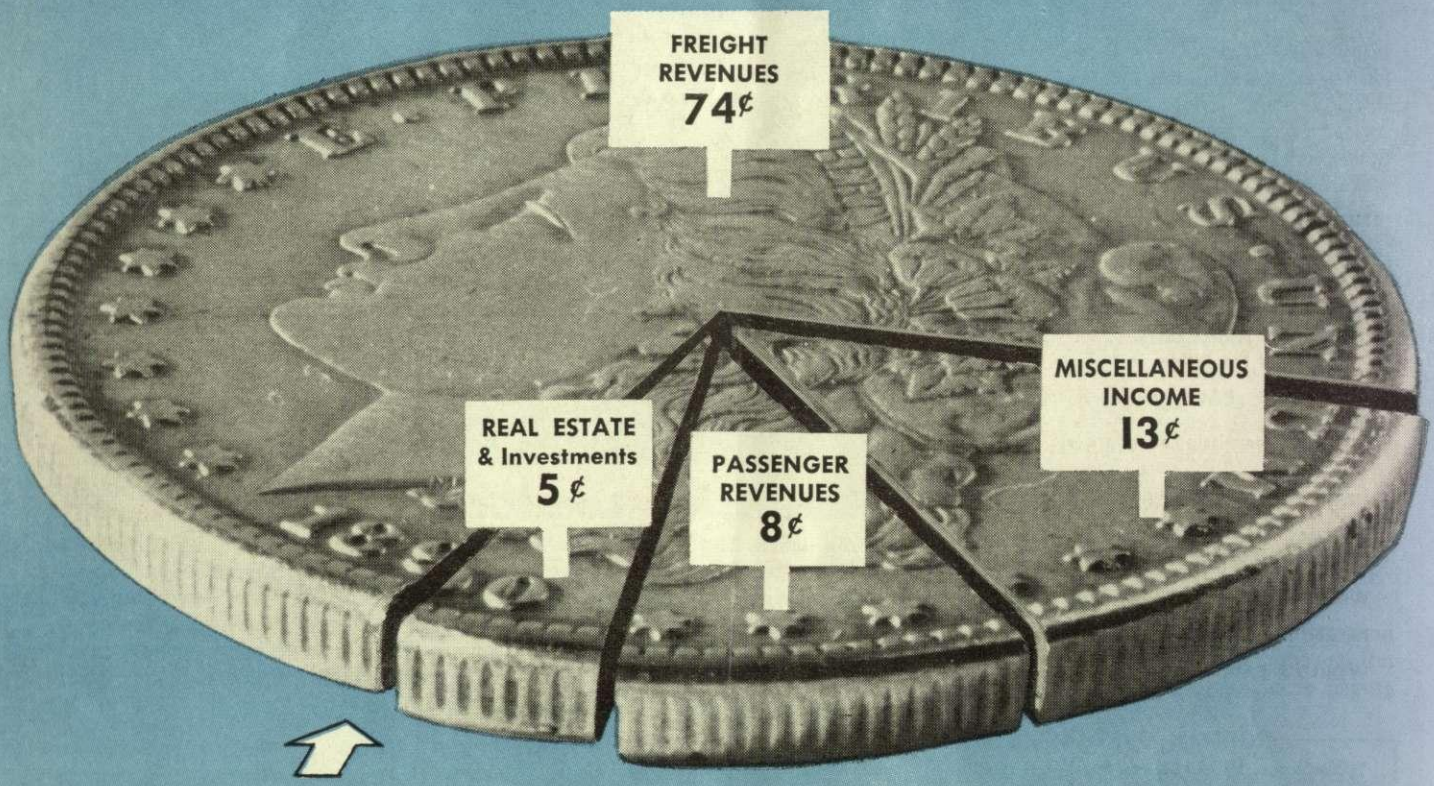
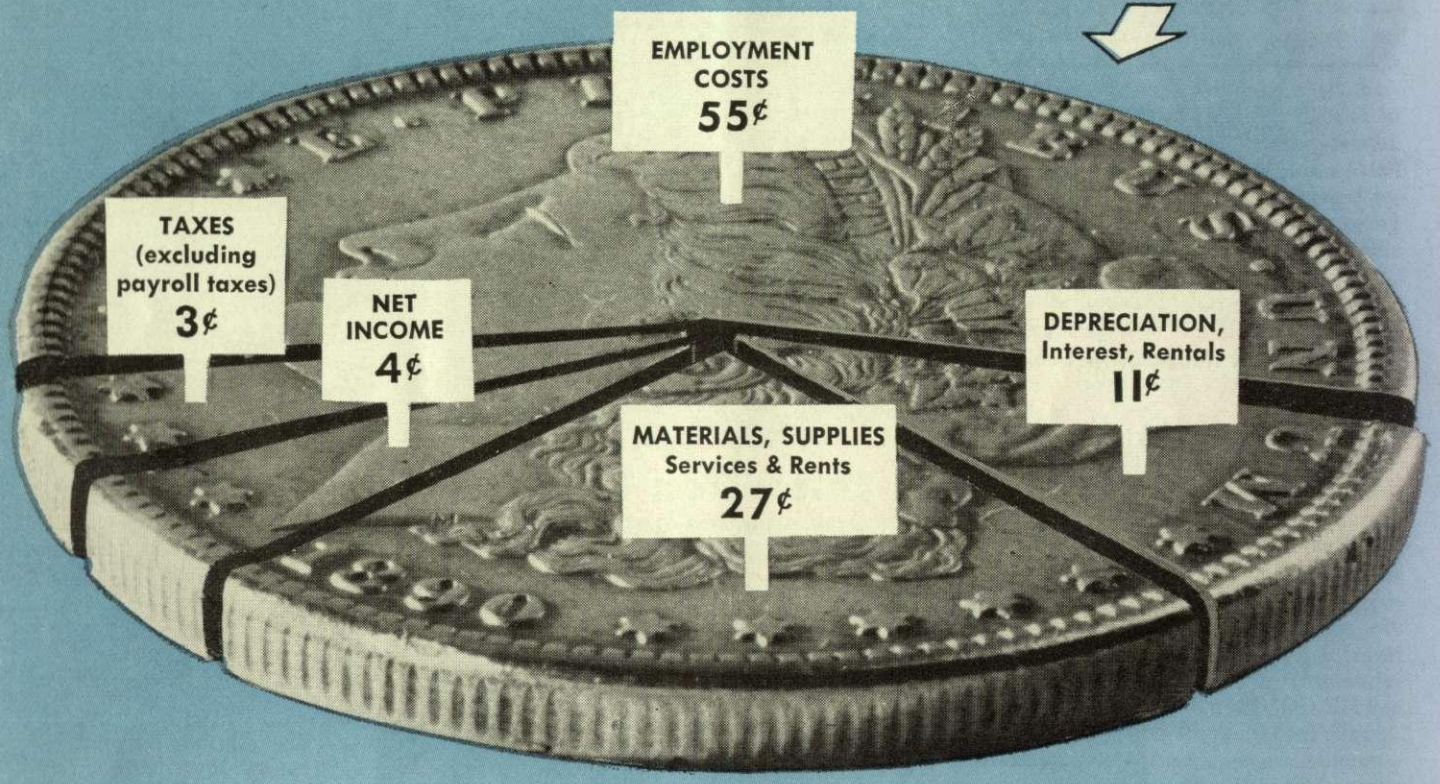
NEW YORK CENTRAL SYSTEM

Headlight

MAY
1965



CENTRAL'S INCOME DOLLAR... AND WHERE IT WENT



ANNUAL REPORT ISSUE

Headlight

MAY, 1965

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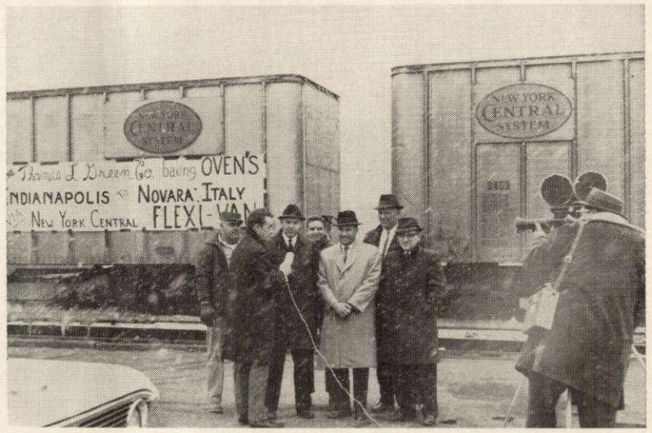
THE COVER: Where New York Central's income came from and how that money was spent is the subject of this month's cover. For more about New York Central's Annual Report on 1964 operations, see page four.

Discussion Leader . . .

emphasizes important points with a group of Dining & Sleeping Car employees who recently attended one of a series of human relations training courses in Grand Central Terminal, New York. Series is tailored to give individual employee a better understanding of how to achieve the most harmonious relationship with customers and fellow employees. Sessions are held in a railroad car rebuilt for conference use. Similar sessions are scheduled to be held at Buffalo, Chicago and Boston.



Television Talk . . .

Indianapolis TV newscaster Bob Glenn (holding mike) interviews officials at Central's Big Four Yard about shipment of seven loads of baking equipment via Flexi-Van to Novara, Italy. The equipment was manufactured by the Thomas L. Green Co., Inc. Indianapolis. Left to right: Len Paff, New York Central Transport Company truck driver; Glenn, who is newscaster for Indianapolis Station WISH-TV; Lewis W. Fritsche, Cincinnati, NYC manager of Flexi-Van Sales and Service; Jim Morgan, another NYC Transport driver; Dale Hylton, Thomas L. Green Company traffic manager and purchasing agent; Floyd L. Young, Indianapolis Terminal manager for New York Central Transport, and John R. (Pete) Hughes, assistant manager of Flexi-Van sales at Indianapolis.

COMPUTER-FED TELEVISION—New York Central's new Car-Display device enables clerks to instantaneously provide freight car information. Inauguration of device was world's first commercial use of television to display both words and numbers supplied by computers.

TV Cameras Now Trace Freight Cars for NYC Customers

Alfred E. Perlman, President of the Central System, recently inaugurated a new customer service utilizing computer-fed television sets to provide instantaneous freight car information.

"This is the world's first commercial use of television to display both words and numbers supplied by computers," Mr. Perlman said.

Called Car-Display, the new system is connected to Central's huge Transportation Computer Center which maintains constant record of 125,000 freight cars on NYC's 10,000 miles of track.

The computer-fed television unit enables Central to tell customers immediately the present location of their freight car as well as the history of its movements on the railroad. As a customer gives his car identification, the tracing center clerk types the number on the Car-Display set's keyboard.

Total reply, indicating the car's movements and location, appears on the screen immediately after the last letter or number is registered. If necessary, the reply can be recorded by an automatic, high-speed typewriter integrated in the television unit.

"It requires only one hundred-forty milliseconds for Central's Transportation Computer to feed the total information picture. The lapse defies human perception," Mr. Perlman said.

The railroad now has five Car Display units, built by Data Display, Inc., St. Paul, Minn., at its New York City tracing center.

Mr. Perlman noted that Central developed the industry's first Transportation Computer to operate on a "real time" basis in which the handling of information parallels the physical transaction.

"Central has spent more than $6 million since 1962 on research, development, installation and operation of its computer and communications systems. The application of Car-Display, as a part of this network, is another example of how the science of cybernetics can be utilized in our daily operations for the benefit of the railroad's customers," Mr. Perlman said.

New Auto Carriers Ordered From Despatch Shops

New York Central is spending $17.3 million for 730 box cars to be used in the transportation of automobile parts.

Alfred E. Perlman, NYC President, also announced: "Central's 1965 freight car program will total $105 million. This order is part of that program."

The order includes 155 high-cube, cushioned underframe, 86-foot box cars; 124 cushioned, 100-ton box cars; and 451 cushioned, 70-ton box cars. The new cars will be delivered in July.

NYC Sets New Record For Carrying Autos

New York Central established a new record for transporting autos April 15.

One specially equipped multi-level train, operating in two sections of 94 cars and 97 cars, today moved 2,300 new automobiles to East Coast points. The two sections of the train originated at Detroit, Mich., and Lorain, Ohio. Deliveries will be made to Selkirk, N. Y., Framingham, Mass., and Little Ferry, N. J., where Central has established special auto distribution terminals.

In 1964 New York Central moved 13 per cent of the nation's automobile production and maintained its position as the world's leading transporter of new autos. A total of 69,000 carloads, carrying 915,000 new cars, produced gross revenue of $24.8 million last year for the railroad.

New Bumper Stickers Promote Safety

The Central is making a contribution toward highway accident prevention with an automobile bumper strip urging all motorists to

WORK SAFELY — NEW YORK CENTRAL SYSTEM — **DRIVE SAFELY**

Brightly lettered in "safety green" on a white background, 5,000 of the 15-inch strips were distributed on all divisions of the Central's eastern district in upper New York State, Pennsylvania, and Massachusetts for application to all motor vehicles owned and operated by the railroad. Employees are also being encouraged to use the strips on their personal cars.

The striking safety reminders were produced by the Accident Prevention Committee of the Central's eastern district, as part of its continuing safety program.

Handling the distribution of the bumper strips, Frederick T. Schoedel, Eastern district Safety Supervisor for the Central, said: "Highway safety is a matter of vital concern to our Accident Prevention Committee and an important part of our regular program for the advancement of safety on and off the job.

"Many of our own employees travel on the highways both in Company-owned and private vehicles, and we hope our bumper strips will be helpful in supplementing public and private efforts by other safety minded groups to halt the current alarming trend toward more highway accidents."

ANNUAL REPORT ISSUED

HEADLIGHT READERS who would like to have a copy of New York Central's complete Annual Report for 1964 may obtain one by using the handy coupon on page 6.

Yearly Review Reveals

- Competitive Strength Increased
- Efficiency Raised and Costs Reduced
- Progress Achieved in All Important Areas

A $500 million modernization program undertaken during the past decade is now paying off in greater efficiency, reduced costs and increased profit. This is the essence of New York Central's 1964 annual report, mailed to shareowners recently.

Central's net income for last year ($27.05 million, or $4.06 per share) was the highest since 1956 and represented an increase of $20 million over 1963.

Alfred E. Perlman, NYC President, told shareowners in the report that the company's debt reduction program which wiped out a quarter billion dollars of debt since 1957, contributed to Central's achievements during 1964. "Debt reduction has lowered our fixed costs approximately $16 million a year from the 1954 level," he said.

"The increase in freight revenue in 1964 is attributable to the intensive marketing and freight sales efforts developed in the past few years," Mr. Perlman noted. "We gained profitable new business by providing our customers with better and more economical service, by devising attractive new rates, and by developing modern equipment and techniques to fill special needs effectively."

The railroad's 1964 revenue ton-miles (33.8 billion) were the highest since 1957. Gross ton-miles per freight train hour, an index of productivity, rose to a new high of 65,959. The line's operating ratio of 81.70 was the lowest since 1956.

Revenue from the redevelopment of the company's Park Avenue area real estate in New York City reached an all-time high of $16.8 million last year, the report indicates.

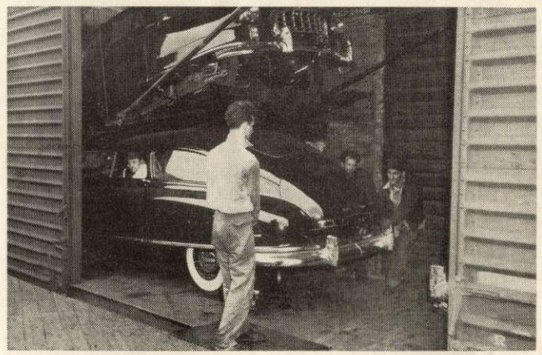
The deficit from passenger operations was $14.1 million in 1964, a new post-war low.

The annual report contains a special section, entitled "A Decade of Progress on the Central." It quotes a rail expert who stated that Central has turned from a "ponderous, nearly bankrupt, passenger-oriented trunk line" into a "lean, ultra-efficient ton-mile producer."

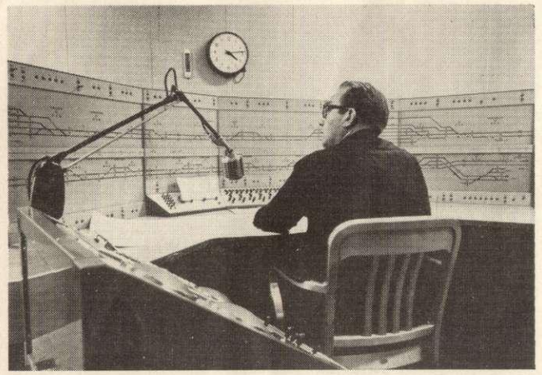
The development of a "young, aggressive group of well-trained administrators," and the establishment of new departments "specializing in technical research, marketing research and cybernetics" are prime factors which have enabled Central to make this transition, the report states.

"Central's shareowners are assured by the report that their railroad faces the future "with a good cash position" and "a modernized plant."

UP TO 15 AUTOS PER CAR TODAY...



ONLY THREE OR FOUR AUTOS PER CAR A FEW YEARS AGO



ELECTRONICS NOW HELP CONTROL TRAIN MOVEMENTS OVER HUNDREDS OF MILES . . .

A TYPICAL CONTROL TOWER OF TEN YEARS AGO—ALMOST ALL HAVE BEEN REPLACED

1954-1964 A Decade of Progress on the Central

(Reprinted from New York Central's Annual Report for 1964)

In summarizing the results of the last ten years, one expert says the New York Central has turned from a "ponderous, nearly bankrupt, passenger-oriented trunk line" into a "lean, ultra-efficient ton-mile producer."

Of prime significance in this transition is the fact that the majority of the middle and top management team (36% of whom were over 60 years of age and 61% over 55 in 1954) have, because of the mandatory 65 year retirement age, been replaced by a young, aggressive group of well-trained administrators. And departments specializing in technical research, marketing research and cybernetics have been added. They are revolutionizing methods, equipment and pricing practices in a way that is helping to make rail transportation a growth industry once more.

Your Company has diversified its transportation activities by organizing a motor carrier subsidiary —the New York Central Transport Company; it has taken an interest in an air freight carrier; and it has developed the Flexi-Van concept whereby the same container may be interchanged with minimum time and cost between all modes of transport.

Your Real Estate Department has renegotiated substantially all of your great Park Avenue real estate complex and the air rights for the half block just renegotiated have been leased at a valuation at the rate of 17 million dollars per acre.

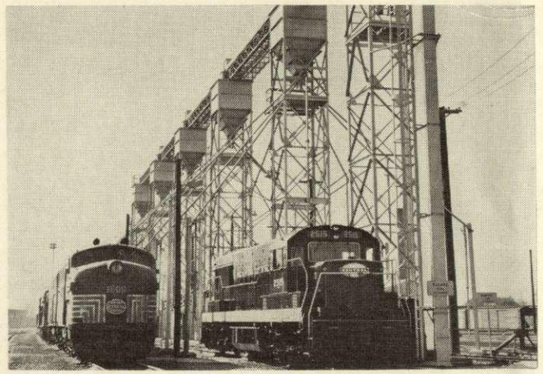
A decade ago the four track primary main lines were composed of two freight tracks limiting train speeds to 25 and 30 MPH. Freight trains were short, for not a freight yard on the System could accommodate a train of eighty cars. On the other two tracks, passenger trains ran at speeds up to 90 MPH, yet our passenger deficit was $38.8 million.

Today, two tracks electronically controlled replace the four and handle both the passenger and freight trains. *Trains Magazine* credited the Central last year with the fastest known freight schedules in the world. Four electronically operated yards, directed by sixty-four foot analog computers, have taken the place of sixty obsolete yards – and these yards are handling freight trains, some of which are over two hundred cars in length.

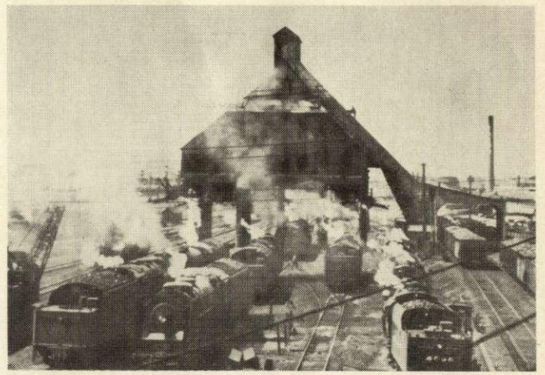
Also, in the past decade we have become completely dieselized.

A radically new communications network has permitted us, by centralizing our operations, to close 900 of the 1,100 freight and passenger stations.

PLEASE TURN THE PAGE



DIESELS AT A NEW SANDING AND FUELING FACILITY . . .



COAL DOCKS AND STEAM POWER HAVE DISAPPEARED

We have abandoned 850 miles of unprofitable branch lines. Maintenance of way and equipment operations have been highly mechanized and the ratio of our bad order equipment is below the national average.

We have a modern commuter fleet and are striving in every way to improve this service.

Recognizing the need for orderly consolidation of the railroads in the East, your management has consistently over the years striven toward the principle of a limited number of balanced competitive systems. At this writing, we are confidently awaiting the expected approval of the merger between the New York Central and the Pennsylvania Railroad, the last of three great competing systems to emerge in the East. The attainment of the objective of balanced rail competition permits a revitalization of rail transportation in the East.

Despite the depleted treasury and tremendous debt which faced us in 1954, and despite the fact that the last ten years have seen the subsidized competition of the New York Thruway and the St. Lawrence Seaway which took away substantial revenues, and in spite of the fact that wage rates increased 55%, we have been able to invest over one-half billion dollars in plant modernization, reduce rates, give better service and reduce our debt over a quarter of a billion dollars.

This is principally due to the management team which has utilized new horizons in science and automation, made use of new methods and has engaged in intensive forward planning. This has permitted us, in the past ten years, to make reductions in personnel which today would cost $400 million a year in additional wages were we to have the same number of people in our employ as we had ten years ago.

Thus we face the future with a good cash position, a modernized plant and the kind of service which has permitted our marketing and industrial development people to locate on our tracks all three of the tremendous new steel complexes which are being built in trunk line territory.

Most importantly, we are ready to drive forward with a young, intelligent and aggressive management team.

HEADLIGHT
466 Lexington Avenue
New York, N. Y. 10017

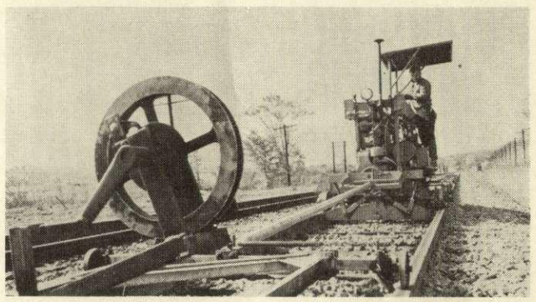
Please send a copy of the Central's Annual Report for 1964.

(Please Print)

Name.....

Occupation.....

Work Location.....



AUTOMATED MACHINERY DOES MAINTENANCE OF WAY

President Proclaims National Transportation Week To be held Through May 16-22

Hundreds of traffic and transportation clubs and agencies throughout the United States are sparking the drive for observance of this year's National Transportation Week. The annual event will run from May 16 through May 22.

As people with a special interest in transportation, railroaders can point with justifiable pride to what their industry has done and is doing, daily, to strengthen and advance the nation's transport services. One oustanding evidence of this is the climbing total of the railroads' expenditures for new equipment, facilities and other major improvements. These expenditures are expected to reach $1.6 billion in 1965—15 per cent higher than the record spending level of 1964 and almost double the 1962 total.

Transport Vitality Dramatized

The primary purpose of National Transportation Week is to dramatize the overall importance of the nation's transportation services—to bring home to the general public in particular just how vital this country's vast transportation is to its economy and security. Shipper groups, the various carriers, government agencies, and a wide range of other interested organizations have pledged their aid in making National Transportation Week a success.

As part of the program, a proclamation has been issued by President Johnson, designating the week and setting aside May 21 as National Transportation Day.

Actually, of course, every week is Transportation Week. Every hour of every day, the transportation arteries of this nation make possible its continued growth and prosperity. And everyone—manufacturers and bricklayers, doctors and farmers, painters and lawyers, every member of every family—has a personal stake in the soundness of the nation's transport.

Railroads At the Heart

And at the very heart of this transportation network are the railroads, in many ways touching the everyday life of the American people.

In 1964, for example, America's railroads moved some 667 billion ton-miles of freight of all kinds, more than 43 per cent of the total for the U.S. They also carried 312 million passengers, 63 per cent of whom were commuters. The plant and equipment used in providing these services represent an investment of some $35 billion. In all, U.S. rail lines serve about 55,000 communities over 215,000 miles of right-of-way.

Railroads are also one of the largest employers in the country. More than 665,000 persons obtain their livelihood from the railroads directly, and several hundred thousand more people are engaged in supplying the needs of the industry. The railroads' payroll in 1964 amounted to more than $4.7 billion—and every bank, service station, motion picture theater, grocery, and every other form of business, felt the benefits of expenditures by railroad employees and members of their families.

Flexi Flo Fleet To Grow by 70 Cars

A $1.9 million purchase of 70 Flexi-Flo covered hopper cars to meet increased demand from cement shippers has been placed by Central.

Flexi-Flo cars are used in NYC's new service which combines low-cost, long haul rail transport with rapid truck delivery of dry bulk commodities. Twenty tons of dry bulk commodity are transferred by air pressure from the 125-ton covered hopper car to a highway trailer truck in less than ten minutes.

This order is part of the New York Central's $105 million 1965 freight car program. The new cars will be built by ACF Industries, Inc., at its Milton, Pa., car building plant. Delivery will be completed by June.

Describing the order, Arthur E. Baylis, Central's Vice President-Marketing, said: "We are expanding the Flexi-Flo fleet to fulfill widespread demand from the cement industry. An additional consideration has been the interest of shippers and receivers of chemicals, plastics, grains, flour and sugar.

"Central introduced this service in May, 1964, with 25 giant pressure-differential cars. Since that time, transfer points have been established at Indianapolis, Rochester, Buffalo and Syracuse. A number of new transfer installations are slated to be built this spring."

Mr. Baylis said that 234,000 barrels of cement were transported by the 25-car fleet in the last seven months of 1964 and Central expects to haul two million barrels of cement in Flexi-Flo service this year.

Because of its rapid door-to-door delivery, Flexi-Flo eliminates the traditional high cost of constructing terminal installations that include storage silos and complex handling equipment. Mr. Baylis pointed out that "these installations typically cost a minimum of $400,000 each.

FLEXI-FLO FLEET EXPANDS—Central has purchased 70 additional Flexi-Flo covered hopper cars (above left) at a cost of $1.9 million to meet increased demand from cement shippers. Flexi-Flo service features transfer by air pressure of 20-tons of dry bulk commodities (like cement and chemicals) from rail car to highway trailer in less than ten minutes. Service combines low-cost, long-haul rail transport with rapid truck delivery. Central presently has 25 of the giant, 125-ton Flexi-Flo cars.

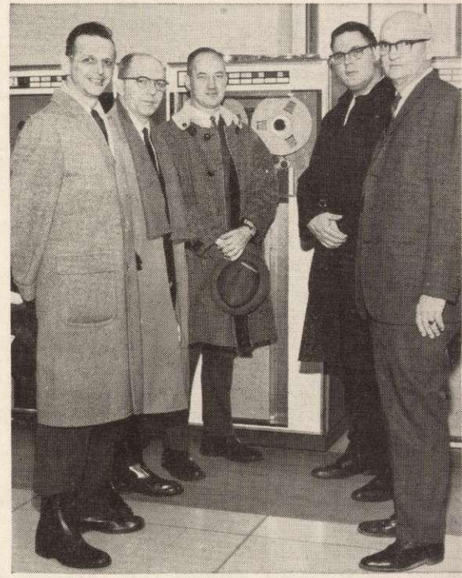
HEADLIGHT *Hilites*

Next stop the Moon . . .

was the thought in everyones minds as they stopped to watch the Gemini space shot on their TV screens. The throng here is at Grand Central Station, where an estimated 9,000 commuters recently watched the blast-off. At 9:27 a.m. a voice boomed: "Go" . . . the echo; applause and the Astronauts were on their way to another step closer in the space race.

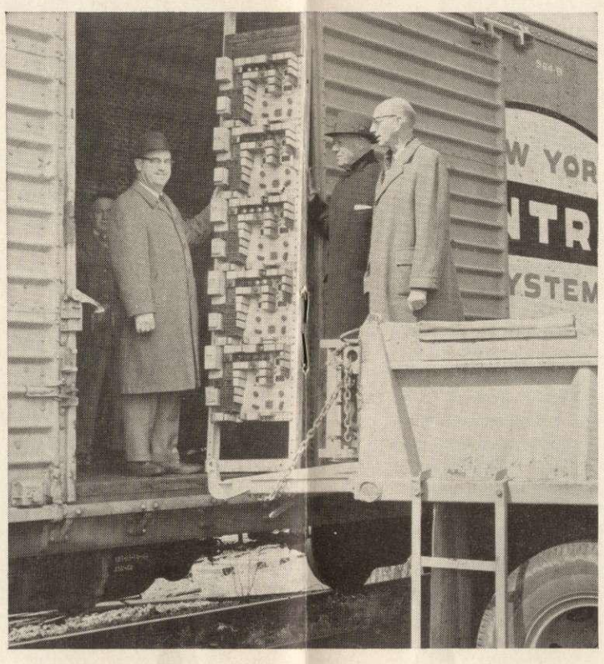
A career in railroading . . .

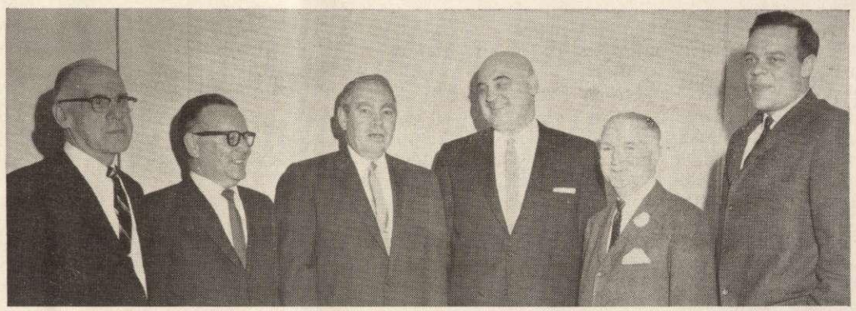
was the objective of 41 students from Michigan Technological University at Houghton, Mich., as they visited five of Central's facilities in the Detroit area. In the picture above they are shown at a Flexi-Van site. Standing, left to right, are Richard Green, one of the students from MTU; Paul E. Hainault, Assistant Professor of Mechanical Engineering, MTU; Donald Payne, NYC Senior Industrial Engineer at Detroit; W. W. LaCombe, NYC District Personnel Assistant at Detroit; and Richard Borsos, NYC District Industrial Engineer. In the picture on the right they are visiting one of Central's Computer Centers, where they were joined by Raymond Miller (right), NYC Auditor of Machine Accounting at Detroit.



Safety is the Word . . .

as W. F. Kascal (right) Chief Mechanical Officer, Pittsburgh & Lake Erie Railroad, congratulates S. C. Perry, Electrical Supervisor-Road, on the excellent safety record of twelve (12) years without a lost time accident achieved by the McKees Rocks Electric Shop. All the electricians in this group attended a safety dinner at the Tap Club in McKees Rocks, Pa. to celebrate the event.



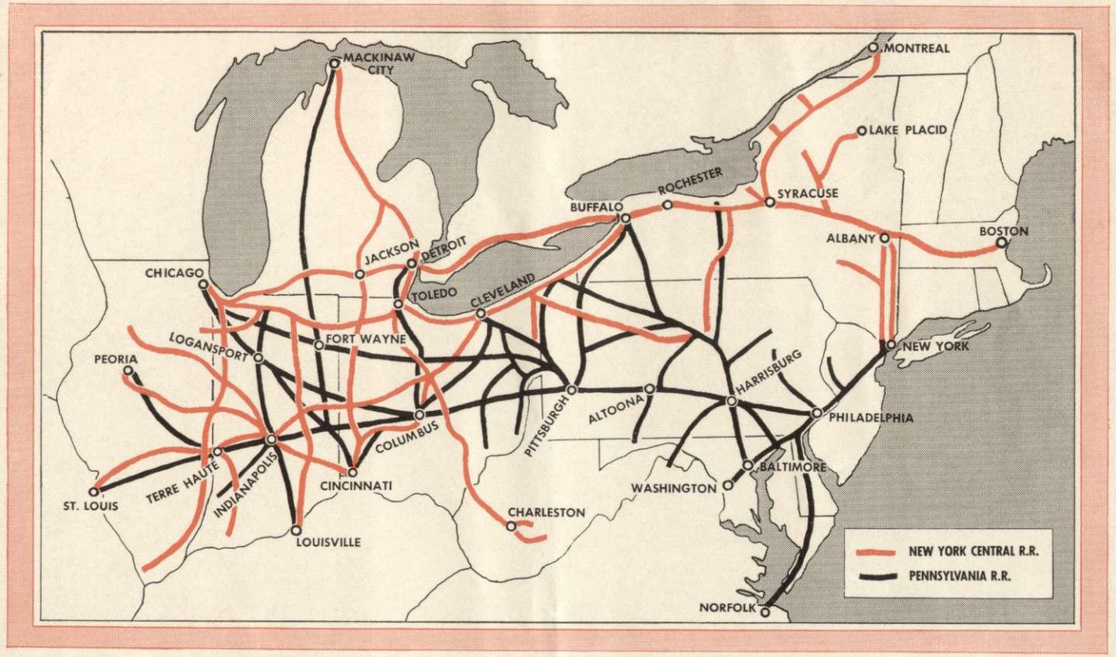


At a recent meeting . . .

of the Defense Supply Association, held at the Schenectady, N. Y. Army Depot, Lt. General A. T. McNamara, U. S. Army (Ret.), Executive Vice President and Secretary of the Nation Defense Supply Association was the principal speaker. Shown left to right are: Patrick L. Wilkins, Traveling Agent, NYC from Schenectady; J. Kenneth Spratt, District Freight Salesman, NYC from Albany; General McNamara, Col. Daniel F. Munster, Commanding Officer, James M. Donovan, Division Freight Sales Manager, NYC from Albany and George H. Winter, General Yardmaster, NYC at Selkirk.

Improved Communications . . .

were made possible for the Westchester County (N.Y.) Office of Civil Defense when the Central donated equipment formerly used to provide teletype circuits. The equipment was removed from service when Central installed its new high-speed network known as Data Central. Picking up the equipment from Charles F. Dailey (left) Central's Field Engineer, Communications and Signals; are Charles A. Fremd, Director, Westchester County Office of Civil Defense; and William T. Knott, Communications Officer, Office of Civil Defense.



MERGED SYSTEM WILL PROVIDE TRANSPORTATION SERVICES TO LARGE AREA OF U.S.

Full Commission's Approval Required

ICC AIDES BACK PENN-CENTRAL MERGER

Two Interstate Commerce Commission examiners have recommended ICC approval of the proposed merger of the Pennsylvania and New York Central Railroad. The examiners swept aside arguments by the Justice Department that the proposed combine would violate antitrust laws. Consummation of the merger, however, must await approval by the full 11-member ICC.

In their report the examiners recommend that the merged road take over freight services of the New York, New Haven & Hartford Railroad, but it wouldn't be "burdened" with the New Haven's passenger service unless some "sound economic" plan could be devised to overcome the New Haven's mounting deficits from passenger operations.

Commenting on the report Alfred E. Perlman, President of Central and Stuart T. Saunders, Chairman of the Board, Pennsylvania Railroad, said:

"The report of the Interstate Commerce Commission examiners recommending approval of the Pennsylvania New York Central merger places the goal of three competitively balanced rail systems in the east only a step away from realization.

"So far as the examiners' specific conditions are concerned, they will require study. However, a first reading indicates that the conditions do not impose any insurmountable obstacle to consummation of the merger.

"This report confirms our belief that the merger is in the best interest of the public and will strengthen competition within the transportation industry.

"We are confident that the full Commission will give its approval after reviewing the examiners' recommendations. The Penn-Central merger is more urgent than ever because of the recent sanctioning of the formation of two strong eastern systems—The Chesapeake and Ohio's control over the Baltimore and Ohio, and the Norfolk and Western expansion by consolidation with the Nickel Plate and the Wabash.

"We will be prepared to implement operation of the merged system at the earliest date the Commission will permit us to do so. The agreement we have signed with the railroad labor unions not only assures continued employment for these employees, but also provides for an orderly and efficient merging of the work forces in a manner acceptable to labor.

"A policy adopted by the two companies also provides protection in the merged company for supervisors, managers, officers and other non-union employees. The policy extends to non-union employees the same attrition principle which is the basis of the labor agreement with the rail unions.

"These provisions satisfy the concern of the ICC for equitable treatment of employees on both railroads. It will permit the merged Pennsylvania-New York Central Transportation Company to begin realizing merger benefits quickly and to strengthen its financial position. This, in turn, will provide job security and improved job opportunities.

"We will have a much larger and more modern supply of operating equipment. As we realize the savings inherent in our merger, we will have greatly expanded resources for acquiring additional equipment and for developing newer types of cars. We will have funds to sponsor more technical and marketing research, and to promote industrial development in our combined area.

"In the interim between this report and the final decision of the Commission, we will proceed with joint planning which will expedite effective operation of the merged company. This will simplify the changeover and will assure shippers of a continuing high standard of service.

"We expect that, in reviewing the examiners' report, the Commission will recognize the mounting competitive pressures under which the Pennsylvania and the New York Central are now operating. These pressures are intensifying as time passes, and neither of our roads can regain separately the revenues or make the expensive improvements for withstanding the changed conditions of competition over a prolonged period.

"Our merger will complete the basic three-system arrangement around which Eastern and New England railroads can construct a viable pattern which will be the salvation of rail transportation in an area that has suffered from inadequate service."

The combined road would be the largest privately owned rail system in the world, a 19,631 mile system linking 14 states, the District of Columbia and portions of Canada. It would have assets of $5.2 billion.

The examiners' basic finding and subsidiary conclusions for this merger were drawn from a close analysis of a 40-volume hearing record containing more than 40,000 pages of testimony, statements and exhibits. Their recommendation stems from an evaluation of more than 500 separate legal and economic issues. Some 250 parties intervened in support or opposition, and more than 450 witnesses contributed to the record.

A formal application for ICC approval of the merger was filed March 9, 1962, and hearings began August 20. Development of the record required 129 days of hearings in 18 cities. The hearing record was closed October 2, 1963. The signing of the labor agreement of May 20, 1964, necessitated reopening of the hearing record and the scheduling of a one day hearing September 16, 1964.

KEY FACTS ABOUT MERGER

The merged company will be called the Pennsylvania-New York Central Transportation Company.

Under the merger agreement, holders of New York Central stock will receive 1.3 shares of Pennsylvania Railroad stock in the new company for each share held. This was the exchange ratio recommended by three investment firms, each arriving at the same ratio independently.

The merged company will have a 25-member board of directors, 14 of whom will be former PRR directors or their successors and 11 Central directors or their successors.

The chairman of the broad and chief executive officer will be designated by PRR directors and the president and chief administrative officer by Central directors. Each group will also designate a vice-chairman of the board.

Following are some current statistics about the two railroads:

	New York Central	Pennsylvania
Number shares of stock	6,655,875	13,756,826
Number stockholders	26,974	99,558
Number employes	46,455	62,162
Operating revenues	641,519,752	873,240,102
1964 Net income	27,046,846	29,132,927
1964 Net consolidated income	35,511,376	52,309,228
Revenue ton miles (estimate)	33,835,116,600	49,765,396,004
Revenue passenger miles	964,665,340	2,047,314,932
Number miles road	9,843	9,744
Number miles track	19,134	22,822
Number locomotives	2,194	2,555
Number freight cars	83,630	123,007
Number passenger cars	2,643	3,609

HERITAGE OF PROGRESS

NYC System Grew from Many Mergers

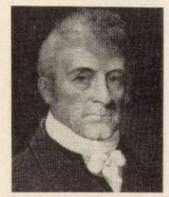
Recommendation of the merger of New York Central and the Pennsylvania Railroad by Examiners of the Interstate Commerce Commission brings a reminder that the New York Central System as it now stands is the product of many consolidations and mergers stretching back over the 139-year history of NYC and its predecessor companies. With this issue, the HEADLIGHT starts a monthly feature: a capsule picture history of the New York Central System.

Pictured below are four men who, perhaps more than any others, were closely associated with the beginnings of what is now one of the world's greatest railroad networks. The railroad they built was the Mohawk & Hudson, a 17-mile route between Albany and Schenectady, N. Y. It was the first railroad in New York State and the original predecessor road of the Central.

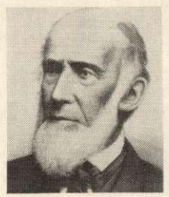
George William Featherstonaugh was a well-to-do resident of Duanesburgh, N. Y. (Schenectady County). He was the father of the plan to build the Mohawk & Hudson. His close associate in the venture was Stephen Van Rensselaer, member of one of the State's most respected and famous families. It was Van Rensselaer who in 1826 guided through the state legislature a bill under which the railroad company was chartered. Stiff opposition came from the Albany & Schenectady Turnpike Co., which feared the railroad would "interfere with its rights and business."

(Continued on page 12)

G. Featherstonaugh



S. Van Rensselaer



John Jervis

David Matthew

Employes Move Into New Posts on NYC

FREIGHT SALES & SERVICE

Bernard P. O'Connor has been promoted to Director of Foreign Freight Sales, with headquarters in New York.

Mr. O'Connor, a native of Croton-on-Hudson, N. Y., joined Central in 1950 in the Real Estate Department in New York. In 1958 he was appointed Assistant Manager of Industrial Development at New York, and in 1959, he became Manager of Industrial Development at Cleveland. In 1963, he was named Division Freight Sales Manager at Columbus, O. In 1964 he was promoted to Freight Sales Manager for the Indiana Harbor Belt Railroad. The post he held until his latest appointment.

In his new post, **Mr. O'Connor** succeeds **J. E. Jerome,** who has retired after 44 years of Central service.

Bernard P. O'Connor

Fred M. Ratkay

Fred M. Ratkay has been promoted to District Freight Sales Manager, with headquarters in Minneapolis, Minn.

Mr. Ratkay is a native Chicagoan who entered the service of the Central in 1940. He served with the U. S. Marine Corps in the Pacific during World War II and resumed his career with the Central in 1945.

He held various positions in the Sales Department, and in 1964 was appointed Foreign Freight Sales Manager, the position he held until his present assignment.

Charles H. Finney has been named District Freight Sales Manager at Chicago.

Mr. Finney joined Central in 1949 as an Agent-Telegrapher at LaCarne, Ohio.

He was promoted to District Freight Salesman at Cleveland in 1959 and served in a similar capacity at Ft. Wayne, Indiana. In 1962 he was appointed Assistant Manager, Flexi-Van Sales and Service at Cleveland, becoming District Freight Sales Manager at Erie, Pa., in 1963. The following year he was appointed District Freight Sales Manager

Charles H. Finney

Raymond E. Mueller

at Minneapolis, Minn., the position he held prior to his present appointment.

Raymond E. Mueller, a native of St. Louis, Mo., has been promoted to the position of District Freight Sales Manager, with headquarters in St. Louis.

Mr. Mueller began his railroad career in the Freight Sales Department at St. Louis in 1942. After serving in various clerical capacities he was appointed District Freight Salesman in 1944, the position he held until his present appointment.

William A. Newman has been promoted to the position of Foreign Freight Sales Manager, with headquarters in Chicago.

Mr. Newman began his Central career at New York in 1935. He held various positions in the Freight Sales Department until he entered the U.S. Army in 1942. He returned to the Central in 1946 as Foreign Freight Traffic Representative. His other assignments have included Export and Import Agent, Assistant to Foreign Freight Traffic Manager, District Freight Sales Manager, and Foreign Freight Sales Manager. In 1963 he was appointed Assistant Director of Foreign Freight Sales at New York, the position he held until his present assignment.

William A. Newman

Harold J. Quis

MARKETING DEPARTMENT

Harold J. Quis has been appointed to the newly created position of Manager of Chemical Industry Services, Mr. Quis will be responsible for expanding the Central's program in the chemical and allied industries. He will concentrate particular attention on the extension of Flexi-Flo service to chemicals as well as further developing NYC programs in the carload and Flexi-Van areas.

Mr. Quis brings to the Central an intimate knowledge of the chemical industry and the practical application of profitable marketing methods gained through experience as Director of Marketing with Celanese Chemical Co.

WESTERN DISTRICT

James L. Ryan has been named Freight Agent at the Freight Service Center at Englewood Yard, Chicago.

Mr. Ryan, a native of Buffalo, joined Central in 1944 as a Messenger at Utica, N. Y. After holding clerical positions at

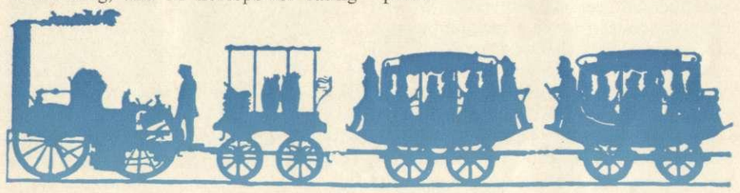
Heritage of Progress • • • continued

John B. Jervis was widely regarded as one of the nation's leading engineers in his time. With a background of canal engineering, he was named Chief Engineer of the new road in 1830, starting a railroad career that was to run well over 50 years. He was associated with many of the roads that ultimately became part of the Central and later went on to become President of the Rock Island.

David Matthew was the man who accompanied the famous DeWitt Clinton locomotive from New York, where it was built, to Albany. He was also the engine's first engineer, or driver, as they were called then.

The DeWitt Clinton, a four-wheeled, two cylinder job, was only 11 feet, six inches long, and its horsepower rating was ten. Its general appearance is well known, thanks to the work of a silhouette artist who rode the train on its first run from Albany to Schenectady in August, 1831.

The DeWitt Clinton, which had been preceded on the road by horsedrawn trains, was not really much of a success. It made several trip over the new railroad, required extensive repairs and overhauls, and in September, 1836, 17 pieces of the locomotive were sold for $65. A month later, some of its springs were sold for $20. Nothing more is known of this pioneer engine, except that in 1893 one of its original wheels was found in a junk heap at West Albany, N. Y. It was identified through old blueprints.



World-wide Flexi-Van Soars Ahead In Many Countries

CONTINUED FROM PREVIOUS ISSUE

Integrated Container Service, Inc., which has offices in New York, Brussels and Paris, is a container leasing organization, with some 400 export-type dry-freight Flexi-Vans. Its operation, in the international container field, is not unlike that of the Trailer Train Company with respect to domestic piggyback flat cars. That is, ICS leases containers to members of its own pool. Membership in the pool is open to any rail, highway or water carrier of any country. Van rental is on a per diem basis—$5 per day for a 40-foot van and $3 per day for a 20-foot unit. The leasing carrier, whether it be a U.S. railroad, a steamship company, or a foreign railway or trucker, is responsible for payment of per diem so long as a van is in its possession. It is also obliged to return the van to the preceding carrier or to deliver it to another ICS pool member. Individual carriers provide suitable traction equipment, running gear and transfer devices within their operating area.

Arrangements for vans owned by the NYC or by steamship companies are generally similar. A shipping line carrying a Central van, for example, pays per diem to the railroad, and is responsible for return of the box. A foreign land carrier hauling the van is responsible in turn to the steamship company.

These arrangements seem largely to have eliminated the container return problem.

The original problem of developing westbound return loads has been solved as availability of United Kingdom and European tonnage now exceeds the supply of Flexi-Vans at those points. Freight in both directions is being actively solicited by ICS, by interested steamship companies motor carriers abroad, and by the various international freight forwarders. The Central, too, is playing an important part in building business. So far, it has not seen fit to open a permanent European office, but its U. S. sales and Flexi-Van experts are making frequent and extended trips across the Atlantic.

• *Competition.* To the question of what competition overseas Flexi-Van encounters, the Central's reply is pointed and succinct: "None."

"We are the competition," Mr. Patten explains, "for the old-fashioned method of handling every bit of export freight piece by piece at New York and again at, say, Le Havre, Southhampton, Rotterdam or Bremerhaven, with all the proved danger of loss, damage, theft and delay."

There are other overseas container systems. The Canadian Pacific is successfully using, between Canada and Great Britain, a 20-foot by 8-foot by 8-foot refrigerated plastic container. And General American Transportation Corporation is working on a "single responsibility container concept in several novel approaches."

Most of the now-operating ocean-going container systems, however, have been developed by individual steamship companies (e.g., Sea-Land, Grace, Matson) to meet the specific needs of their own vessels on their own routes. These are essentially "captive" systems. Their containers, unlike Through Vans, are not fully interchangeable between all transport modes. They cannot go everywhere, but are limited to an area defined by the routes of the developing carriers plus those which have elected to cooperate with them. In some cases, too, the shipper pays on the tare weight of the container as well as of its contents; not, as with Through Van, on contents alone.

• *Puerto Rican service.* System differences, nevertheless, have not precluded a degree of cooperation between Through-Van and users of other container systems. That cooperation is especially evident between the U.S. mainland and Puerto Rico.

There, Central and Sea-Land work together, though they are competitive elsewhere. Sea-Land's 35-foot van bodies, designed for its own vessels, are piggybacked over NYC rails. And Sea-Land accepts Puerto Rico-bound Flexi-Van shipments in the New York area, transferring the contents at its own expense to its seagoing 35-foot units. Sealand is presently researching a converter which will permit the handling of their units on Flexi-Van cars.

Much the same situation is true with respect to Seatrain Lines. That company owns 210 Flexi-Vans; carries them, bogies and all, to Puerto Rico, much as it takes freight cars for unloading on the four-mile switching railroad it recently built at Isla Grande, in San Juan (RA, June 29, p. 55).

Freight traffic to Puerto Rico, incidentally, is booming. If Through Van business to Europe, Japan, South America or other overseas destinations grows in proportion, the future of international Flexi-Vans is as bright as the New York Central believes it to be.

When present plans abroad are finalized, Flexi-Vans bearing the marks of Germany's Bundesbahn and the Netherland's Spoorwegen will be as common on our rails here as those of the New York Central are in their countries.

Canastota, Oneida and Rome, N. Y., he was made Chief Inspector and then Supervisor of Less-than-carload services in N. Y. In 1962, he was named Assistant Agent in Chicago.

Ronald M. Strickland, a native of Danville, Ill., has been promoted to the position of Supervisor of Agency Procedures at the Freight Service Center, Englewood Yard, Chicago.

Mr. Strickland started his Central career in 1952 while still in high school. After service with the Army, he returned to the Central in 1957 and was promoted to Freight Agent at Kankakee, Ill. in October, 1960, the position he held prior to his present appointment.

CLAIM DEPARTMENT

William E. Elliott has been promoted to the position of District Claim Agent at Buffalo.

Mr. Elliott, a native of Silver Creek, N. Y., joined Central in 1946 at Ashtabula, in 1948 he became Claim Agent at Toledo, Ohio, and in 1962 he was promoted to Assistant to Chief Claim Agent at Chicago, the position he held prior to his present appointment.

INDIANA HARBOR BELT

James S. Sheahan has been named Freight Sales Manager for the Indiana Harbor Belt Railroad and Chicago River and Indiana Railroad with headquarters in Chicago, Ill.

Mr. Sheahan began his career with the Central in the Freight Agent's office at Detroit in 1948. He served in various capacities until his advancement to District Salesman at Detroit in 1953. He was subsequently promoted to District Freight Sales Manager, Toledo, Ohio in 1958. In 1960, he was appointed Division Freight Sales Manager, Toledo and in 1962 he was promoted to Assistant Freight Sales Manager, Chicago, Ill., the position he held until his present appointment.

William E. Elliott

James S. Sheahan

CAREER CLOSING — Veteran Central Police Captain Albert C. McIntyre (right), was feted by Southern District personnel at Indianapolis as he retired after 41 years service. Police Chief George W. Hoffman presented him with service certificate.

RETIREMENT has come to Mrs. Elizabeth K. McGuire. With NYC for 35 years, she has been Chief Timekeeper in the Superintendent's office in New York since 1963.

JOHN FRANK (right), retiring Freight Agent at Cleveland's new Freight Service Center, accepts a certificate of recognition from Eugene L. Keller, Lake Division Superintendent. The certificate was one of a number of items given John at a testimonial dinner honoring the 45 year Central veteran.

RECENTLY Retired

(Compiled by Leonard H. Rose, Director of Employee Benefits)

NEW YORK DISTRICT

Jones, W. G., Laborer, Grand Central Terminal
Ashback J. H., Jr., Delivery Clerk, Grand Central Terminal
Brady, T., Barge Captain, Weehawken, N. J.
Caltagirone, A. A., Mason, Mott Haven, N. Y.
Capers, J. D., Fork Machine Operator, New York
Clemente, F., Lampman, Weehawken, N. J.
Costello, J. M., Third Railman, New York
Crisci, C., Stationary Fireman, New York
Daly, T. J., Mail Handler, New York
Degaglia, S. J., Elevator Mechanic, Grand Central Terminal
Dempsey, M. M., Reservation Clerk, Grand Central Terminal
Dieter, N. H., Auditor General Accounts, New York
Dijanni, A. R., Cooper, New York
Donnelly, W. R., Patrolman, New York
Durick, J. J., Train Dispatcher, New York
Ferry, C. W., Assistant General Yardmaster, Weehawken, N. J.
Freer, E. E., Inspector-Repairer, Kingston, N. Y.
Frey, O. C., District Supervisor Budgets and Statistics, New York
Grant, J., Porter Sweeper, Grand Central Terminal
Halligan, E., Stevedore, New York
Halloran, J. J., Signal Maintainer, Hudson, N. Y.
Ippolito, S., Plasterer, Grand Central Terminal
Jerome, J. B., Director Foreign Freight Sales, New York
Kiernan, G., Reservation Clerk, Grand Central Terminal
May, J. O., Head Clerk, Weehawken, N. J.
McGuire, E. K., Chief Timekeeper, New York
McKenzie, P. G., Bargeman, Weehawken, N. J.
Morgan, J., Stevedore, Weehawken, N. J.
Morrison, W. C., Clerk-Pricing, New York
Rerecich, J., Floatman, Weehawken, N. J.
Sanservino, F. N., Stevedore, Weehawken, N. J.
Skupen, I. T., Brakeman, Harlem Division
Smith, F. L., Crossing Watchman, Hudson, N. Y.
Smith, H. J., Accountant, New York
Snow, W. M., Assistant Vice President-Marketing, New York
Steckly, G. H., Electrician, Mott Haven, N. Y.
Stroud, M., Charwoman, New York
Stumpo, E. L., Marble Polisher, Grand Central Terminal
Swansen, L. A., Sub Station Operator, New York
Tuft, W. J., Patrolman, Weehawken, N. J.
Watson, S., Stevedore, New York
Weldon, M. J., Mail Dispatcher, Grand Central Terminal
Wurster, G. K., Conductor, Hudson Division

EASTERN DISTRICT

Mabey, H. O., Carpenter, Boston
Alexander, R. R., Leading Signal Maintainer, Allston, Mass.
Aquino, P. A., Trucker, Utica, N. Y.
Beam, A. E., Telegrapher, Buffalo
Beard, L. E., Operator, Lindley, N. Y.
Bell, C. W., Section Laborer, Watkins Glen, N. Y.
Boice, J., Engineer, Mohawk Division
Bolot, C. F., Gang Leader, DeWitt, N. Y.
Bradley, P. F., Brakeman, Selkirk, N. Y.
Buckle, L. G., Fireman, Beacon Park, Mass.
Buckley, M. D., Signal Maintainer, Springfield, Mass.
Burke, F., Towerman, North Adams Junction, Mass.
Campos, F. R., Trackman, East Syracuse, N. Y.
Cataldo, R. S., Trucker Rochester, N. Y.
Connell, P. J., Terminal Foreman, Selkirk, N. Y.
Corey, H. E., Assistant Yardmaster, Boston
Cornell, A. C., Brakeman, Mohawk Division
Dorazio, A., Carman, East Rochester Car Shop
Eigenmann, A. F., Electric Worker, Black Rock, N. Y.
Fahey, R. D., Gang Foreman, DeWitt, N. Y.
Genova, J. P., Patrolman, Albany, N. Y.
Golubew, S. S., Laborer, DeWitt, N. Y.
Goodman, V. M., Examiner, Buffalo
Halbritler, A. F., Inspector Repairer, Syracuse
Hartman, W. A., Foreman, DeWitt, N. Y.
Hogan, M. P., Cashier, Albany, N. Y.
Kross, W. G., Machinist, Selkirk, N. Y.
Mahoney, B. H., Engineer, Syracuse Division
McLaughlin, T. F., Clerk, West Albany, N. Y.
McPhee, W. E., Carman, East Rochester Car Shop
Randall, C. J., Field Engineer, Syracuse
Remmer, L. G., Fireman, Beacon Park, Mass.
Robinson, R. C., Engineer, Rensselaer, N. Y.
Savage, J. L., Janitor, Newberry Junction, Pa.
Schrack, E. C., Laborer, Avis, Pa.
Snyder, C. H., Air Brake Repairer, Selkirk, N. Y.
Stickle, W. M., Clerk, Buffalo
Szpylman, E. T., Truck Driver, Black Rock, N. Y.
Tedford, J., Electric Truck Operator, Syracuse
Tucker, J. W., Engineer, Syracuse
Ulewski, J. J., Yard Brakeman, East Buffalo, N. Y.
White, W. A., Yard Foreman, Buffalo
Wingert, H. N., Assistant Foreman, New York
Wroblewski, F. J., Inspector and Repairer, Buffalo
Zeller, C., Machinist, Selkirk, N. Y.
Boyce, D. O., Auto Messenger, Cleveland
Bradley, W. L., Machinist, Collinwood Diesel Loco Shops
Brown, F. J., Labor Agreement Clerk, Cleveland, Ohio
Brown, J. C., Engine Dispatcher, Wesleyville, Ohio
Brunetti, B. T., Trucker, Chicago
Carleton, J., Trucker, Toledo, Ohio
Casorio, J., Foreman, Indiana Harbor, Ind.
Caspar, H. M., Sheet Metal Worker, Collinwood Diesel Terminal
Christensen, A. W., Yard Brakeman, Kankakee, Ill.
Clark, W. N., Train Dispatcher, Toledo, Ohio
Comiskey, J. P., Machinist, Collinwood Diesel Loco Shops
Curtis, E. M., Chief Clerk, Kankakee, Ill.
Evans, E. E., Messenger, Toledo, Ohio
Garcia, P., Freight Handler, Chicago
Gorman, E. P., Engine Dispatcher, Wesleyville, Pa.
Harrell, G. R., Engineer, Toledo, Ohio
Hasson P. L., Assistant Signal Supervisor, Toledo, Ohio
Hoenes, J. J., Trainmaster, Erie, Pa.

WESTERN DISTRICT

Barnes, T. H., Laborer, Chicago
Beach, F. W., Conductor, Lake Division
Beebe, H. G., Foreman, Erie, Pa.
Bense, J. H., Train Dispatcher, Toledo, Ohio
Bosko, G., Switchtender, Collinwood, Ohio

AMONG recently retired employees of NYC are, top left: Francis J. Brown, Agreement Clerk, Western District, with NYC for 49 years; center: Earlsul R. Burgard, Maintenance Gang Foreman, Western District, with NYC for 45 years; right: Henry C. Barnes, Clerk, Buffalo Division, with NYC for 38 years.

AFTER 44 YEARS OF SERVICE, Charles S. Drake, has retired as Foreman Electric Locomotive Shop at Harmon. In the picture (left to right), are R. F. Thomas, Superintendent of Shop; P. A. Puglia, Local Chairman for the Electrical Workers; J. S. Fadale, General Superintendent of Shop; W. H. Blythe, local Committeeman for the American Railway Supervisors Association; Mr. Drake; A. E. Burkhardt, Local Chairman for the American Railway Supervisors Association; C. J. Spinola, Local Committeeman for the American Railway Supervisors Association; W. J. Hall, Foreman, and E. S. Mustain, Superintendent of Shop.

Holtz, J. C., Gateman, Cleveland
Kieffer, J. A., Inspector and Repairer, Sandusky, Ohio
Kreidinger, E. L., Engine Dispatcher, Wesleyville, Pa.
Kurtz, A. B., Clerk, Rockport, Ohio
Laaksonen, C. E., Car Repairer, Ashtabula, Ohio
McCrudden, J., Yard Conductor, Collinwood, Ohio
Merrill, K. L., Brakeman, Toledo, Ohio
Miley, C. H., Conductor, Toledo, Ohio
Miller, H., Trackman, Elkhart, Ind.
Miller, J. D., Laborer, Stanley, Ohio
Parr, C. A., Train Director, Cleveland
Paulson, F. E., Chief Clerk, Elkhart, Ind.
Pearson, L., Coach Cleaner, Chicago
Pokrant, M., Yard Brakeman, Cleveland
Pringle, R. E., Brakeman, Stanley Yard, Ohio
Priscoo, S. A., Foreman, Ashtabula, Ohio
Rickerd, E. D., Laborer, Bryan, Ohio
Robertson, D. W., Engineer, Toledo Division
Rolland, L. W., Engineer, Collinwood, Ohio
Schmetzer, G. B., Telegrapher, Edgerton, Ohio
Shelden, H. W., Foreman, Collinwood Loco Shops
Sobecki, J. J., Carman, Ashtabula, Ohio
Staley, W., Sheet Metal Worker, Gibson, Ind.
Steagall, A. W., Sheet Metal Worker, Collinwood Diesel Terminal
Valentine, A., Yard Conductor, Collinwood, Ohio
Wortman, J. M., Yardmaster, Stanley, Ohio
Covert, W. H., Conductor, Urbana, Ill.
Crawford, J. H., Brakeman, Ohio Central Division
Current, J. H., Machinist, Urbana, Ill.
Deffendall, H., Clerk, Oakland City, Ind.
Eddy, I. O., Conductor, Indianapolis
Fout, A. L., Brakeman, Ohio Central Division
Garnett, E., Laborer, Beech Grove, Ind.
Graham, R. C., Laborer, Lyons, Ill.
Granneman, L. E., Foreman, Wellington, Ohio
Halwes, W. F., Patrol Foreman, Petersburg, Ind.
Ham, R. E., Operator, Illinois Division
Harrison, R. J., Foreman, Danville, Ill.
Ingold, A., Clerk, Alton, Ill.
Jarrett, G. R., Laborer, Dickinson, West Virginia
Kohler, R. C., Conductor, Kankakee, Ill.
Marcum, O. J., Conductor, Ohio Central Division
McIntyre, A. C., Police Captain, Indianapolis
Murphy, J. W., Car Inspector, Avon, Ind.
Myers, R. T., Yard Conductor, Ohio Division
Parsons, C. O., Agent, Charleston, W. Virginia
Shinault, E. B., Supervisor of Track, Avon, Ind.
Snider, J. E., Machinist, Beech Grove, Ind.
Taylor, J. W., Stores Helper, Columbus, Ohio
Thompson, M. A., Repair Track Foreman, Dickinson, W. Va.
Wageman, C. F., Engineer, Ohio Division
Waggoner, C. N., Engineer, Mattoon, Ill.
White, J. A., Head Clerk, Indianapolis
Williams, H. L., Bridge Foreman, Columbus, Ohio
Woodard, W. H., Fireman, Ohio Central Division

SOUTHERN DISTRICT

Paul, A. E., Brakeman, Cincinnati
Ackworth, K. E., Patrolman, Bellefontaine, Ohio
Barnes, Q., Laborer, Sharonville, Ohio
Bauer, R. M., Car Helper, Beech Grove Car Shop
Blair, C. L., Conductor, Indianapolis
Bowles, C. E., Brakeman, Indianapolis
Burke, L. W., Inspector Repairer, Greensburg, Ind.
Calendine, G. G., Yard Conductor, Columbus, Ohio
Cates, J. R., Conductor, Mattoon, Ill.
Cate, A. B., Assistant Head Clerk, Detroit
Clark, D. F., Conductor, Canada Division
Clouse, G., Laborer, Charlotte, Mich.
Crandell, L. W., Car Inspector, Detroit
Draper, G., Trucker, Detroit
Dressler, L., Warehouse Clerk, Detroit
Eagen, A. T., Brakeman, St. Thomas, Canada
Gray, G. H., Operator, Jackson, Mich.
Lakin, F. L., Engineer, Detroit
Leck, H. H., Assistant Chief Clerk, Detroit
Loftus, F. M., Clerk, Detroit
Mann, A. E., Conductor, St. Thomas, Ontario
Matthews, W. A., Conductor, Detroit
McGuire, F. V., Switchman, Detroit
McKee, C. B., Leverman, West Detroit, Mich.
Mongraw, H., Janitor, Kalamazoo, Mich.
Moore, M. L., District Station Accountant, Detroit
Semach, F., Laborer, Canada Division
Swanson, V. C., Yard Conductor, Detroit
Welch, H. E., Key Punch Operator, Detroit
White, J., Foreman, Kalamazoo, Mich.
Williams, V. L., Fireman, Canada Division

PITTSBURGH & LAKE ERIE

Allshouse, H. R., Trainman, East Youngstown, Ohio
DiPaola, N., Laborer, Campbell, Ohio
Dodds, W. G., Engineer, College, Pa.
Edenfield, L. C., Trainman, Youngstown, Ohio
Engemann, C. H., Engineer, McKees Rocks, Pa.
Evans, W. G., Clerk, McKees Rocks, Pa.
Gill, R. H., Engineer, Newell, Pa.

THREE VETERAN employees of NYC have retired. Top left: Herbert J. Schulingkamp, District Freight Sales Manager at New Orleans, La. Center: William A. McFarland, Chief of Tariff Bureau, New York. Right: James V. Cundare, Supervisor of Station & Motor Service at New York.

NORTHERN DISTRICT

Jenkins, C. E., Mail Trucker, Detroit
Aughanbaugh, D. W., Assistant Chief Supervisor, Detroit
Bell, W. A., Division Storekeeper, Jackson, Mich.
Block, C. A., Conductor, West Division
Brieger, A. F., Machinist, Jackson, Mich.
Pettit, F. P., Conductor, Detroit
Reedy, M. M., Secretary, Detroit
Richardson, J. H., Clerk, Detroit
Reidy, L. F., Engineer, Detroit
Rosenworth, J. C., Engineer, Detroit
Glosser, J. C., Clerk, Pittsburgh
Herron, C. A., Car Inspector, East Youngstown, Ohio
Iandimarino, S. O., Machinist, East Youngstown, Ohio
Roberts, W. C., Trainman, McKees Rocks, Pa.
Shannon, H. D., Trainman, McKees Rocks, Pa.
Wargo, A. S., Engineer, Glassport, Pa.
Watson, W. R., Engineer, Dickerson Run, Pa.
Whalen, H. R., Hoist Operator, Colonna, Pa.
Wood, B. H., Freight Claim Agent, Pittsburgh
Younger, H. E., Telephone Operator, Pittsburgh

WITH 42 YEARS OF SERVICE, Walter A. White (seated), Lead Car Foreman, Frontier Yard, Buffalo, celebrated his retirement with (left to right) L. Willison, General Car Foreman; W. C. Wardwell, Master Mechanic; E. H. Nadolny, General Chairman, American Railway Supervisors Association and J. Keon, Terminal Superintendent of Frontier Yard.

WILSON G. BROADDENT, District Claim Agent at Buffalo, was presented Gold Pass at retirement dinner in his honor after 47 years' service with the Central.

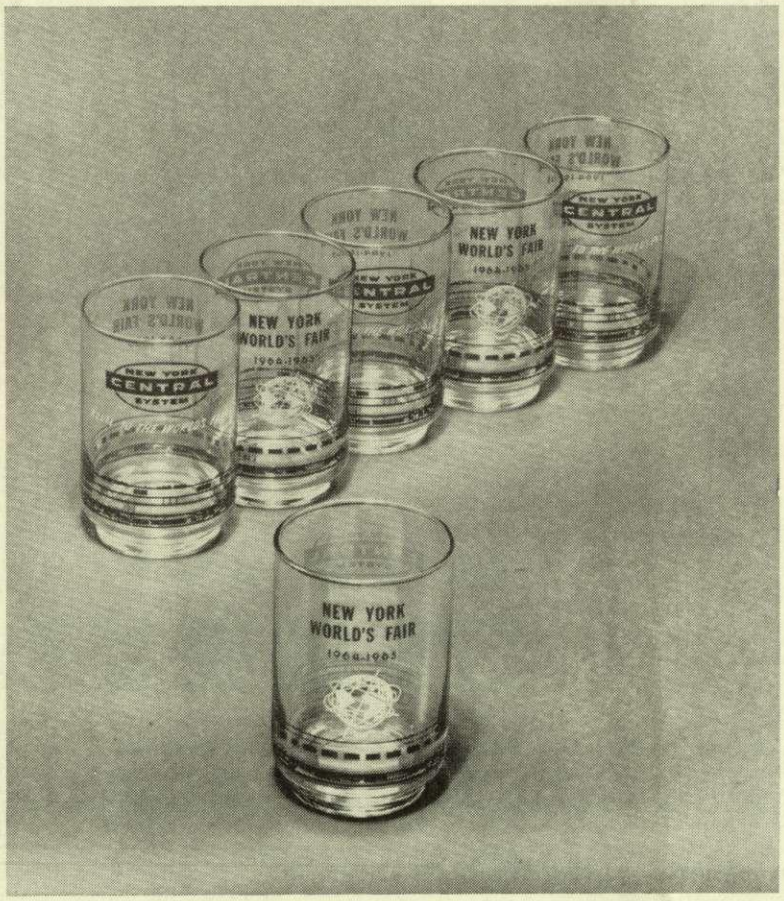
INDIANA HARBOR BELT

Archer, L., Carman, Blue Island, Ill.
Frederick, F. G., General Manager, Gibson, Ind.
Peterman, A., Tractor Operator, Gibson, Ind.
Rathburn, R. E., Clerk, Gibson, Ind.
Romero, J., Laborer, Noepaul, Ill.
Zagotta, V. J., Rate Clerk, Blue Island, Ill.

CHICAGO RIVER & INDIANA

Rothgery, E. M., Yardmaster, Chicago

A Useful Gift
. . . FOR YOURSELF AND FRIENDS



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