East, Pa. 21
Finney, L. L., Machinist, Englewood, Ill. 38

RETIREMENT is here for Murdock MacKinnon (left), Assistant Conductor, Harlem Division; William H. Losee, Assistant to Treasurer, N. Y.

HAPPY ENDING for long NYC careers comes with retirement of Conductor George Seminary (left) and Harry Taylor, Chief Clerk, both of whom worked in the N. Y. District.

TWO veterans retiring from NYC are Harold L. Mast, (left) Administrative Assistant to Vice-President-Marketing, and Peter E. Schnakenberg, Assistant Chief Clerk, Claim Dept.

Fritz, W. L., B. M. Welder, Elkhart, Ind. 49
Gartland, L. B., Signal Maintainer, Stryker, Ohio 45
Glover, W. A., Conductor, Cleveland 44
Godec, J., Machinist, Collinwood, Ohio 37
Goselin, F. J., Carman, Kankakee, Ill. 46
Grimes, L. M., Operator, Cleveland 34
Grulick, A. H., Yard Master, Toledo, Ohio 42
Grunder, C. K., Inspector Repairman, Minerva, Ohio 43
Guerini, A., Inspector, Ashtabula, Ohio 45
Hall, E., Coal Passer, Cleveland 16
Heininger, C. H., Coach Carman, Toledo, Ohio 21
Hill, H. W., Freight Conductor, Westville, Ill. 45
Hirter, W. J., Sheet Metal Worker, Collinwood, Ohio 45
Holmes, T. A., Yard Clerk, Englewood, Ill. 17
Horn, M. S., Tally Clerk, Cleveland 42
Huber, R. W., Locomotive Engineer, Hammond, Ind. 45
Jackson, F. T., Conductor, Danville, Ill. 51
Kerth, F. J., Cook, Chicago 39
Konietski, M. S., Mill Machine Operator, Cleveland 43
Kowatch, M. A., Yard Clerk, Cleveland 37
Kuzniacka, L. A., Cleaner, Chicago 32
Lee, M. M., Clerk, Painesville, Ohio 21
Lewis, H. K., Freight Handler, Chicago 18
Lyon, E. J., Section Laborer, Waterloo, Ind. 22
Madison, R. A., Car Inspector, W. Kankakee, Ill. 40
Maronette, C. A., Crossing Watchman, Auburn, N. Y. 16
Matthews, J. W., Car Inspector, Gibson, Ind. 20
McCandless, C. M., Brakeman, Toledo, Ohio 39
McKeag, W. J., Locomotive Fireman, Chicago 19
Meredith, R. P., Machinist, Toledo, Ohio 45
Miller, W. F., Yard Conductor, Cleveland 42
Moore, V. A., Track Foreman, Hillsdale, Mich. 38
Moore, W. E., Freight Conductor, Ashtabula, Ohio 45
More, L., Machinist Helper, Ashtabula, Ohio 45
Neff, H. O., Sheet Metal Worker, Chicago 32
Newgreen, A. V., Cashier, Dunkirk, N. Y. 46
Niemi, O. J., Track Laborer, Painesville, Ohio 35
Parham, M., Laborer, Englewood, Ill. 20
Partridge, O. B., Nurse, Collinwood, Ohio 26
Paulson, N. E., Foreman, Cleveland 49
Petriella, J. G., Car Repairer, Elkhart, Ind. 47
Pflugfelder, E., Painter, Toledo, Ohio 39
Pheils, F. A., Yard Conductor, Toledo, Ohio 32
Raitz, M. L., Engineer, Toledo, Ohio 33
Rimmer, C. H., Inspector-Repairman, Toledo, Ohio 40
Rockwell, F. A., Signal Maintainer, Erie, Pa. 46
Rogers, I. J., Engineer, Toledo, Ohio 44
Schofield, T. M., Information Clerk, Chicago 11

AT SPRINGFIELD, Mass., Signal Inspector, Louis J. Hoone (left) gets Certificate of Retirement from J. W. Curran, Asst. Chief Signal Engineer.

Severa, J. A., Chief Clerk, Ashtabula, Ohio 48
Sloan, C. R., Loader, Toledo, Ohio 16
Smith, W. E., Crossing Watchman, Waterloo, Ind. 18
Straub, C. A., Brakeman, Erie, Pa. 39
Thurman, S., Laborer, Collinwood, Ohio 19
Toomey, G., Telephone Operator, Chicago 14
Tratter, L., Sheet Metal Worker, Collinwood, Ohio 32
Treadwell, H. E., Car Distributor, Cleveland 37
Tyler, W. E., Track Laborer, Ashtabula, Ohio 35
Uchwat, S. J., Air Brake Helper, Detroit 40
Van Horn, G., Locomotive Engineer, Cleveland 45
Weisenberger, J. F., Locomotive Painter, Collinwood, Ohio 45
Wilkinson, G. L., Engineer, Erie, Penna. 44
Will, M. G., Rate Clerk, Whiting, Ind. 40
Witulski, S., Coach Carman, Chicago 34
Woodard, R. R., Scale Inspector, Toledo, Ohio 22
Zumbahlen, E. H., Car Inspector, Hartsdale, Ind. 41

## SOUTHERN DISTRICT

Berry, H. L., General Foreman, Louisville, Ky. 36
Bircher, A., Clerk, Cincinnati, Ohio 11
Bloom, G. W., Office Engineer, Columbus, Ohio 48
Brent, T. E., Conductor-Brakeman, Terre Haute, Ind. 40
Brown, R. N., Trackman, Sharonville, Ohio 21
Bruner, S. H., Assistant Foreman, Kansas, Ill. 36
Caley, C. H., Engineer, Columbus, Ohio 54
Cohen, W. E., Sr., Janitor, Cincinnati, Ohio 20
Conley, A. J., Engineer, Van Wert, Ohio 40
Cristini, A., Trackman, Galion, Ohio 34
Daniel, W. A., Yard Master, Van Wert, Ohio 46
Decker, E. J., Engine House Car Foreman, Greeensburg, Ind. 35
Dickey, R. W., Pipefitter, Beechgrove, Ind. 40
Dowlar, H. D., Crossing Watchman, Dayton, Ohio 15

AMONG recently retired Central men are (from left): Pasco Nappi, Laborer, Stores Department, Ashtabula, O.; Elwood Durham, Lineman, Yonkers, New York; John E. Johnson, Supervisor of Waiter & Porter Service, Chicago; Mike Mazur, Machinist, Harmon, N. Y. Shops; John A. Meehan, Machinist, DeWitt Diesel Terminal, East Syracuse, N. Y.; Louis J. Bittner, Conductor, Harlem Division; Royal E. Byar, Brakeman, Harlem Division; Joseph Cenker, Machinist, Harmon, N. Y. Shops; Anthony J. Kuntz, Trainmaster, Cleveland. Good wishes were extended to them at retirement ceremonies and parties.



# RECENTLY RETIRED CONTINUED

Ebersbach, C. A., Cook, Columbus, Ohio 43
Evans, H. M., Signal Maintainer, Springfield, Ohio 45
Fields, C., Freight Handler, Indianapolis 37
Finch, C. I., Conductor, Bellefontaine, Ohio 48
Fitzsimmons, E. E., Car Repairer, Harrisburg, Ill. 44
Flora, P. D., Crossing Watchman, Springfield, Ohio 25
Flynn, J. W., Engineer, Indianapolis 49
Fuller, C. C., Yard Conductor, Bellefontaine, Ohio 50
Fye, M. L., Laborer, Wellington, Ohio 38
Goodman, H. A., Locomotive Engineer, Kankakee, Ill. 43
Grady, J. F., Contract Clerk, Indianapolis 24
Greenlee, O. C., Conductor, Nitro, W. Va. 46
Hamer, D., Trackman, Indianapolis 46
Hiatt, B. O., Foreman, Lynn, Ind. 41
Higgins, J. A., Clerk, Hattoon, Ill. 20
Hill, B. K., Carpenter, Mt. Carmel, Ill. 29
Hoag, C. A., Brakeman, Cleveland 50
Jones, J. M., Car Repairman, Urbana, Ill. 40
Kays, H. O., Yard Clerk, Petersburg, Ind. 45
Kelleher, M., Clerk, Indianapolis 41
Kinker, F. H., Carpenter, Avon, Ind. 21
Klem, R. C., Telegrapher, Danville, Ill. 42
Klepinger, M. J., Engineer, Mattoon, Ill. 45
Knowles, F., Car Inspector, Lyons, Ill. 20
Landenberger, L. W., Machinist, W. Columbus, Ohio 38
Le Vally, F. C., Laborer, Columbus, Ohio 36
Learn, A. L., Clerk, Cincinnati, Ohio 40
Mallory, C. R., Yard Master, Terre Haute, Ind. 42
Markley, F. J., Laborer, Bucyrus, Ohio 38
McWilliams, J. K., Engineer, Terre Haute, Ind. 39
Messmre, R., Trucker, Galion, Ohio 15
Meyer, C. E., Clerk, Beech Grove, Ind. 45
Miller, C. P., Section Laborer, Riverside, Ohio 33
Miller, W. L., Pipefitter, Beech Grove, Ind. 14
Moss, J. R., Yard Brakeman, Louisville, Ky. 21
Myers, O. J., Engineer, Charleston, W. Va. 45
Myers, R. V., Engineer, Galion, Ohio 35
Nelson, H. R., Conductor, Columbus, Ohio 42
Noyes, C. T., Laborer, Hillsboro, Ill. 46
Nugent, E., Car Inspector, Riverside, Ind. 44
Patterson, J. W., District Store Keeper, Columbus, Ohio 46
Pettibone, G. R., Foreman, So. Anderson, Ind. 39
Potts, O. F., Hostler, Petersburg, Ill. 40
Ransom, C. A., Car Inspector, Sharonsville, Ohio 46
Roberts, H. E., Weed Mower, Anderson, Ind. 13
Rodgers, E. L., Trackman, Petersburg, Ohio 44
Rowan, C. M., Yard Conductor, Bellfontaine, Ohio 36
Schemel, C. W., Machinist, Bucyrus, Ohio 49
Schoeber, W. C., Crossing Watchman, Mitchell, Ill. 16
Shankle, F. H., Painter, Beech Grove, Ind. 10
Sims, H., Laborer Crawfordville, Ind. 25
Smith, J. C., Telegrapher, Charleston, W. Va. 24
Smith, R. C., Conductor, Galion, Ohio 46
Spearman, W. E., Agent Operator, Champaign, Ill. 46
Subler, E. R., Conductor, Van Wert, Ohio 18
Thompson, J. G., District Freight Manager, Houston, Texas 44
Tudor, R. V., Engineer, Anderson, Ind. 46
Voigt, J. O., Engineer, Mt. Carmel, Ill. 46
Williams, C. C., Clerk, Muncie, Ind. 41
Winner, H., Yard Conductor, Anderson, Ind. 44
Wright, E. D., Electrician, Sharonville, Ohio 42

## NORTHERN DISTRICT

Atwood, H. W., Clerk, Detroit 45
Burns, P. H., Lead Clerk, Detroit 43
Carmichael, J. A., Car Inspector, St. Thomas, Ont. 19
Davison, W., Painter Helper, Detroit 33
Deignan, D. W., Locomotive Engineer, Niles, Mich. 49

READY for retirement, Locomotive Engineer George Nemitz (right) shakes hands with his Fireman A. R. Ramsey at Collinwood, O., after final run in cab.

BESIDE diesel he recently throttled on his final run, Engineer Merlin J. Klepinger (second from left) of Avon, Ind. is greeted by his son, Merlin, Jr., also employed by the Central as a Freight Service Bureau Supervisor at Indianapolis, and two grandchildren, Fred, 14, and Gloria, 13, who came out to greet him at run's end.

WINDING UP his job as Assistant Signal Supervisor, Albany, N. Y., W. C. Rapp (left) receives his Certificate of Retirement from L. J. Gillson, Signal Supervisor, Utica, N. Y., during Testimonial Dinner at Albany, N. Y.

Deithrich, F. O., Locomotive Fireman, Niles, Mich. 19
Farquharson, M. B., Clerk, Detroit 45
Garcia, J., Trackman, Grand Rapids, Mich. 35
Goodall, W. J., Accountant, Detroit 50
Graham, E. G., Gang Foreman, Detroit, Mich. 37
Green, R. W., Carpenter, Jackson, Mich. 15
Gustafson, H. M., Secretary, Grand Rapids, Mich. 41
Healy, P. N., Building & Bridges Supervisor, St. Thomas, Ont., Canada 27
Hence, R., Trackman, Jackson 42
Jacob, A. W., Clerk, Detroit 37
Jennings, G., Engineer, Detroit 44
Jones, D. L., Clerk, Detroit 42
Jones, H. F., Locomotive Engineer, Detroit 47
Kane, J. J., Clerk, Detroit 23
Klask, J. L., Yard Master, Detroit 37
La Bean, J. F., Engineer, Bay City, Mich. 43
Lee, H. I., Yard Conductor, Detroit 34
Locker, R. M., Clerk, Detroit 45
MacDonald, J. J., Yard Conductor, Detroit 39
MacWilliams, D. D., Telephone Record Clerk, Detroit 45
Marcoux, J. N., Supervisor Wage Schedule, Detroit 42
McKaig, A. A., Yard Conductor, Detroit 46
McKinnon, J. C., Chief Clerk, Midland, Mich. 44
Miskiewicz, C., Oiler, Detroit 34
Mudry, W. J., Car Repairer, Detroit 25
Myers, H. H., Demurrage Adjuster, Detroit 37
Nehan, E. A., Yard Clerk, Detroit 18
Nichoff, J., Car Cleaner, Detroit 37
Oleski, J. J., Boilermaker, Detroit 33
Paquet, A. P., Car Inspector, Mackinaw City, Mich. 44
Passage, E. O., Switchtender, Jackson, Mich. 43
Payne, E. O., Switchtender, Jackson, Mich. 16
Pennock, H. F., Laborer, Tillsonburg, Ont., Can. 37
Pollock, S. R., Yard Conductor, Niles, Mich. 39
Powell, E. H., Machinist, Jackson, Mich. 39
Pritchard, J. W., Clerk, Battle Creek, Mich. 13
Radloff, C., Agent, Detroit 45
Reiman, H. F., Wreck Foreman, Jackson, Mich. 40
Shearing, W. J., Trackman, Welland, Ont., Can. 40
Smith, E. V., Locomotive Engineer, Jackson, Mich. 44
Smukal, O. J., Car Checker, Detroit 45
Thompson, M. G., Stenographer, Jackson, Mich. 18
Thorne, H. M., Biller, Owosso, Mich. 47
Trader, W., Yard Master, Detroit 42
Turney, A. D., Clerk, Detroit 47
Walker, A. C., Machinist, St. Thomas, Ont., Canada 39
Walker, A. T., Yard Master, Detroit 44
Walls, W. H., Machinist Helper, Detroit 37
Weaver, C., Mail Handler, Detroit 20
Weberlein, E., Locomotive Engineer, Detroit 44
Wilcox, M. B., Locomotive Engineer, Detroit 46
Woodruff, R., Road Brakeman, Detroit 46
Zatyko, S., Trackman, St. Thomas, Ont., Can. 36

## PITTSBURGH & LAKE ERIE RAILROAD

Cassidy, T. E., Brakeman, McKees Rocks, Pa. 36
Coleman, P. H., Water Sply. Repr. Glassport, Pa. 17
Donaldson, P. A., Relief Clerk, Newell, Pa. 42
Duerr, A. G., Machinist, McKees Rocks, Pa. 49
Ferrazzano, A., Laborer, New Castle, Pa. 12
Garofalo, T., Track Foreman, New Castle Jct., Pa. 44
Hamilton, R. J., Conductor, Youngstown, Ohio 38
Hartnett, P. W., Engineer, McKees Rocks, Pa. 44
Hunter, H. H., Crane Helper, McKees Rocks, Pa. 37
Kelley, W. J., Car Inspector, Youngstown, Ohio 39
Konick, G. J., Flagman, Newell, Pa. 42
Lease, A. P., Boilermaker Inspr., McKees Rocks, Pa. 33
Lenhart, J. W., Conductor, McKeesport, Pa. 34
Lively, J. B., Hostler, Indianapolis, Ind. 33
Long, P., Car Repairer, McKees Rocks, Pa. 34
Loveridge, C. L., Chief Clerk, New Castle, Pa. 40
Lutz, N. G., Head Clerk, Pittsburgh 43
Macesic, M., Trackman, Pittsburgh 26
Maphis, W. H., Conductor, Pittsburgh 53
McNeilly, S. L., Conductor, Pittsburgh 40
Mesing, H. G., Real Estate-Tax Agent, Pittsburgh 47
Mikelonis, A. V., Cleaner, Pittsburgh 25
Miller, J., Asst. Gen. Foreman, Youngstown, Ohio 42
Page, D. E., Engineer, Pittsburgh 42
Polites, A. J., Laborer, McKees Rocks, Pa. 17
Pontieri, D., Trackman, Monongahela Jct., Pa. 35
Reynolds, C. S., Conductor, Youngstown, Ohio 19
Shoup, C. L., Brakeman, New Castle, Pa. 13
Siegfried, R. D., Machinist, McKees Rocks, Pa. 49
Spiker, E., Car Inspector, Newell, Pa. 45
Stobbs, C., Car Inspector, Newell, Pa. 42
Urback, D. D., Trainman, Pittsburgh 49
Williams, R. E., Asst. Auditor Disbursements, Pittsburgh 45
Williams, C. B., Conductor, Youngstown, Ohio 42

## CLEVELAND UNION TERMINAL

O'Brien, E. T., Yard Conductor, Cleveland 35
Kolesar, J., Teletype Operator, Cleveland 25

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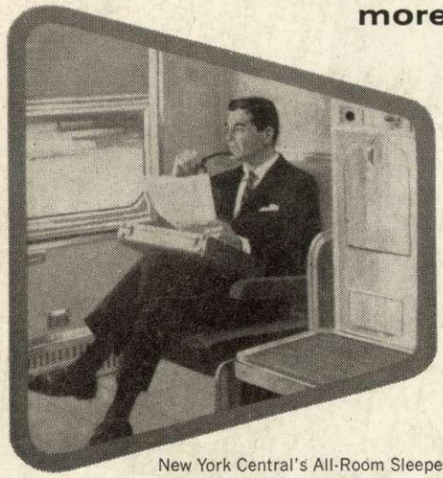

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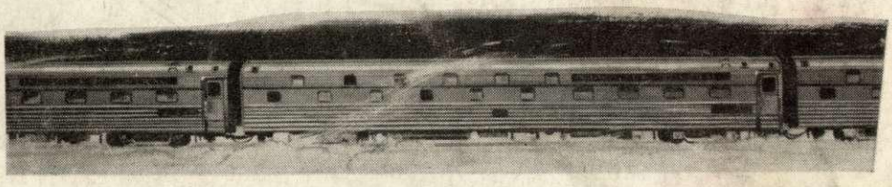
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