NEW YORK CENTRAL SYSTEM

Headlight

JULY-AUGUST, 1967

1967 National Merit Scholarship Awarded . . .

Leo P. Myers (left), NYC Car Inspector, DeWitt, N. Y. and his wife, stand by proudly as Donald F. August, General Car Foreman, congratulates their son, Thomas, on being selected a National Merit Scholarship winner. Richard E. MacDonald, Terminal Superintendent at DeWitt is at right. The Merit Program is the largest independently financed scholarship program in the U. S. In 11 years (1956-66), NMSC and sponsors awarded 13,411 stipend-bearing Merit Scholarships. Other children of NYC employees who were selected as finalists were: Christopher H. DuBose, son of J. P. DuBose, Assistant to Freight Sales Manager, Boston, Mass.; Thomas G. Gariepy, son of C. R. Gariepy, Ticket Clerk, Springfield, Mass., Nancy D. Daniels, daughter of G. L. Daniels, Sr., Engineer, Erie Division and Diana Rettger, daughter of R. S. Rettger, Road Brakeman, Lake Division.

"Zero Defects" Program Produces Results . . .

Four more employees at NYC's Collinwood (O.) Diesel Locomotive Shop have received U. S. Savings Bonds for suggesting more efficient methods of operation. On hand to present the awards was Joseph S. Fadale (3rd right), Superintendent of Shop. Receiving them were left to right: M. Ziga, Electrician, W. J. Moran, Machinist, F. A. Paskay, Foreman and C. R. Hermilla, Machinist. A. J. Ritter, Quality Control Supervisor, J. W. Boughton, and M. J. Chandler, General Foreman, look on.

Headlight

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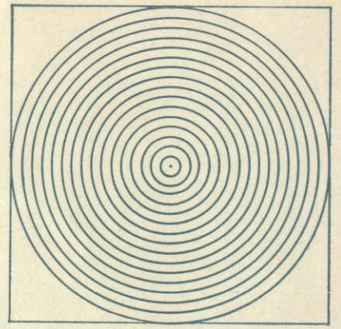
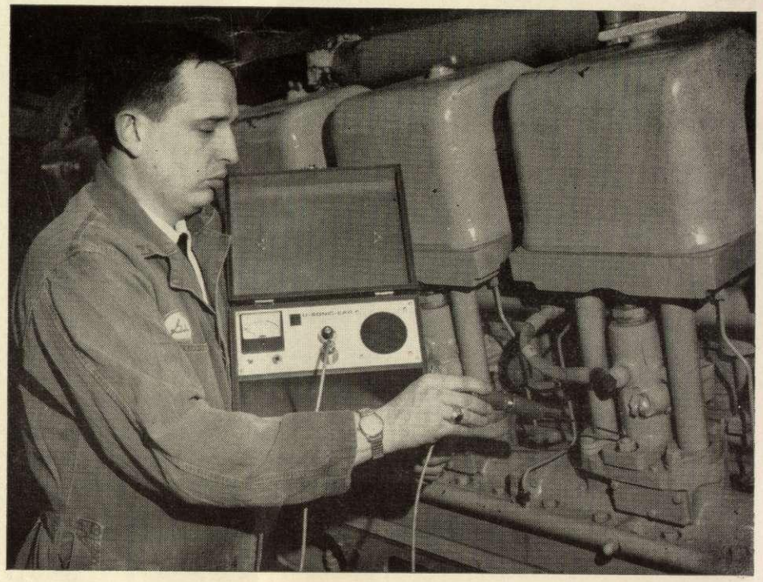
ON THE COVER: Al Shunk, Machinist at the Collinwood Diesel Terminal, uses the U-Sonic-Ear to test engine. It is a small, shoe box-size device that can "hear" and pinpoint malfunctioning parts of engines. (see story on page 3)



sound device pinpoints engine trouble

THE CLEVELAND TECHNICAL CENTER (NYC's research laboratory) has developed a small, shoe box-size device that can "hear" and pinpoint malfunctioning parts of engines. Below G. D. Williamson, Nuclear Physicist at the lab demonstrates how it works.



▸▸ The Cleveland Technical Center (NYC's research laboratory) has developed a small, shoe box-size device that can "hear" and pinpoint malfunctioning parts of engines.

Engineers have determined that most malfunctions in engines emit ultra-sonic sounds in the high frequency range of 38,000 to 45,000 cycles per second. This is well above the 20,000 cycles per second frequency range which is the upper limit of hearing in humans.

The laboratory's new, compact, solid-state device, called the U-Sonic-Ear, ignores the high volume noise an operating engine produces and detects only the inaudible sounds produced in the potential trouble frequency range of 38,000–45,000 cycles per second.

This detection and pinpointing of a defective part permits a diagnosis of the malfunction and eliminates the need for taking apart an entire engine for a complete check.

Use of the new device is based on the principle that a source of vibration is enclosed in a medium such as a gas, liquid, or solid. This energy of vibration can be transmitted through one or more such enclosing media and can be detected by the U-Sonic-Ear.

The ultra-sonic vibrations detected in the specified range are registered audibly by earphones and a speaker and visually on an amplitude measuring dial. In addition, the earphones can be disconnected, and the earphone jack used as an outlet to connect a tape recorder, oscilloscope or oscillograph.

By means of a knitting needle-like contact probe connected to the electronic box, a specific area outside of a sealed unit can be scanned to isolate the exact location of a malfunctioning part within.

The general technique of analysis is that of comparison, where a properly operating device is compared with a malfunctioning one. Once the proper operating frequency is established, the U-Sonic-Ear can locate a malfunction by detecting and indicating the frequency deviation from the norm.

Examples of difficulties which the U-Sonic-Ear can detect are air leaks, vacuum leaks, injector leaks, electrical sparks, fluid flows, sliding surfaces or combinations thereof. Bearing wear is a classical example of an excited surface in the 40,000 cycle per second range. This has been used for engine failure diagnosis.

The U-Sonic-Ear is expected to have unlimited use in general industry, particularly in those areas where hydraulic systems are employed. It is presently being marketed by the Cleveland Technical Center. ■

10 NYC's Cleveland Technical Center Celebrates 'DECADE OF PROGRESS'

New York Central's Cleveland Technical Center has observed its first "Decade of Progress." It is one of the world's largest railroad laboratories for applied research.

The research center, located at Collinwood, O., was dedicated by Central's President Alfred E. Perlman in May, 1957. At that time he stated: "Revolutionary new devices are coming out of it which will permit us to move trains over our tracks faster, safer and more economically than ever before in the history of railroading."

On May 17th this year, Mr. Perlman rededicated the Center with a scientific "ribbon cutting" ceremony. Unlike ten years ago, when he utilized only the basic tools of chemistry, physics and electronics—at the rededication ceremony he used radioactive cobalt, a laser beam, a solar energy cell and other scientific elements to "cut" the ribbon.

When Mr. Perlman pulled a lever, a circuit powered by a bio (or bug) battery, which moved a linear actuator, propelled a model NYC freight car. The freight car contained an isotope, whose gamma rays actuated a detector. The detector moved a needle that interrupted a laser beam. A solid state detector knows the laser beam is missing, and turns on a fluid amplifier device that spells out NYC. This closes a pneumatic circuit, where an air relay snaps a pair of scissors to cut the ribbon. (Now you know how it's done!)

The seven kinds of energy used in this Rube Goldberg-type operation included bug battery, pneumatic, laser, nuclear, electric, fluidic and mechanical.

Standing in the shadow of NYC's biggest locomotive shop, the Cleveland Technical Center is a formidable powerhouse in its own right. Although only ten years old, it is decades ahead of its time in developing new techniques for improvement of the transportation industry.

The Center's railroader-scientists, have developed a trainload of inventions and made scientific discoveries which are opening new frontiers to transportation progress.

Over 150 newsmen and business leaders gathered in Cleveland for the rededication ceremony. They saw a film of last summer's run of M-497, a jet-powered Budd Car that set an American speed record of 183.85 mph.

They saw a set of freight car wheels move along the tracks without machinery connected to them.

"I can't explain it and I know it sounds impossible, but it works," said James J. Wright, Vice President and Director of the Cleveland Technical Center.

They also saw a demonstration on the use of fly ash for water purification. Fly ash is an air pollutant. The lab has been using it to take pollutants out of water.

"We take an air pollutant that is a problem to everybody," Mr. Wright said, "and use it to get rid of a water pollution problem. It makes the pollutant settle."

These are just a few of the inventions that are now being developed at the Technical Center.

During the first decade, the Technical Center has averaged at least two major innovations a year which have greatly benefited railroad and other industrial operations. These devices have saved the Central millions of dollars annually.

One of the most important is the spectrographic locomotive engine oil control operation which keeps its finger on the pulse of 2,000 engines daily. So efficient has this evaluation method become that the laboratory now performs the service for various other transport firms on a contractual basis.

The activities of the laboratory's chemists and biochemists are varied. For example, by an entirely new radiographic technique, employing radioactive cobalt, metallurgists check rail welds for potential failures, vital to the fast, safe movement of trains.

The laboratory has pioneered and today leads the industry in the use of high dispersant oils, essential to the proper operation of high-horsepower engines.

Mechanical engineers assist the railroad's mechanical department in evaluating diesel engine parts wear, in spotting sources of trouble and in assessing engine component performance—so important with today's new high output engines.

A laboratory car, equipped with the most modern instrumentation, records and defines, by mathematical interpreta-

(Continued on Page 7)

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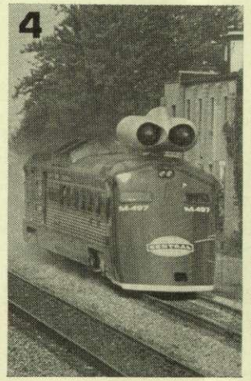
1. UNIQUE "RIBBON CUTTING" ceremony, presided over by Alfred E. Perlman, NYC President, officially marked the Cleveland Technical Center's first "Decade of Progress." Unlike ten years ago, when Mr. Perlman utilized only the basic tools of chemistry—physics and electronics — at the rededication ceremony he used radioactive cobalt, a laser beam, a solar energy cell and other scientific elements to "cut" the ribbon. Other items of interest demonstrated were: **2. INERTIA ENGINE PUMP,** operated by Tom Anderton, Research Engineer-Mechanical. **3. FLUID AMPLIFIERS,** being installed in locomotive by Joseph W. King, Research Engineer-Electrical. **4. A FILM** showing last summer's run of M-497, a jet-powered Budd car that set a U.S. speed record of 183.85 mph. **5. JET ENGINE SNOW BLOWER,** which was developed by the Cleveland Technical Center and is now available for use by other railroads, airports, highways and mining operations through licensing arrangement with the Technical Center.



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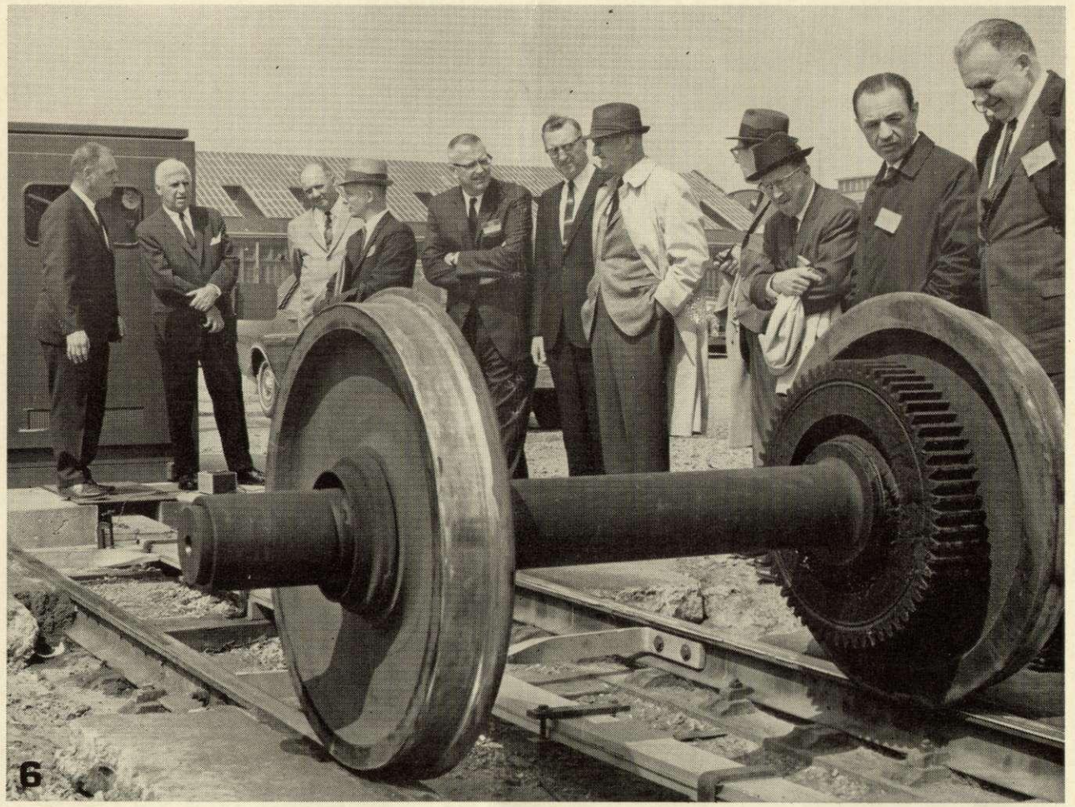
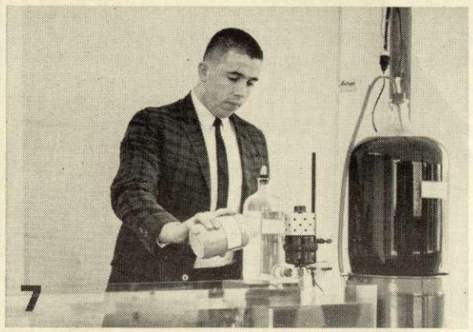




6. VISITORS GAZED IN AWE as these railroad wheels rolled when electricity was applied to the track. Don H. Bartlett (left), Project Engineer-Mechanical, demonstrated the operation, as Alfred E. Perlman (2nd left), NYC President, looks on. James J. Wright (5th left), Vice President and Director of the Cleveland Technical Center told the group "I can't explain it and I know it sounds impossible, but it works." Ralph S. Locher (6th left), Mayor of Cleveland, views the demonstration with interest. **7. FLY ASH** and its use as a water purifier and air pollutant was demonstrated by Robert T. Noonan, Chemist. **8. BACTERIA IN LUBE OIL** and how to eliminate it was explained by Biochemist, James C. Story. **9. LOCOMOTIVE POWER CONTROL INTERROGATOR** which can keep track of yard engines, is displayed by C. E. Digby, Research Engineer-Electrical.

Decade of Progress—Con'td

tion, proper loading practices and load restraint, thus enabling the safe shipment of delicate equipment and gaining new sources of business for NYC.

Faced with a critical and heretofore unrecognized malady in its diesel fuel and engine filters, research chemists concluded that the culprit plugging filters and sludging fuel tanks was biological rather than chemical. It was found that strains of bacteria, actually spawned in the water bottoms of fuel storage tanks, metabolized on diesel fuel.

The search for a solution to this problem led Central's researchers to the realization that biological sciences were necessary for good railroad research. And so was born the laboratory's life science group. Subsequently, this group used the railroad's spectrometer in medical research to isolate, among other things, the causes of heart and Parkinson's diseases.

Today, the life science group actively engages in such problems as water and air pollution; transportation of food products; toxins in chemicals used for weed control; better ways of keeping cars clean and eliminating insect pests; best means of survival for food shipments; causes of food spoilage and waste; and how natural forces can assist in these areas.

A major function of the laboratory is applied research. Unlike anything in the railroad industry, this group applies to railroad problems the basic research of our colleges and universities as well as that of other industries. Its nuclear physicists, mechanical, electrical, aeronautical engineers and technicians are active in practically all phases of engineering, transportation, purchases and stores, as well as property protection.

In May, 1961, Central's research laboratory was incorporated as the Cleveland Technical Center, a wholly-owned subsidiary of the New York Central Railroad Company. In addition to its technical research functions, the corporation is engaged in the manufacture and marketing of products which it develops. ■

Flexi-Flo Terminal Opened At Hammond, Ind.

▸▸ The introduction of a new concept in the transportation and distribution of bulk materials for the Chicago area has been initiated with the opening of New York Central's Flexi-Flo terminal at Hammond, Ind.

Charles H. Finney, recently named Flexi-Flo Sales Manager for the Chicago area, said the new system will combine economical rail hauling with motor delivery through Central's new co-ordinated rail-highway service. Among those present at the Hammond terminal's opening were Donald B. Fleming, General Manager of the Indiana Harbor Belt Railroad, Ralph N. Cramer, Assistant Vice-President Freight Sales & Service in Chicago for New York Central, and Robert L. Whyte, President of D & L Transport Inc., whose trucks carried the first load.

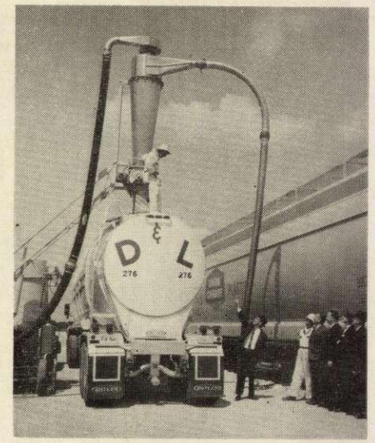
Central's Flexi-Flo plan will handle dry and liquid bulk shipments of foodstuffs, construction materials, petroleum products, chemicals and plastics. The unique plan reduces terminal investments, shipping and distribution costs.

"Flexi-Flo has decided advantages over old systems because it is the lowest cost method of dry and liquid bulk distribution with truck delivery," Mr. Finney said. "Contamination is no problem with the special Flexi-Flo pneumatic transfer equipment, making it ideal for handling phosphates, nitrogen componds, grains, plastics, cement and other similar commodities."

Mr. Finney pointed out that rail and highway transportation provides rapid plant-to-plant service. The whole operation, because of lower cost, makes long-range hauling from large plants more economical to the customer, he explained, and the Flexi-Flo process eliminates packaging and barrelling expenses.

The method uses the Vacu-Vator transfer equipment in moving the shipment from rail car to truck for movement to the ultimate destination.

The new Hammond terminal is fully developed with offices and equipment storage space, truck scales and steam lines for heating cars. Other terminals on the Central are presently located at Boston, Mass., North Bergen, N. J., and Rochester, N. Y. ■

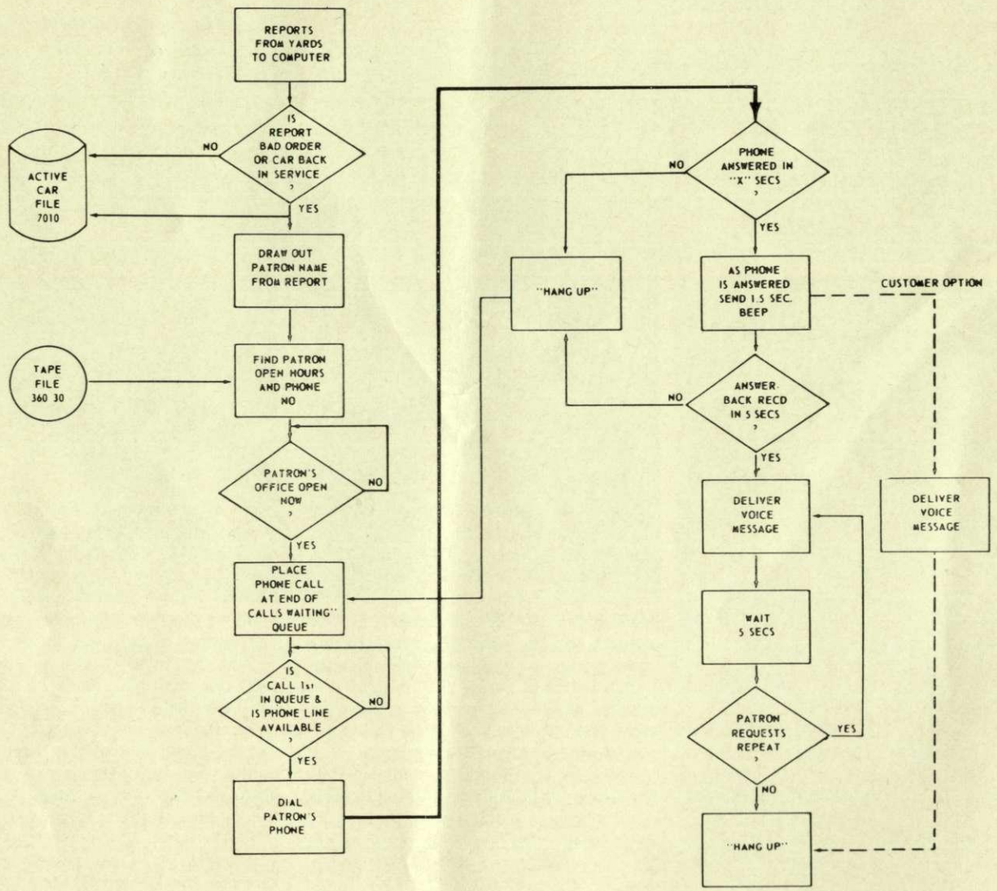


PLASTIC PELLETS are transferred by vaccum pressure from a 120,000-pound capacity Flexi-Flo tank car as officials watch the first shipment being received at NYC's new Flexi-Flo Terminal for the Chicago area. Located near Hammond, Ind., the terminal is the Central's latest development in the new concept of rail-highway distribution of bulk and liquid materials. Shown, left to right, are: Joseph C. Darragh (top of truck), Assist. Supervisor of the Terminal; Charles H. Finney, Flexi-Flo Sales Manager in Chicago; Chester J. Sapyta, Supervisor of the Terminal; A. V. Sehrig, Secretary-Treasurer of D & L Transport Inc., whose truck is shown in the picture; Robert L. Whyte, President of D & L; Ralph N. Cramer, NYC Assistant Vice President, Freight Sales & Service, Chicago and Donald B. Fleming, General Manager of the Indiana Harbor Belt.

COM-CALL

WILL AID CENTRAL CUSTOMERS

COM-CALL FLOW CHART



▸▸ "This is New York Central Com-Call," a girl's voice will monotone, "your shipment in car NYC 133577 will be delayed eight hours in Elkhart to tighten load tie-downs."

That statement represents a milestone in the Central's progress toward cybernetic railroading. Its name is Com-Call, short for "Computer Calling," and its purpose is to provide Central's patrons the best car reporting service at the lowest possible cost. Briefly, Com-Call is a unique combination of computer and communications facilities arranged to permit our computer to telephone a customer and deliver a verbal report on the customer's cars.

How Com-Call Will Operate

Around the clock, 80 mechanized car reporting yards feed car arrival, departure, and status information via punched cards and teletype to Central's main computer in New York. When this status information shows that a loaded car requires mechanical servicing which will cause a delay, the computer will take the following special steps to telephone the patron and tell him about the car's status:

1. Computer recognizes "Bad Order Report" from field and extracts patron name, car location, type of servicing required, and estimated length of delay to the shipment.
2. Computer looks up patron's telephone number and determines the hours that the patron's office is open.
3. Computer dials customer telephone number as soon as his office is open. Dialing is done through an automatic calling unit.
4. Customer picks up his telephone receiver, which returns a "phone answered" signal to the Com-Call computer.
5. Com-Call transmits a 1.5 second tone through its data set to the customer.
6. Within five seconds, customer identifies himself to Com-Call by keying a few digits on his Touch Tone Phone or on his key pad next to his rotary dial phone. At customer's option, Step 6 can be eliminated.
7. Com-Call immediately delivers verbal report on car's status. The computer's vocabulary of about 1,500 words is maintained in Digitally Coded Voice storage. When a word is to be spoken, the computer determines which of the 16 possible tones are required to form the sounds needed for the word. These tones are then chained together as they are put on the telephone line. The vocabulary will be customer-designed to include the terminology and yard names of the Central.
8. At end of report, there is a five second delay prior to disconnect. During this time, customer can request "Repeat Message" by use of his phone's keys or key pad.
9. When the car is returned to service, a report is telephoned to the customer in similar manner advising that the car is outbound on a certain train.

Naturally, this service will be offered only to those patrons desiring it.

Com-Call Expansion

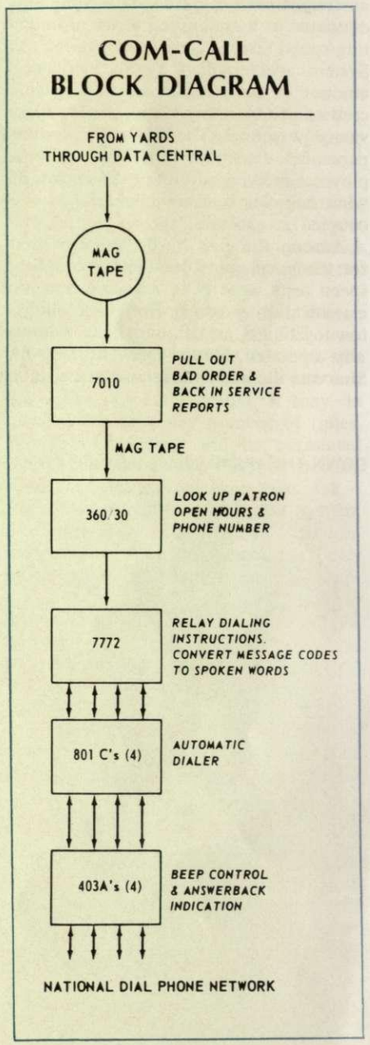
Initially, Com-Call will simultaneously serve four outgoing voice lines connected to the dial network. These lines may be under the Telephone Company's WATS or foreign exchange tariff. Four lines should handle the 400 "Bad Order" and cars "returned to service" reports expected in a typical busy day and also leave room for some expansion to other reporting.

As customers recognize the benefits of Com-Call—the computer won't forget to call as clerks sometimes do, no teletype or other expensive customer machines will be required for car tracing—use of Com-Call will undoubtedly grow. For example, a customer could be automatically called if his car fails to make a scheduled connection or is delayed for some other reason. He could also be called as his car is being delivered to his siding. A customer could reverse the process and originate the call and query the computer to locate his car by keying the car initial and number on his Touch Tone Phone.

Com-Call comprises completely modular equipment. Consequently, expansion can be accommodated with ease and without disrupting existing service.

New York Central presently provides a car tracing service via regular telephone, featuring television display of answers to customer inquiries. Such data is also available to customers via TWX, TELEX and other machine-to-machine systems. Com-Call, scheduled to begin operation during 1968, will provide real-time car tracing over the phone, reducing the need for the customer to maintain the above expensive terminal devices for communication with the railroad's computers. ■

COM-CALL BLOCK DIAGRAM



CENTRAL'S CLAIM PREVENTION DEPARTMENT LAUNCHES CAREFUL CAR HANDLING CAMPAIGN

People and their attitudes are the best weapons in the constant battle to reduce freight damage

The Freight Claim Prevention Department early this Spring launched a campaign specifically intended to promote and encourage the proper handling of freight cars in yards. The campaign consisted of a continuing series of coupling speed tests in yards throughout the System accompanied by an increasing amount of on the ground contact with crews and Operating Department supervisory personnel. The Claim Prevention personnel distributed literature to employees showing dramatic evidence of what happens to freight when cars are coupled at excessive speeds.

Among the first yards to be visited for the purpose of conducting coupling speed tests were NYC's four electronic classification yards at Buffalo, Youngstown, Elkhart and Indianapolis. Manually operated hump yards at Detroit, Sharvonville and Blue Island will also be visited as will a number of flat switching facilities such as those at Collinwood, W. Columbus, O., W. Springfield, Mass. and Weehawken, N. J.

A coupling speed test is conducted in this way. A team of Claim Prevention personnel headed by the Manager of Freight Claim Prevention in the District visits the appointed yard. The Manager talks briefly to the assembled supervisory personnel and crews, and in a hump yard, the retarder operators. He will point out the reasons for such tests, the goals and objectives being sought, and each man's responsibility and the part he is expected to play in reaching these objectives.

Following this, the Claim Prevention men will be deployed throughout the classification yard. Each man will be armed with a stop watch and speed conversion chart. Each track will be clearly marked every 44 feet for its entire length. The coupling speed will be tabulated by the man covering the track (or group of tracks) by measuring (with his stop watch) the time elapsed as a car passes through the last 44 foot segment prior to coupling and referring immediately to the speed conversion chart. For example, a car taking seven seconds to traverse the final 44 feet will couple at approximately 4.3 miles per hour. Throughout the test period, which will normally last two days and involve each working shift, records will be kept of all overspeed impacts by car number, track number, time, etc.

At the conclusion of each test, the results will be evaluated by Claim Prevention and Operating Department personnel and specific recommendations will be made as to how to correct any potential damage causing situations. For example, such a test might point out defective track conditions or an improperly adjusted hump retarder. As each test period ends, literature was distributed to remind crews and supervisors alike that proper car handling is their year round responsibility, not merely a two day demonstration.

In a flat switching yard, the procedure will be somewhat different, the Claim Prevention men will mark off with chalk a 44 foot length of a yard track on which a yard crew happens to be switching. They will then request the crew to couple a car to a standing group of cars at 4 mph. Track torpedoes and the stop watch will be used to measure the car speed over the 44 foot test section.

In every instance, the tests will be organized and prepared in conjunction with a Committee of Operating Department people appointed by the General Manager. They will work closely with the Claim Prevention Department throughout the test period and report their findings and recommendations back to the General Manager when the test is completed.

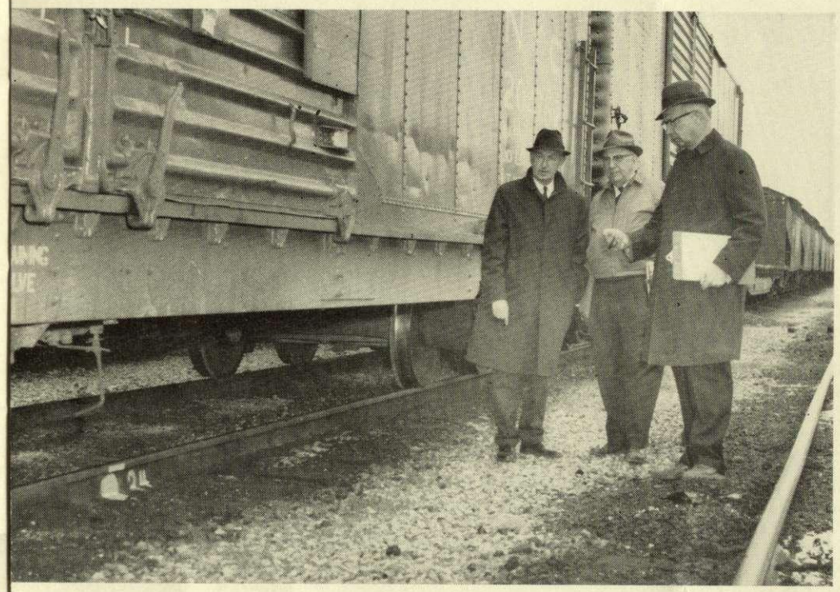
In order to insure that the lessons learned from one test are not forgotten, a given yard may be revisited from two to six months after the initial test and the entire process repeated. It may, in fact, be repeated any number of times. Results of all tests will be correlated with reports issued every month showing results of impact register tests taken from cars moving all over the System. Recording devices installed in a random sampling of cars traveling various routes indicate the time and intensity of a coupling impact. When matched with car movement records, this provides additional data on which yards require most attention. Yards that are chronic offenders will be revisited as often as required.

The program as a whole is a continuing one and its objective is the type of car handling that will eliminate the need for such a program so that all employees instinctively consider quality in their day to day handling practices.

The Claim Prevention Department has confidence that this will be the most thorough and effective quality control program yet undertaken in the interest of proper handling. Concrete results are fully expected in reduced damage claim payments and in customers who will keep coming back to New York Central to fill their transportation needs, because they will then know that Central transportation is quality transportation. ■

DOWN THE HUMP comes a freight car as it rolls over marked sections of track which are used in conducting test in freight yards.

ARMED WITH A STOP WATCH and speed conversion chart, E. A. Seibel (right), Assistant Supervisor Freight Claim Analysis, checks speed of car as it rolls over marked sections of track at Frontier Yard in Buffalo. John F. Davis (center), Manager of Freight Claim Prevention and David B. Fleming, Manager Claim Prevention Services looks on.



RADAR SPEED Meter was tested for the first time at Frontier Yard in Buffalo. This machine enables the operator to visually record the speed of a freight car at the time of impact. John F. Davis (left), Supervisor Freight Claim Prevention, points to a dial which records the speed as Thomas R. Gibson (center), Design Engineer, Communications & Signal Department and David B. Fleming, Manager Freight Claim Prevention, look on.

STRETCHER STATION . . . Improved first aid facilities at Beech Grove Shops (Ind.) include this new stretcher station being demonstrated by General Foreman Joseph L. Jackman of the Stores Department. Mrs. Keitha Ferbrache, nurse at the shops, looks on. The unit includes a stretcher and wall-mounted container, readily accessible in event of emergency.

BEHIND THE SCENES OF RAILROADING . . . Transportation students from the Rochester Institute of Technology are shown above on a field trip to NYC's Frontier Yard at Buffalo. Led by transportation instructor Edward Belknap (right), Traffic Manager, Rochester Products Division of General Motors, the group is watching a demonstration of the yard's electronic retarder control panel, governing the rolling of freight cars down the hump into the yard's 63 classification tracks. NYC's Terminal Superintendent, Joseph L. Krajcer (3rd right) explains the operation, with retarder Operator Robert Butts at the console. The tour guided by NYC's District Freight Salesman, Lawrence F. Barnett (2nd right) also included demonstrations of the Central's Flexi-Flo and Flexi-Van freight operations and equipment repair shops.

HEADLIGHT HIGHLIGHTS

DINING CAR EXCELLENCE . . . New York Central is the largest railroad in the nation to have received seven consecutive U. S. Public Health Awards for excellence in Dining Car Sanitation. Charles J. Hart, Acting Chief, Interstate Carrier Branch Environmental Sanitation Program (below), presents 1966 special citation to Central's Chef Willie Franklin. Others present at the presentation were (left to right), Theodore Landecker, Sanitation Specialist, Edward H. Wright, NYC Chief Mechanical Superintendent-Car, Robert G. Flannery, NYC Assistant Vice President-Transportation, Ira L. Austin, NYC Manager Dining & Sleeping Car Service, Chef Franklin, William R. Main, NYC Assistant Vice President-Passenger Sales & Service, Mr. Hart, James A. Sellar, Sanitation Specialist, Leroy G. Martin, Regional Program Chief and Paul E. Kenney, NYC Superintendent Standards & Control.

SALUTE TO SAFETY SLOGANEERS . . . "Rules, Rhymes and Signs—Give Booster Shots For Safer Minds" was the winning entry in a recent safety slogan contest at Beech Grove Shops which attracted 350 employee-participants. Author of the winning slogan, Robert Whitlock, a Blacksmith, was awarded a table model radio and 10-foot measuring tapes were awarded to the four runners-up. Participating in the awards ceremony are left to right: Walter Rolf, Machinist Committeeman; Harry Patterson, Sheet Metal Workers Committeeman; John Revis, General Foreman; Frank Britton, Personnel Supervisor; Gordon L. Zeider, Superintendent of Shops; Mr. Whitlock, the contest winner, and the four runners-up, Walter Kemp and Luther Brown, Electricians; Shirley Harber, Wood Machinist, and Gene Fuller, Oxy-Acetylene Operator. In the background is a new floodlighted display of safety equipment.

THE GANG'S ALL HERE! . . . Symbolic of the solidarity of membership in the Eastern Railroad Presidents Conference is this picture (above) of officials of five ERPC lines which serve Cincinnati. The picture, taken at the opening of a recent railroad freight equipment show sponsored by the Cincinnati Railroad Community Service Committee, includes NYC's John E. Norwood (top right), Cincinnati, Assistant Vice President-Freight Sales and Service. Others are (top row left to right): Downie C. Pate, Assistant Traffic Manager, Norfolk & Western; A. W. Johnston, Western Regional General Manager for the Baltimore & Ohio-Chesapeake & Ohio; William B. Milligan, District Sales Manager, Pennsylvania Railroad, and (bottom) Howard Robinson, Assist. Regional Sales Manager, C&O.

SHERRY'S STARS 'N STRIPES . . . Honors continue pouring in for the "old pro" of the New York Central, recently retired New Castle, Ind. Agent Al Sherry (left), who completed an almost unbelievable 75 years' of NYC service. Here Sherry is presented a flag flown from the Capitol of the United States, by Congressman Richard Roudebush.

SYMBOL OF REMEMBRANCE . . . was displayed recently as members of the American Legion Commodore Vanderbilt Post No. 1158 (Post of the NYC RR Co.) distributed poppies in Grand Central Terminal. Participating in the project were left to right: Past Commander Charles F. Brandowitz (retired NYC Lieutenant, New York District Police Department); Past Commander Philip Maietta (retired NYC Car Inspector, W. 72nd St. Yard); Past Commander LeRoy C. Webster (Railway Express Agency) and Commander Edward Shallenberg (retired NYC Office Manager, Purchasing & Stores Dept., N.Y.)

Government Transport Outlays Reach Record High in 1967

Government spending at all levels for transport facilities by highway, air and water will climb to a record-breaking total of nearly $18 billion this year, or five times the 1947 outlay, a study by the Association of American Railroads disclosed recently.

The study shows transport spending—Federal, state and local—has continued an unbroken upward trend that has increased an average of more than three-quarters of a billion dollars each year over the past decade. Expenditures this year will boost total government outlays for these transport facilities in all years of record to over $277 billion.

Federal spending alone for domestic transportation by highway, air and water will total an estimated $5.9 billion in 1967, representing an 11-fold increase in 20 years. These outlays include sizeable boosts over the 1947 levels (shown in parenthesis) as follows:

- $984 million ($88 million) for the Federal Airways System and aircraft development.
- $86 million ($3 million) for airports.
- $68 million ($16 million) in Federal cash subsidy to airlines.
- $4.3 billion ($337 million) in Federal highway spending.
- $418 million ($89 million) for waterways (not including multiple-purpose projects, TVA, or the St. Lawrence Seaway).

The AAR report notes that transport spending by state and local governments also registered increases for the same period, "although less spectacularly," from $3 billion in 1947 to $12 billion in 1967.

According to the AAR study, costs of ownership and maintenance of the railroads' privately owned and maintained ways account for about one-fifth of the rail revenue dollar. Comparable costs paid as user charges by other modes range from "a completely free ride enjoyed by users of the waterways to 4 cents per revenue dollar paid by airlines and their passengers, 5-and-a-fraction cents paid by ICC-regulated truckers, and not quite 6 cents per revenue dollar paid by ICC-regulated intercity motor carriers of passengers."

The President, in his Budget Message, urged these compensating actions:

- Initiating a user charge of 2 cents a gallon for fuels used in operations on the inland waterways.
- Higher charges on heavy trucks and highway diesel fuel "to move the contributions by operators of heavy trucks closer to a fair share of highway costs."
- A new 2 per cent tax on air freight waybills.
- An increase from 2 cents to 4 cents per gallon on general aviation gasoline, a new tax of 4 cents per gallon to be applied to jet fuels used in general aviation, and the transfer of aviation gasoline tax receipts from the Highway Trust Fund to the General Fund.
- Repeal of the present 2 cents per gallone tax on gasoline used in commercial aviation.

In summary, the user charge recommendations would, if enacted by Congress, raise an additional $225 million from highway users for the Highway Trust Fund; provide $14 million more from airway users, and yield $7 million from waterway users.

The AAR survey points out that the recommended waterway user charge would meet only about one-seventh of the $50 million cost of operation and maintenance of inland navigation projects, "with nothing for past or future investments or interest."

Meanwhile, New York Central and other railroads continue to pay their own way.

Centralines

Air Force Lieutenant Colonal **Robert J. Lather** (reserve) who is an NYC Engineer at Indianapolis, has completed a two-week tour of active duty at the Defensive Electronics Supply Center in Dayton, O. Colonel Lather spent his tour in the LOGIC Division of DESC's Directorate of Supply Operations, DESC, a field activity of the Defense Supply Agency, buys, manages and supplies electronics for the Armed Forces and several other Federal agencies. In picture above, Lt. Colonel Lather (right) examines a pair of magnetron tubes as William Hannahan of DESC's LOGIC Division explains features of the tubes.

Alumni (retired) employees of District Auditor of Expenditures' Office at Detroit will hold their next meeting July 13th, at one p.m. in Carl's Chop House in Detroit. Guest speaker will be K. W. Porter, retired NYC Assistant Comptroller from New York City.

Captain William R. Simons (left), son of **Val Simons,** NYC Conductor on the Harlem Division, was recently awarded the Distinguished Flying Cross, two Navy Commendation Medals with combat "V" and five air medals. His wife, Mary, views them with pride.

Carl G. Remmel, Director of Elkhart, Ind. Civil Defense and a Conductor on New York Central's Western Division, has just completed a special Industrial Civil Defense Management course. The course covered the world situation, the effects of nuclear weapons, and the national civil defense program, including the national shelter program. It also placed particular emphasis on comprehensive industrial civil defense planning. William L. Whelan (center) Defense Coordinator, Jones & Laughlin Steel Co., Pittsburgh, Pa. discusses some of the courses with Bernard Thompson, Naval Representative Bendix Aviation Plant, Mishawaka, Ind. and Carl G. Remmel.

Employees Move Into New Posts on NYC

FREIGHT SALES DEPARTMENT

John S. Dow has been appointed to the position of Freight Sales Manager with headquarters in Cincinnati, O.

Mr. Dow joined the NYC at New York City in July, 1953 and almost all of his service has been in rate legislation and pricing. Prior to his appointment he was Assistant Manager of Pricing in the Marketing Department. In his new position he will handle matters pertaining to rates and related subjects.

John S. Dow

Spencer A. Rowan

Spencer A. Rowan has been appointed to the position of Division Freight Sales Manager with headquarters in Columbus, O.

Mr. Rowan began his career with the Central in the Operating Department at W. Columbus, O., in 1950. He transferred to the Freight Sales Department in 1954; was appointed Chief Clerk to the Division Freight Sales Manager at Columbus in 1959; and in 1963 was promoted to District Freight Salesman at Columbus. In 1965, he was named District Freight Sales Manager, Richmond, Va., the position he has held until his present appointment.

Victor R. Boettle has been appointed to the position of District Freight Sales Manager with headquarters in Richmond, Va.

Mr. Boettle joined the Central in 1963 and in 1964 was appointed District Freight Salesman, Minneapolis, Minn. In 1965, he transferred to Chicago and in 1966 he was promoted to the position of Assistant Manager Flexi-Van Sales & Service, the position he has held until his present appointment.

Victor R. Boettle

Richard J. Kadlec

Richard J. Kadlec has been appointed to the position of Assistant Manager Flexi-Van Sales & Service with headquarters in Chicago, Ill.

Mr. Kadlec joined the NYC in 1948 as a stenographer in the Transportation Department in Chicago. In 1961, he joined the Freight Sales Department at Chicago as a District Freight Salesman, the position he held until his present assignment.

TRANSPORTATION DEPARTMENT

George P. Turner has been appointed to the position of Director of Rail-Highway Terminals with headquarters in New York.

Mr. Turner began his career with the New York Central in 1960 in the Pricing Department at New York City. After serving in various clerical capacities, he transferred to the Freight Sales Department, where he held positions as Service Representative, District Freight Salesman and District Freight Sales Manager at New York, Rochester and Buffalo, N.Y. In 1966 he transferred to the Marketing Department as Industry Planning Analyst, the position he held prior to his present assignment.

George P. Turner

James E. Martin

WESTERN DISTRICT

James E. Martin has been appointed to the position of Transportation Superintendent with headquarters in Cleveland.

Mr. Martin joined the Central as a Transportation Department employee in 1944 and subsequently held various positions at Ashtabula and Hubbard, O. In 1952, he was named Claim Agent at Cleveland, and later held similar positions at Indianapolis, Ind., and Ashtabula, O. He returned to the Transportation Department in 1956 and has held the positions of General Yardmaster, Trainmaster, Terminal Trainmaster and Assistant Transportation Superintendent at various locations. He was named Terminal Superintendent at Toledo, O. in 1962 and Transportation Superintendent at Detroit, in January, 1963. Terminal Superintendent at DeWitt, N. Y. in August, 1963 and Division Superintendent at Detroit in 1965. Late in 1965 he moved to New York as Director of Organization Development, the position he held until his present appointment.

NORTHERN DISTRICT

Appointed to the newly created position of District Administrative Assistant is **Peter George. M. W. Frix** has been named Supervisor of Stations and **F. M. Campbell** has been appointed District Supervisor of Budgets. All will be headquartered in Detroit.

Merchants Despatch Transportation Corp. Elects New President

Harry C. Beaman Jr. has been elected President of Merchants Despatch Transportation Corp., a wholly owned subsidiary of the New York Central Railroad, effective July 1, 1967.

The announcement was made by Walter R. Grant, Chairman of the executive committee of M.D.T. Corp. and Vice President-Finance for the New York Central.

Merchants Despatch, which has headquarters in Chicago, owns and operates more than 10,000 railroad refrigerator cars used in carrying perishable products.

Mr. Beaman succeeds **Homer L. Campbell,** who has been President of M.D.T. since November, 1958.

A native of Dayton, O., Mr. Beaman has been Vice President and General Attorney of M.D.T. since October, 1964. He first joined the company in 1956 as an Attorney in Chicago and was named General Attorney in 1961.

Mr. Campbell is retiring after 43 years of service with Merchants Despatch. He joined the firm in 1924 as a Clerk at St. Louis, Mo., and has served as Assistant General Agent in Boston, General Agent at St. Louis and Assistant Purchasing Agent at Chicago. Mr. Campbell became Manager of Operations at Chicago in 1953 and Vice President and General Manager in 1956 before being named President.

Harry C. Beaman, Jr.

Homer L. Campbell

SMILES OF VICTORY radiated from this group at Indianapolis recently when the Southern District, Illinois Division and Ohio Central Division won a total of six systemwide Vice President's Safety Awards for the year 1966. Left to right: William V. Hayes, NYC Director of Training and Safety; John A. McConnell, Illinois Division Superintendent; Robert J. Slater, Ohio Central Division Superintendent; Richard B. Hasselman, former Southern District General Manager, now General Manager of the Western District; John C. Kenefick, Vice President-Operation, who presented the awards; Harold C. Ekstam, Southern District Supervisor of Safety and Hershel E. Ring, Southern District Transportation Superintendent. The Southern District which was free last year of both fatalities and amputations for the first time since 1959, won trophies for the lowest casualty and severity rates and greatest reduction in casualty and severity rates among all operating districts. Trophies went to the Illinois Division for the lowest casualty ratio among divisions with over two million man-hours of work, and to Ohio Central for the greatest casualty ratio reduction.

SAFETY TROPHIES AWARDED

**All the photographs on these pages have a common theme—*safety*.
In more specific terms, each photo is the result of safe work practices
somewhere along the 10,000 miles of right-of-way of the NYC System.
Each year, NYC employee groups along the line win a wide variety of safety awards, citations, certificates.
The awards serve a very good purpose: they spotlight the many safe work habits of Central's railroaders.**

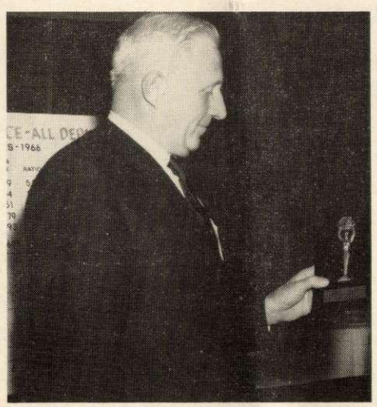
BEST CASUALTY RATIO in equipment shops on the New York Central in 1966 went to the Collinwood Diesel Locomotive Shop at Collinwood, O. Accepting the trophy from John C. Kenefick (left), Vice President-Operation, is Joseph S. Fadale, Superintendent of Shop at Collinwood.

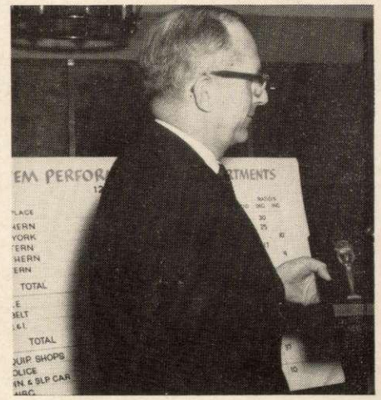
BEAMING WITH JOY, Ralph W. Friedel, Director of Stores holds trophy which the Stores Department received for having the Best Departmental Casualty Ratio on the New York Central System in 1966. John C. Kenefick, Vice President-Operation, presented the award.

NORTHERN DISTRICT General Manager, William B. Salter (center), was on hand to congratulate H. M. Babcock (left), Superintendent, Canada Division for winning two system safety trophies, one for the Best Division Accident Ratio in 1966, the other for the most improved Division Safety Record in 1966. He also congratulated A. F. Surowiec, District Storekeeper for winning a plaque for the Best Safety Record of any Northern District Department. J. C. Kenefick, Vice President-Operation, made the presentations.

ACCIDENT FREE RECORDS in the New York District won plaques for Gordon E. Bradfield (2nd right), District Storekeeper, whose department had no accidents from February 8, 1961 through December 31, 1966 and Edward McDonald (left), General Foreman, North White Plains Engine House, whose department had no accidents during 1966. John C. Kenefick (2nd left), Vice President-Operation was on hand to present the awards. William V. Hayes (right), Director of Training and Safety, looks on.

ACCIDENT FREE records in 1966 on the Eastern District Stores Department, the Boston & Albany Equipment Department and the Syracuse Division Equipment Department won Vice President's Safety Awards. Holding plaques for their respective departments are (center left to right) Orville E. Whitbeck, General Storekeeper; Merrill P. Metzger, Jr., B&A Master Mechanic; and William D. Taylor, Master Mechanic for the Syracuse Division. Participating in the ceremonies were (left end) William V. Hayes, Director of Training and Safety and John C. Kenefick, Vice President-Operation, who presented the awards, and (right end) Edward L. Claypole, General Manager, Eastern District and Frederick T. Schoedel, District Safety Supervisor.





PITTSBURGH & LAKE ERIE SAFETY AWARD DINNER was held recently with 85 P&LE supervisors and officials in attendance. W. V. Hayes, Director of Training and Safety for the NYC presented awards for outstanding departmental performances, also individual recognition awards to supervisors with clear or improved records for 1966. C. D. Buford, P&LE President, reviewed the departmental performances and outlined plans to make 1967 an outstanding year in safety. Top honors went to left to right—C. E. Quillen, Foreman, Electrical Dept., for his department's 13 year accident free record, R. L. Moore, Chief Police, for his department's 10 year accident free record, and C. E. LeSuer, Manager of Purchases & Stores, for his department's clear record in 1966.

Compiled by
Laurence A. Bresee
Manager of Employee Benefits

they retired

NEW YORK DISTRICT

Allgeier, H. R., Stevedore, Weehawken, N. J.
Bailey, F., Brakeman, New York
Barlow, J. A., Chef, New York
Benson, K., Foreman, New York
Blackett, M., Chef, New York
Bolak, J. S., Fork Operator, Weehawken, N. J.
Brennan, J. T., Leverman, Grand Central Terminal
Bristow, L., Engineer of Construction, New York
Brown, G., Stevedore, New York
Bryant, H., Laborer, Electric Division
Bye, C. L., Rate Clerk, New York
Carrigan, R. J., Engineer, Grand Central Terminal
Cecco, A., Barge Captain, Weehawken, N. J.
Chislom, E., Laborer, Electric Division
Cirile, J., Brakeman, New York
Clark, C. H., Machinist, Harmon, N. Y.
Conger, J., Carpenter, Weehawken, N. J.
Culler, J. B., Stevedore, Weehawken, N. J.
Coppola, L., Foreman, New York
Corrigan, J. P., Patrolman, New York
Cox, J. E., Assistant Agent, Yonkers, N. Y.
Dawson, B., Stevedore, Weehawken, N. J.
Destefano, F. A., Stevedore, New York
Dillon, R. F., Foreman, Harmon, N. Y.
Disalvo, C. A., Station Operator, New York
Fields, C. H., Lounge Car Attendant, New York
Fogz, L. L., Waiter, New York
Ford, E., Mail Handler, St. Johns Park, New York
Gallagher, F., Drontableman, Mott Haven, N. Y.
Greenlese, E. F., Stores Supervisor, New York, N. Y.
Gimenez, F., Porter, Grand Central Terminal
Gormill, J. J., Mail Handler, New York
Grant, H. R., Stevedore, New York
Hadersbeck, A. A., Stock Clerk, Harmon, N. Y.
Hamilton, J. A., Elevator Operator, New York
Hammond, W. S., Red Cap, New York
Heller, J. J., Head File Clerk, New York
Hoffman, J. J., Conductor, Electric Division
Hoffman, L. C., Telephone Operator, New York
Kahrs, H. E., Brakeman, Hudson Division
Kaalund, F. H., Red Cap, Grand Central Terminal
Karlawish, V. S., Passenger Sales Representative, New York
Klenk, K. A., Engineer, River Division
Koball, W. J., Master, Weehawken, N. J.
Kucich, J., Captain, Weehawken, N. J.
Leonard, J. J., Mail Handler, New York
Leonard, E. F., Sr., Conductor, River Division
Livemond, E., Cook, New York
Longhi, T., Ironworker, Electric Division
Longinotti, C., Trackman, Grand Central Terminal
Maag, S. M., Electrical Worker, White Plains, N. Y.
Macellaio, J., Mail Handler, New York
MacKinnon, W. C., Elevator Operator, Grand Central Terminal
Maloney, M., Machinist Helper, Harmon, N. Y.
Mason, G. S., Atendant, Grand Central Terminal
McAuliffe, D. J., Ironworker, Hudson Division
McDonald, J. E., Assistant General Solicitor, New York
Merriman, J., Stevedore, Weehawken, N. J.
Mowen, M. J., Foreman, New York
Myers, A. H., Assistant Head Clerk, New York
Neukam, H., Assistant Chief Clerk, Grand Central Terminal
O'Keefe, E. L., Patrolman, New York
Oliaro, A., Captain, Weehawken, N. J.
Paul, C. B., Attendant, Grand Central Terminal
Pennella, F., Foreman Eastern Division
Petrone, P. J., Machinist, Harmon, N. Y.
Puccia, V., Mason, Weehawken, N. J.
Phillips, S., Deckhand, Weehawken, N. J.
Pochanke, J., Welder, Weehawken, N. J.
Rahilly, P. J., Mason, Weehawken, N. J.
Reddick, H., Cook, New York
Remenar, P., Brakeman, New York
Rivers, L. W., Stevedore, Weehawken, N. J.
Santucci, D., Mason, New York
Schuttinger, A., Telephone Operator, New York
Styles, H. L., Red Cap, Grand Central Terminal
Simmons, C. L., Supervisor S&S Clerk, Grand Central Terminal
Sims, A., Mail Handler, New York
Smario, L., High Tension Repairman, New York
Smith, J. A., Patrolman, New York
Spoehel, E. H., Captain, Weehawken, N. J.
Thomas, Jr., J. C., Waiter, New York
Tristram, R. W., Information Clark, New York
Wade, J. S., Mail Handler, New York
Walsh, M. C., Porter, New York
Wixted, R. J., Chief Examiner, New York

CONGRATULATIONS were in order, as Pat Paretta (back row, center), Trucker, Car Department, Selkirk, N. Y. retired after 49 years' service with the NYC. On hand to wish him good luck were: Back row—left to right M. Nisiewicz, A. Ferriero, Mr. Paretta, W. J. LaCombe and A. Wickham—Front Row—left to right—F. Rosato, P. Christiano and Joe Amedio.

EASTERN DISTRICT

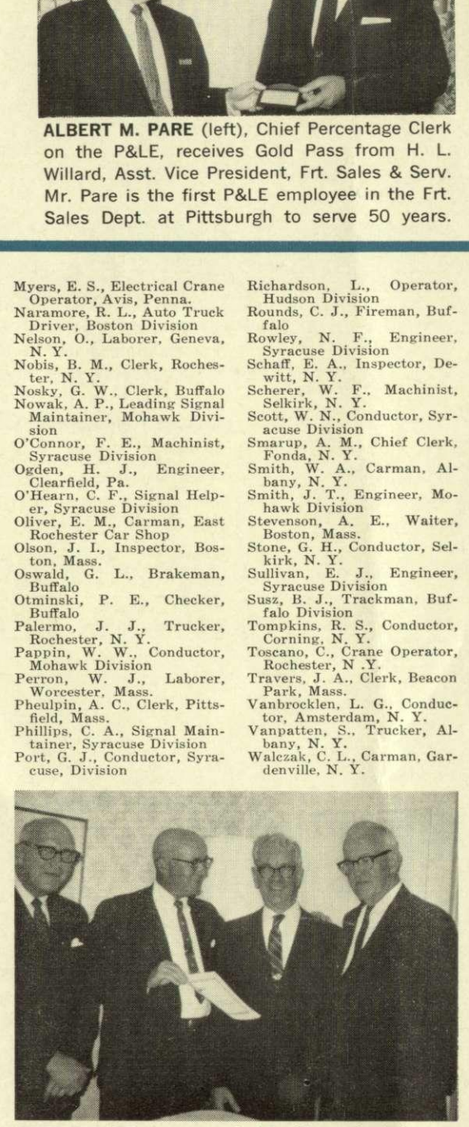
Alley, H. J., Leverman, Buffalo
Ambridge, T. W., Signalman, Mohawk Division
Ames, G. W., Estimator Engineer, Syracuse
Basciani, C., Carman, East Rochester Car Shop
Bieler, W. H., Carman, East Rochester Car Shop
Bland, R. L., Waiter in Chief, Buffalo
Brozyau, E. J., Laborer, Buffalo
Burns, W. A., Jr., Assistant Supervisor B&B, Jersey Shore, Pa.
Cassis, F. A., Trainman, Boston, Mass.
Christiance, H. P., Foreman, Buffalo
Clark, C. W., Cashier, Watertown, N. Y.
Collier, D. G., Clerk Stenographer, Albany, N. Y.
Comisky, F. W., Sheet Metal Worker, East Rochester
Crosby, A. B., Brakeman, Mohawk Division
Cundall, H. H., Conductor, Selkirk, N. Y.
Delmont, P. A., Engineer, Buffalo Division
Desalis, G. E., Engineer, Buffalo
Dilzer, E. H., Foreman, East Rochester Car Shop
Devencenzo, S., Foreman, Oneida, N. Y.
Digiuseppe, P., Carman, East Rochester Car Shop
Dolski, V. A., Chief Clerk, East Buffalo, N. Y.
Dossinger, J. W., Examiner, Buffalo
Driess, S. H., Fireman, Buffalo
Drozdowski, E. J., Inspector Repairer, Black Rock, N. Y.
Duncan, E. J., Conductor, Selkirk, N. Y.
Eglinton, E. F., Clerk, Albany, N. Y.
Eich, H. W., Brakeman, Buffalo Division
Emerick, H. R., Clerk, Albany, N. Y.
Entwistle, A. M., Checker, Albany, N. Y.
Falter, F., Inspector-Repairer, Buffalo
Farron, J., Trackman, West Albany, N. Y.
Feltino, S., Foreman, Carthage, N. Y.
Foley, E. P., Engineer, Utica, N. Y.
Fraites, J. L., Engineer, Hudson Division
Gainville, W. L., Waiter, Boston, Mass.
Gavel, W. H., Sr., Trainman, Boston Division
Geary, G. F., Assistant Yardmaster, West Springfield, Mass.
Gibbs, A. E., Conductor, Syracuse Division
Gilzow, C. R., Car Painter, East Rochester Car Shop
Greene, W. H., Clerk, Black Rock, N. Y.
Greenway, W. G., Yardmaster, Newberry, Jct. Pa.
Green, A., Laborer, Hudson Division
Griffin, R. J., Brakeman, East Buffalo, N. Y.
Haar, F. L., Inspector-Repairer, Dewitt, N. Y.
Healy, W. P., Engineer, Syracuse Division
Hickey, A. G., Laborer, Cammal, Pa.
Hilton, R. H., Clerk, Syracuse, N. Y.
Houghtaling, H. A., Technical Assistant, Buffalo, N. Y.
Hurlburt, F. E., Signal Maintainer, Syracuse Division
Johnson, W. F., Brakeman, Selkirk, N. Y.
Jones, H. E., Inspector Repairer, West Springfield, Mass.
Jones, L. G., Yard Clerk, Seneca, N. Y.
Kaminski, W., Carman, Gardenville, N. Y.
Kelly, L. M., Inspector, Clearfield, Pa.
Kenmore, L. J., Head Clerk, Buffalo
Konwinski, L. S., Machinist, East Buffalo, N. Y.
Kush, J. D., Carman, East Rochester Car Shop
Latreille, R. J., Inspector-Repairer, Dewitt, N. Y.

gold passes awarded to 50 YEAR veterans

ALBERT M. PARE (left), Chief Percentage Clerk on the P&LE, receives Gold Pass from H. L. Willard, Asst. Vice President, Frt. Sales & Serv. Mr. Pare is the first P&LE employee in the Frt. Sales Dept. at Pittsburgh to serve 50 years.

50-YEAR VETERAN Roger Reardon (center), Machinist at Collinwood, O. Diesel Terminal is presented Gold Pass by Leo W. Brennan, Shop Manager as Joseph Gillio, looks on. Mr. Reardon is still on the job.

Lavalla, J. W., Fireman, St. Lawrence Division
Lavere, P. J., Brakeman, Buffalo Division
Lawson, W. D., Baggage Room, Foreman, Rochester
Leahy, J. D., Engineer, Buffalo
Loughridge, A. L., Conductor, Syracuse Division
Leahey, W. R., Brakeman, Hudson Division
Leazotte, D. B., Hostter, Rensselaer, N. Y.
Lepage, E. H., Brakeman, Buffalo Division
Leuthauser, L. G., Signal Maintainer, Albany, N. Y.
Link, N. H., Sheet Metal Worker, Buffalo
Loveland, L. A., Engineer, St. Lawrence Division
Luksch, A. H., Sheet Metal Worker, Buffalo
MacDonald, C. F., Sheet Metal Leader, Allston, Mass.
Malick, P., Clerk, Dewitt, N. Y.
Markowski, C., Forman, Buffalo
McCullough, H., Chef, Buffalo
Mele, M. H., Trucker, Utica, N. Y.
Otty, G. C., Machinist, Dewitt, N. Y.
Phelps, T. E., Brakeman, Dewitt, N. Y.
Rath, H. J., Foreman, Buffalo
Reynolds, W. W., Foreman, Massena, N. Y.
Schmitt, N. F., Trucker, Syracuse
Sgroi, C., Laborer, Dewitt, N. Y.
Slighter, R. G., Retarder Operator, Buffalo
Smith, P. D., Yardmaster, Buffalo
Smith, C. F., Engineer, Syracuse Division
Soulier, A. T., Car Inspector, Chatham, N. Y.
Steve, D. N., Fireman, Buffalo
Vanvliet, F. F., Welder, Syracuse Division
Westervelt, A., Power House Engineer, Selkirk, N. Y.
Williams, J., Chef, Buffalo
McCauley, M. L., District Engineer of Structures, Syracuse, N. Y.
McClenathan, E. W., Patrolman, Buffalo
McHale, R. J., Engineer, Mohawk Division
McNulty, W. A., Ticket Agent, East Rochester, N.Y.
Mislan, J. G., Engineer, Mohawk Division
Morrell, D., Car Repairer, Selkirk, N. Y.
Muraca, A., Trackman, Syracuse, N. Y.
Musfeldt, W. C., Carman, East Rochester Car Shop
Myers, E. S., Electrical Crane Operator, Avis, Penna.
Naramore, R. L., Auto Truck Driver, Boston Division
Nelson, O., Laborer, Geneva, N. Y.
Nobis, B. M., Clerk, Rochester, N. Y.
Nosky, G. W., Clerk, Buffalo
Nowak, A. P., Leading Signal Maintainer, Mohawk Division
O'Connor, F. E., Machinist, Syracuse Division
Ogden, H. J., Engineer, Clearfield, Pa.
O'Hearn, C. F., Signal Helper, Syracuse Division
Oliver, E. M., Carman, East Rochester Car Shop
Olson, J. L., Inspector, Boston, Mass.
Oswald, G. L., Brakeman, Buffalo
Otminski, P. E., Checker, Buffalo
Palermo, J. J., Trucker, Rochester, N. Y.
Pappin, W. W., Conductor, Mohawk Division
Perron, W. J., Laborer, Worcester, Mass.
Pheulpin, A. C., Clerk, Pittsfield, Mass.
Phillips, C. A., Signal Maintaner, Syracuse Division
Port, G. J., Conductor, Syracuse, Division
Richardson, L., Operator, Hudson Division
Rounds, C. J., Fireman, Buffalo
Rowley, N. F., Engineer, Syracuse Division
Schaff, E. A., Inspector, Dewitt, N. Y.
Scherer, W. F., Machinist, Selkirk, N. Y.
Scott, W. N., Conductor, Syracuse Division
Smarup, A. M., Chief Clerk, Fonda, N. Y.
Smith, W. A., Carman, Albany, N. Y.
Smith, J. T., Engineer, Mohawk Division
Stevenson, A. E., Waiter, Boston, Mass.
Stone, G. H., Conductor, Selkirk, N. Y.
Sullivan, E. J., Engineer, Syracuse Division
Susz, B. J., Trackman, Buffalo Division
Tompkins, R. S., Conductor, Corning, N. Y.
Toscano, C., Crane Operator, Rochester, N .Y.
Travers, J. A., Clerk, Beacon Park, Mass.
Vanbrocklen, L. G., Conductor, Amsterdam, N. Y.
Vanpatten, S., Trucker, Albany, N. Y.
Walczak, C. L., Carman, Gardenville, N. Y.



BEST WISHES are extended to Henry A. Ackerman (2nd right), Chief Clerk, Freight Sales Manager's office, Evansville, Ind. J. E. Norwood (2nd left), Asst. Vice President, Freight Sales & Service, presents retirement certificate as J. C. Emig (left), Division Freight Sales Manager and J. M. Burke (right), Freight Sales Manager, look on.

FOND FAREWELL is given Rade Stanovic (right), Laborer at the Diesel Locomotive Terminal, Collinwood, O. Leo W. Brennan, Shop Manager was on hand to present retirement certificate.

Wegiewicz, J. J., Assistant Stationary Engineer, Buffalo, N. Y.
Whelan, W., Fireman, Hudson Division
Willig, F. C., Switchtender, Buffalo
Wisner, C. C., Brakeman, Buffalo Division
Yackel, G. F., Conductor, Mohawk Division
Zanche, E., Carman, East Rochester Car Shop

WESTERN DISTRICT

Albin, E., Foreman, Western Division
Andres, E. A., Assistant General Foreman, Collinwood, O.
Algee, G., Waiter, Chicago
Almasy, J. D., Foreman, Englewood, Ill.
Austin, L. C., Switchtender, Elkhart, Ind.
Ardillo, R., Foreman, Erie, Pa.
Baker, F. A., Chief Yard Clerk, Cleveland
Beckham, R., Laborer, Cleveland
Bracht, G. A., Operator, Toledo, O.
Bresler, A. D., Fireman, Toledo, O.
Braden, C. E., Boilermaker, Collinwood, O.
Browning, H., Conductor, Toledo, O.
Buehrer, H. E., Foreman, Toledo, O.
Burke, T. F., Brakeman, Cleveland
Cevera, J. F., Switchman, Ashtabula, O.
Cole, J. S., Conductor, Elkhart, Ind.
Conklin, H. L., Electrician, Chicago
Corteal, G. N., Foreman, Cleveland
Dettman, W. J., Electrician, Englewood, Ill.
Dickinson, W. W., Engineer, East Youngstown, O.
Elahee, A., Trucker, Cleveland
Falco, S., Laborer, Chicago
Farman, J., Engineer, Lake Division
Fields, G. W., Waiter, Chicago
Fortney, J. H., Carman Helper, Ashtabula, O.
Fredmonski, J., Trucker, Cleveland
Gabriel, J., Carman, Chicago

Gentile, P., Laborer, Ashtabula, O.
Girardi, S. S., Trucker, Toledo, O.
Graham, R. A., Brakeman, Cleveland
Green, T. J., Trucker, Cleveland
Griefenstine, H. E., Brakeman, Collinwood, O.
Greskovicz, J., Inspector Repairer, Englewood, Ill.
Harrison, J. A., Engine Dispatcher, Lake Division
Hasfurther, L. E., Clerk, Cleveland
Holman, J., Stockman, Chicago
Hull, C. E., Brakeman, Elkhart, Ind.
Hurley, E. J., Mail Foreman, Cleveland
Healy, O. L., Laborer, Swanton, Ohio
Hirt, R. H., Conductor, Toledo Division
Holley, O. C., Storehelper, Elkhart, Ind.
Hoover, F. R., Carpenter, Lake Division
Hopkins, P. L., Crossing Watchman, Lake Division
Hunter, J., Truck Driver, Rockport, O.
Johnson, L. D., Laborer, Collinwood, O.
Justavich, J. P., Leverman, Cleveland
King, J. A., Brakeman, Air Line Junction, O.
Knapik, M. T., Yard Clerk, Cleveland
Knapp, E. W., Machinist, Ashtabula, O.
Knutsen, N. O., Sheet Metal Worker, Collinwood
Kuhn, J. J., Trucker, Erie, Pa.
Leonard, N. L., Agent, Hubbard, O.
Liggett, W. S., Carman, Toledo, O.
Lowry, E., Switchman, Toledo, O.
Lye, E. J., Foreman, Collinwood Diesel Terminal
Loftus, W., Conductor, Lake Division
Lombardo, A. J., Car Repairer, Ashtabula, O.
Lutz, M. A., Clerk, Toledo
Maple, R. J., Auto Truck Driver, Toledo
Mayhew, L., Laborer, Chicago
McKeon, M. L., Clerk, Chicago
McLinn, W. L., Porter, Chicago
Milner, J. T., Engineer, Lake Division
Mitchell, C., Bartender, Chicago
Morgan, J., Porter, Chicago
Manson, W., Carman Helper, Chicago
Mantell, G., Machinist, Ashtabula, O.
Marshall, H. A., Telegrapher, Western Division
Martin, V. N., Signal Maintainer, Toledo Division
McDonough, T. J., Assistant Engine Dispatcher, Collinwood, O.
Meyer, J. J., Conductor, Dunkirk, N. Y.
Morris, E. W., Engineer, Lake Division
Mruzik, M., Jr., Switchman Ashtabula, O.
Mucci, J. A., Machinist, Collinwood, O.
Packard, F. H., Foreman, Collinwood, O.
Parmley, L. A., Engineer, Kankakee, Ill.
Perry, R. J., Real Estate Agent, Chicago
Piercefield, C., Engineer, Western Division
Poore, F. L., Sheet Metal Worker, Collinwood, O.
Pinkerton, R. E., Fireman, Toledo Division
Rabb, C., Waiter, Chicago
Richards, R. C., Waiter, Chicago
Richart, W. S., Conductor, Western Division
Rogers, E., Waiter, Chicago
Rose, W. K., Machinist, Collinwood, O.
Sample, M. D., Fireman, Toledo Division
Sanders, S., Trucker, Cleveland
Schaad, E. F., Engineer, Lake Division
Schiltz, F. L., Brakeman, Elkhart, Ind.
Scrivens, C. J., Signal Maintainer, Lenndale, O.
Simon, H. C., Buffet Attendant, Chicago
Smith, W. J., Assistant Manager Industrial Development, Cleveland
Stanovic, R., Laborer, Collinwood, O.
Stevenson, J. E., Jr., Trucker, Cleveland
Stone, J. E., Fireman, Englewood, Ill.
Tanner, C. L., Steward, Chicago
Taylor, C., Waiter, Chicago
Turner, C. G., Yardmaster, Toledo, O.
Schmacher, H. E., Assistant Baggage Agent, Erie, Pa.
Scripter, R. W., Inspector Repairer, Toledo, O.
Sheppard, H. W., Laborer, Lake Division
Siering, A. M., Comptometer Clerk, Collinwood Diesel Shop
Umbaugh, L. G., Conductor, Lake Division
Vale, W. P., Agent Operator, Lake Division
Valerio, J. A., Fireman, Western Division
Walker, C. W., Crossing Watchman, Whitting, Ind.
Ward, D. A., Inspector Repairer, Minerva, O.
Yoder, J. I., Engineer, Western Division
Zinram, H. H., Yardmaster, Erie, Pa.

SOUTHERN DISTRICT

Abraham, R. M., Conductor, Indianapolis
Authenrieth, B. V., Crossing Watchman, Paris, Ill.
Baker, R. F., Operator, Ansonia, O.
Bell, O. F., Trackman, Illinois Division
Bennett, F. C., Machinist, Beech Grove, Ind.
Blackwood, J. E., Machinist, Bellefontaine, O.
Burgess, F. W., Coach Repairer, Beech Grove, Ind.
Benton, R. E., Clerk, Cincinnati, O.
Betzold, R. M., Stenographer, Bellefontaine, O.
Bever, H., Operator, Wyton, Ill.
Black, P., Hostler, Riverside, O.
Braley, V. H., Foreman, Hobson, O.
Brightwell, W. D., Foreman, Lonesville, Ky.
Brizendine, H. F., Blacksmith, Beech Grove Loco Shop
Brown, H. W., Lieutenant, Indianapolis, Ind.
Bufkin, L. C., Engineer, Illinois Division
Bush, W. R., Trackman, Indianapolis
Butcher, R., Crossing Watchman, Danville, Ill.
Clayton, G. C., Clerk, Beech Grove, Ind.
Collier, H. L., Yard Clerk, Indianapolis
Cunningham, C. V., Yard Conductor, Illinois
Corwin, E. E., Hostler, Bellefontaine, O.
Dallas, B. C., Laborer, Ohio Division
Damm, J. J., Inspector Repairer, Rockport, O.
Davis, H. L., Clerk, Bellefontaine, O.
Dayhoff, L. F., Stockman, Beech Grove, Ind.
Dearborn, L. E., Inspector Repairer, Rockport, O.
Dennis, J. M., Brakeman, Cincinnati, O.
Dewees, A. R., Cook, Bryan, O.
Dinsmore, K. W., Cashier, Bowling Green, O.
Doom, O. G., Engineer, Indianapolis
Esmon, A., Foreman, Beech Grove
Etchason, R., Crossing Watchman, Paris, Ill.
Flor, D. M., Clerk, Columbus, O.
Foley, W. A., Yard Clerk, Cincinnati, O.
Foust, R. E., Telegrapher, Illinois Division

IN RECOGNITION of 40 years' service with the New York Central, Captain F. H. Wahl (right), of Detroit was presented a plaque by Northern District Chief of Police, G. H. Mahoney.

AFTER MORE THAN 45 years' service with the New York Central James H. Bowen (right), Auditor of Disbursements, New York, receives retirement certificate from John J. Popp, Assistant Comptroller.

Gardiner, W., Laborer, Indiana Division
Graber, C. J., Yardmaster, Cincinnati
Hackett, G., Engineer, Ohio Central Division
Harrington, G. T., Conductor, Urbana, Ill.
Haslam, F. W., Operator, Crawfordsville, Ind.
Hause, B. A., Fireman, Ohio Division
Hessman, A. J., Painter, Beech Grove, Ind.
Hoke, L. R., Crane Operator, Brightwood, Ind.
Hudelson, E. H., Operator, Indiana Division
Jerrell, J. C., Terminal Trainmaster, Indianapolis
Keefe, E. V., Crossing Watchman, Cincinnati, O.
Kilgore, W. B., Conductor, Indiana Division
Kline, P. H., Engineer, Illinois Division
Kuhl, J. C., Agent, Ill. Div.
Larkins, R. W., Yard Clerk, Kankakee, Ill.
Linton, E. J., Conductor, Columbus, O.
Lucas, W. A., Operator, Ohio Central Division
Lutz, C. L., Brakeman, Columbus, O.
Lynch, J. J., Third Railman, New York
Marshall, G. E., Laborer, Columbus, O.
McCarty, R. D., Car Inspector, Dickinson, W. Virginia
McCrary, E., Machinist, Mt. Carmel, Ill.
McCullough, A. H., Engineer, Indiana Division
McManis, G. L., Conductor, Cincinnati, O.
Miller, E. J., Patrolman, Columbus, O.
Myers, J. I., Trackman, Ansonia, O.
Newhouse, J. W., Car Repairer, St. Louis, Mo.
Odle, T. M., Machinist, Beech Grove, Ind.
On, K. S., Agent, Farmer City, Ill.
Palmer, H. D., Yardmaster, Indianapolis
Parris, B. C., Conductor, Cincinnati, O.
Peaker, W. R., Clerk, Cincinnati, O.
Peeler, E. L., Clerk, Louisville, Ky.
Picano, C., Laborer, Beech Grove Car Shop
Price, E. V., Welder, Paris
Printz, I. D., Water Tender, Beech Grove, Ind.
Pryor, R. C., Brakeman, Ohio Division
Ragland, H. L., Car Inspector, Duane, Ill.
Ruckman, A. M., Watchman, Paris, Ill.
Ross, H. P., Pipefitter, Beech Grove Car Shop
Sanders, C. A., Welder, Beech Grove Car Shop
Schaffner, L. C., Machinist, Springfield, O.
Stapp, L., Crossing Watchman, Indianapolis, Ind.
Stone, E. P., Engineer, Ohio Central Division
Scherer, C. M., Sergeant, Lawrenceburg, Ind.
Schnepp, H. H., Car Repairer, Beech Grove Car Shop
Serrone, J., Foreman, Detroit
Shaffer, N. S., Engineer, Louisville, Ky.
Shields, G. S., Foreman, Illinois Division
Shinabarger, G. L., Yardmaster, Anderson, Ind.
Shuppert, P. B., General Foreman, Beech Grove Diesel Terminal
Silas, R., Trackman, Kankakee, Ill.
Smith, E. F., Operator, Wabash, Ind.
Spence, D., Brakeman, Corning, O.
Stack, E. G., Sergeant, Cincinnati, O.
Stewart, G. G., Car Repairer, Dickenson, W. Va.
Strow, C. B., Engineer, Ohio Central Division
Thomas, D. E., Conductor, Cincinnati, O.
Trotter, L. W., Crossing Watchman, Paris, Ill.
Turner, E., Assistant Foreman, Beech Grove, Ind.
Thomas, E. F., Fireman, Hobson, O.
Wallace, T. A., Assistant Signal Mechanic, Indiana Div.
Weisenbach, V. P., Laborer, Cleves, Ohio
William, M. R., Telegrapher Clerk, Indianapolis
Walter, L. G., Engineer, Ohio Central Division
Webb, J. W., Laborer, Bloomington, Ill.

LT. THOMAS F. ACKERSON (center), New York District Police Department, was presented a replica of his shield, by inspector James A. Farrell (left), upon his retiring after 31 years' service with the New York Central. Captain Herbert A. Barker, looks on.

Wilder, L. A., Foreman, Beech Grove Car Shop
Williams, C. H., Carman, Beech Grove, Ind.
Wright, L. N., Carman, Beech Grove Car Shop
Yahn, G., Fireman, Columbus, O.
Young, M. V., Signal Inspector, Columbus, O.

NORTHERN DISTRICT

Avery, N. P., Conductor, Michigan Division
Barron, R. G., Agent, Niles, Mich.
Beatty, W. W., Engineer, Detroit
Bellis, H. J., Car Inspector, Jackson, Mich.
Blasy, E., Field Diesel Inspector, Dickerson Run, Pa.
Boyd, L. A., Yardmaster, Canada Division
Brotherton, E. O., Freight Agent, Owosso, Mich.
Brown, W. C., Laborer, Detroit
Browne, E. G., Leverman, Michigan Division
Burt, R. C., Sr., Car Inspector, Detroit
Corlett, R., Fireman, Canada Division
Davis, B., Conductor, Detroit
Dando, M. A., Trainman, East Youngstown, O.
Dennison, R. J., Yard Conductor, Canada Division
Dewitt, F. W., Conductor, Michigan Division
Gray, J., Trainman, Newell, Pa.
Dixon, W. W., Foreman, Detroit
Evans, G. W., Fireman, Canada Division
Fletcher, C. C., Electrician, Detroit
Frie, B. A., Stenographer, Detroit
Friedman, S. E., Clerk, Detroit
Grostic, M. A., Clerk, Jackson, Mich.
Gunder, A. D., Fireman, West Division
Herm, F. O., Chief Clerk, Detroit
Jocoby, S., Clerk, Detroit
Jolly, L. H., Assistant Trainmaster, Willow Run, Mich.
Kerfoot, G., Car Inspector, Detroit
Marks, T. B., Supervisor, Detroit
Maurer, F. C., Clerk, Battle Creek, Mich.
Morrow, N. D., Lieutenant, Detroit
McDuffee, C. S., Yardmaster, Jackson, Mich.
McElroy, A., Red Cap Captain, Detroit
McEwen, W. G., Head Clerk, Detroit
Pacha, A., Engineer, Detroit
Poulson, C. A., Operator, Jackson, Mich.
Riordan, G. J., Assistant Auditor Passenger Revenue, Detroit
Wolfe, G. A., Engineer, Michigan Division
Nugent, E. R., Clerk, Marshall, Mich.
Parks, H. R., Conductor, Jackson, Mich.
Petroff, S., Carman, Detroit
Pickett, H. M., Brakeman, Michigan Division
Pozza, A., Laborer, Canada Division
Price, J. L., Brakeman, Canada Division
Priest, T. R., Clerk, Detroit
Renaud, L. J., Yardmaster, Windsor, Ont.
Riegel, F. B., Yardmaster, Joliet, Ill.
Rombyer, C. H., Carpenter Foreman, Jackson, Mich.
Shefski, R. J., Clerk, Detroit
Swanson, J. B., Clerk, Lansing, Mich.
Swenson, S., Machinist, Detroit
Welling, H. E., Car Inspector, Detroit
Woolford, O. T., Machinist Foreman, Detroit
Wozniak, A. J., Laborer, Michigan City, Ind.
Zank, W. H., Engineer, Detroit Division

PITTSBURGH & LAKE ERIE

Bliss, R. P., Trainman, McKees Rocks, Pa.
Brinzer, H. E., Fireman, McKees Rocks, Pa.
Chapman, G. E., Lampman, McKees Rocks, Pa.
Cunningham, L. C., Supervisor Train and Engine Crews, McKees Rocks, Pa.
Farabaugh, L. M., Assistant General Foreman, McKees Rocks, Pa.
Foley, M. T., Stenographer, McKees Rocks, Pa.
Ford, A., Engineer, McKeesport, Pa.
Gasull, C., Engineer, McKees Rocks, Pa.
Grady, T. P., Trainman, Pittsburgh
Green, W. M., Janitor, McKees Rocks, Pa.
Hanbury, J. M., Engineer, East Youngstown, O.
Johns, B., Assistant General Foreman, McKees Rocks, Pa.
Kinney, G. F., Trainman, East Youngstown, O.
Korn, W. O., Electrician, Pittsburgh
Laing, W. E., Painter, McKees Rocks, Pa.
Lohse, E. L., Clerk, Dillwood, Ill.
Murphy, J. P., Jr., Trainman, McKees Rocks, Pa.
Peretti, J. M., Laborer, McKees Rocks, Pa.
Rice, A. H., District Lineman, Youngstown, O.
Snyder, S. F., Engineer, Youngstown, O.
Ulrich, E. J., Car Inspector, McKees Rocks, Pa.

INDIANA HARBOR BELT

Cicero, J., Machinist, Gibson, Md.
Dillon, R. C., Yard Foreman, Blue Island, Ill.
Haager, C. P., Sheet Metal Worker, Gibson, Ind.
Jacobs, D. G., Foreman, Gibson, Ind.
Knirsch, A. B., Yard Clerk, Blue Island, Ill.

RETIREMENT VOYAGE... Al Williams made it after 40 years as NYC Conductor, Eastern District.

Meginnis, K., Cashier, Blue Island, Ill.
Richerme, J. A., Yardman, Blue Island, Ill.
Sanders, C. H., Yardman, Gibson, Ind.
O'Neal, F. W., Yardman, Gatson, Ind.
Wursthorne, C. H., Engineer, Chicago

CHICAGO, RIVER & INDIANA

Allison, T. W., Engineer, Chicago
Bitner, G. T., Engineer, Chicago
Howard, G. M., Sergeant, Blue Island, Ill.
Lewis, L. V., Yard Clerk, Chicago
Perez, M., Laborer, Chicago
Romans, J. D., Engineer, Chicago
Zon, W. S., Engineer, Chicago

EQUAL EMPLOYMENT OPPORTUNITY

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

In keeping with this policy, the Company does not permit discrimination in recruitment, employment, compensation, promotion or any other aspect of employment because of race, creed, color, national origin, sex or age. The Company will take positive, continuing action to insure continued realization of this policy.

New York Central Railroad
HEADLIGHT—Room 1446
466 Lexington Avenue
New York, N. Y. 10017

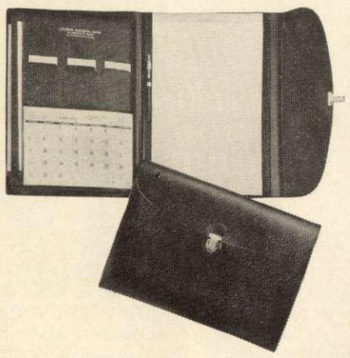
I am a retired New York Central employee. Please add my name to the mailing list to receive the HEADLIGHT regularly.

NAME

CORRECT U.S. MAIL ADDRESS

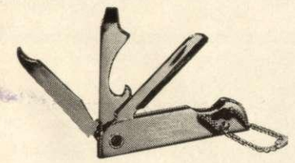
CITY AND STATE ZIP CODE

you can buy these items at low cost



1. "COMMUTER" LEGAL SIZE PORTFOLIO

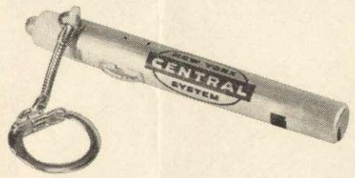
Made of new, heavy-duty Black Boarded Cowhide Vinyl. Three full legal-size pockets, one gusseted for catalogs or bulky papers. Twelve-month planning calendar plus three pockets for business cards, stamps, etc.



2. POCKET KING KNIFE

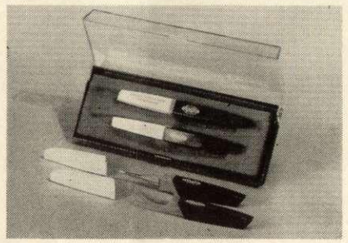
Pocket King is a handsomely designed, custom finished combination pocket tool. These outstanding features assure its constant use:

- . . . Precision ground, carbon steel knife.
- . . . Rugged Bottle Opener, hardened and tempered for long life.
- . . . Handy Screw Driver Blade.
- . . . Convenient nail groomer and file.



3. VIGILANTE

Combination flashlite, whistle and horseshoe clasp snake chain keyring. Exclusive: Jewelers' "luster-glow" Florentine finish on carefully crafted rich-low brass.



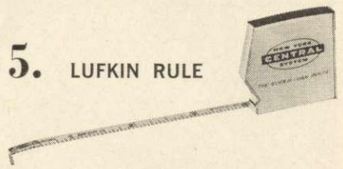
4. CLIPIT WITH MINIFIX SET

Clipit . . . Light and compact precision instrument for quickly and neatly trimming out news articles, reference materials, recipes and coupons. The clipit has a safety cap that protects the honed cutting edge.

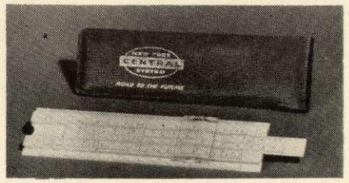
Minifix . . . A sturdy and compact Screwdriver set with hardened steel blades that quickly and easily handles repair needs — sewing machines, fishing reels, watches, clocks, eyeglasses, guns, cameras, hobby models. Minifix has a protective safety cap with extra blades contained in the handle.

The Clipit Minifix Set is packaged in a transparent gift box with double-cavity platform, instruction sheet and protective outer sleeve.

5. LUFKIN RULE

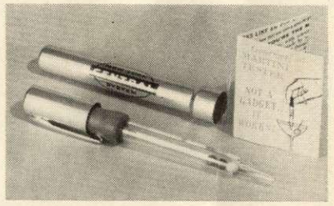


Lufkin 6 ft. Miniature Rule. Six foot standard consecutive inches. 3/16" white blade. Made by the World's Largest Manufacturer of Measuring Tools since 1869. Gift boxed.



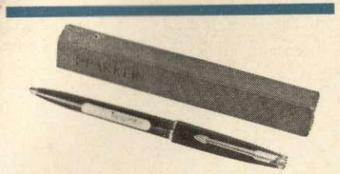
6. ENGINEERING SLIDE RULE

Slide Rule—6", white plastic rule in individual plastic case. Perfect for engineers, architects, designers, etc. Size 6" x 1½".



7. MARTINI TESTER

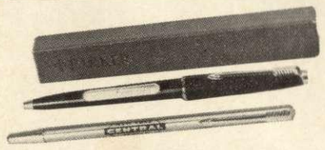
The Martini Tester comes in a handsome gold anodized tubular aluminum case with a pocket clip. Packed in a gift box with instructions. Based on a measurement of specific gravity, three little balls in the eye-dropper type tube sink, one at a time, depending on whether your Martini is regular, dry or extra dry.



8. PARKER WINDOW JOTTER PEN

Parker's exclusive window jotter ball pen with the New York Central Message appearing by a simple push of the cap which revolves the inner sleeve. Four fast pushes on the cap tells the whole story:

Serves America's
Growing Economy
with Advanced
Transportation

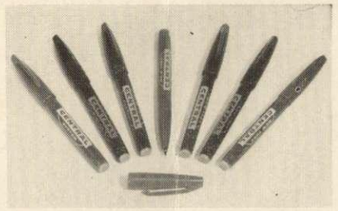


9. PARKER WINDOW JOTTER PEN AND POINTER SET

Combination set of Parker Window Message Pen and Parker Pointer. The slim pocket-size Pointer that extends from 5" to over 25".

10. BOTTLE CAPS

Mitey-Tite Bottle Caps will reseal refrigerated, carbonated beverage bottles for long periods of time. Two caps to the heat sealed envelope and containing a directional slip.



11. PENTEL PEN SEVEN-PACK SET

The Pentel Pen is a fine-line, patented nibtip marking pen that writes on anything . . . paper, metal, glass, cloth, film, using a special and unique water-soluble ink. Seven pens with seven different colors of ink provided in a Seven-Pack Vinyl kit. Colors: Red, Blue, Black, Green, Orange, Yellow and Brown.

12. PERMANENT MATCH

Made of rugged, solvent and flame resistant plastic. The Permanent Match has won international awards for innovation and utility. The Match is filled with about 2 cc of ordinary lighter fluid. It will run up to a month without a refill. The "stick" is unscrewed and struck lightly but briskly against flint. Each Permanent Match is sealed in a printed poly bag. Directions included.

SELLING PRICES INCLUDING POSTAGE FOR EACH ITEM OF MERCHANDISE

1. "Commuter" Legal Size Porfolio . . . **$3.95**
2. Pocket King Knife . . . . **$ .70**
3. Vigilante **$1.05**
4. Clipit with Minifix Set . . **$1.95**
5. Lufkin Rule **$1.90**
6. Engineering Slide Rule . **$1.65**
7. Martini Tester **$1.90**
8. Parker Window Jotter Pen **$1.75**
9. Parker Window Jotter Pen & Pointer Set **$3.75**
10. Bottle Caps— per packet (10 packets minimum) . **$ .15**
11. Pentel Pen Set— 7 Pens **$3.70**
12. Permanent Match **$1.00**

COUPON

N. Donald Edwards Co.
117 North Salem Road
Ridgefield, Conn. 06877

Please send me the following number of items with the New York Central Railroad trademark appearing on each item. Offer limited to 10 units of each item per person*. Allow three to four weeks for delivery.

_____"Commuter" Legal Size Portfolio—$3.95 each
_____Pocket King Knife—$.70 each
_____Vigilante—$1.05 each
_____Clipit with Minifix Set—$1.95 each
_____Lufkin Rule—$1.90 each
_____Engineering Slide Rule—$1.65 each
_____Martini Tester—$1.90 each
_____Parker Window Jotter Pen—$1.75 each
_____Parker Window Jotter Pen & Pointer—$3.75 each
_____Bottle Caps (10 packets minimum)—$.15 per packet
_____Pentel Pen Set—7 Pens—$3.70 set
_____Permanent Match—$1.00 each

Enclosed is my check for $_____covering cost of merchandise ordered, mailing and postage.

*Quantity price quotations available upon request.

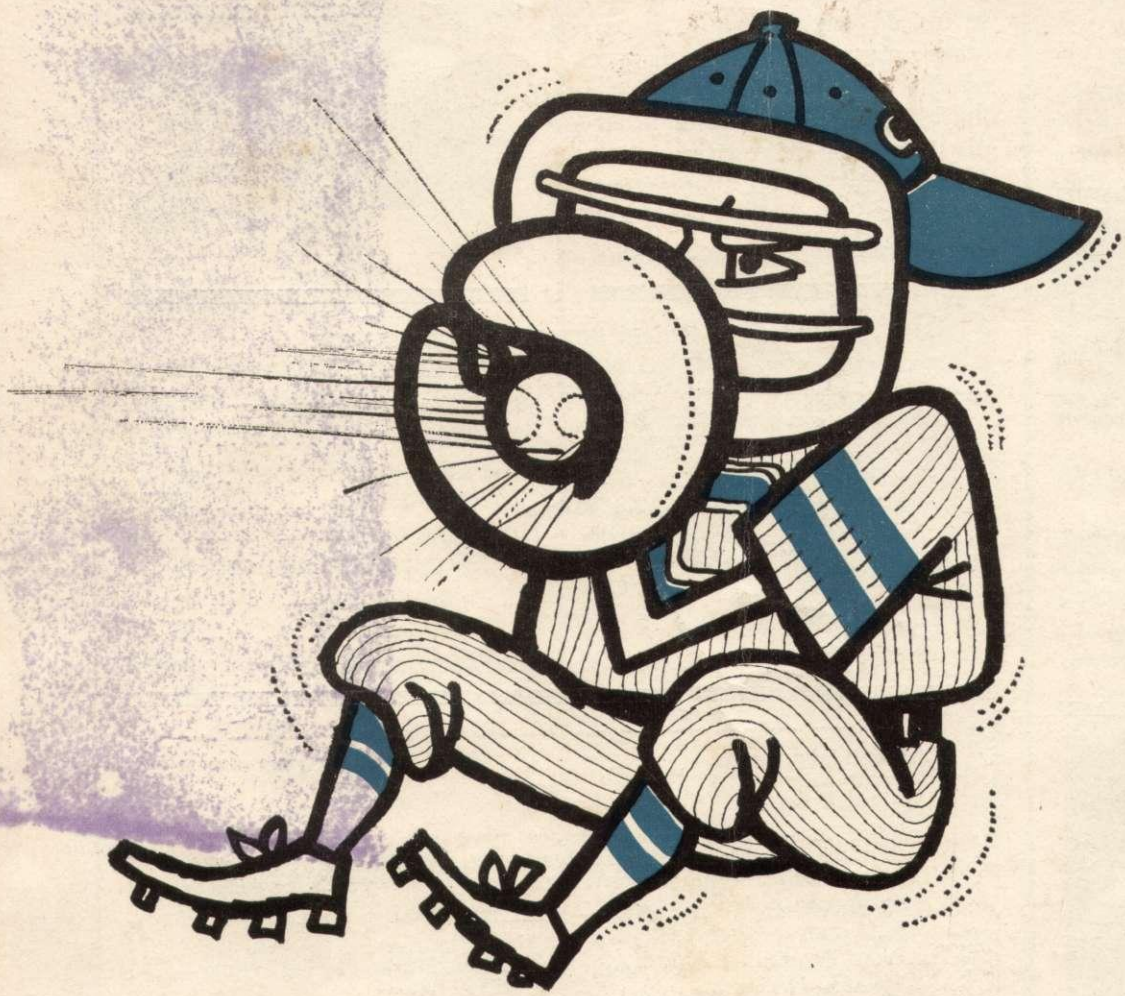
NAME_____TITLE_____

ADDRESS_____

CITY_____STATE_____ZIP CODE_____

THIS OFFER GOOD THROUGH NOVEMBER 1, 1967

IMPACT



MAY HAVE ITS PLACE, BUT

NOT

IN FREIGHT CARS