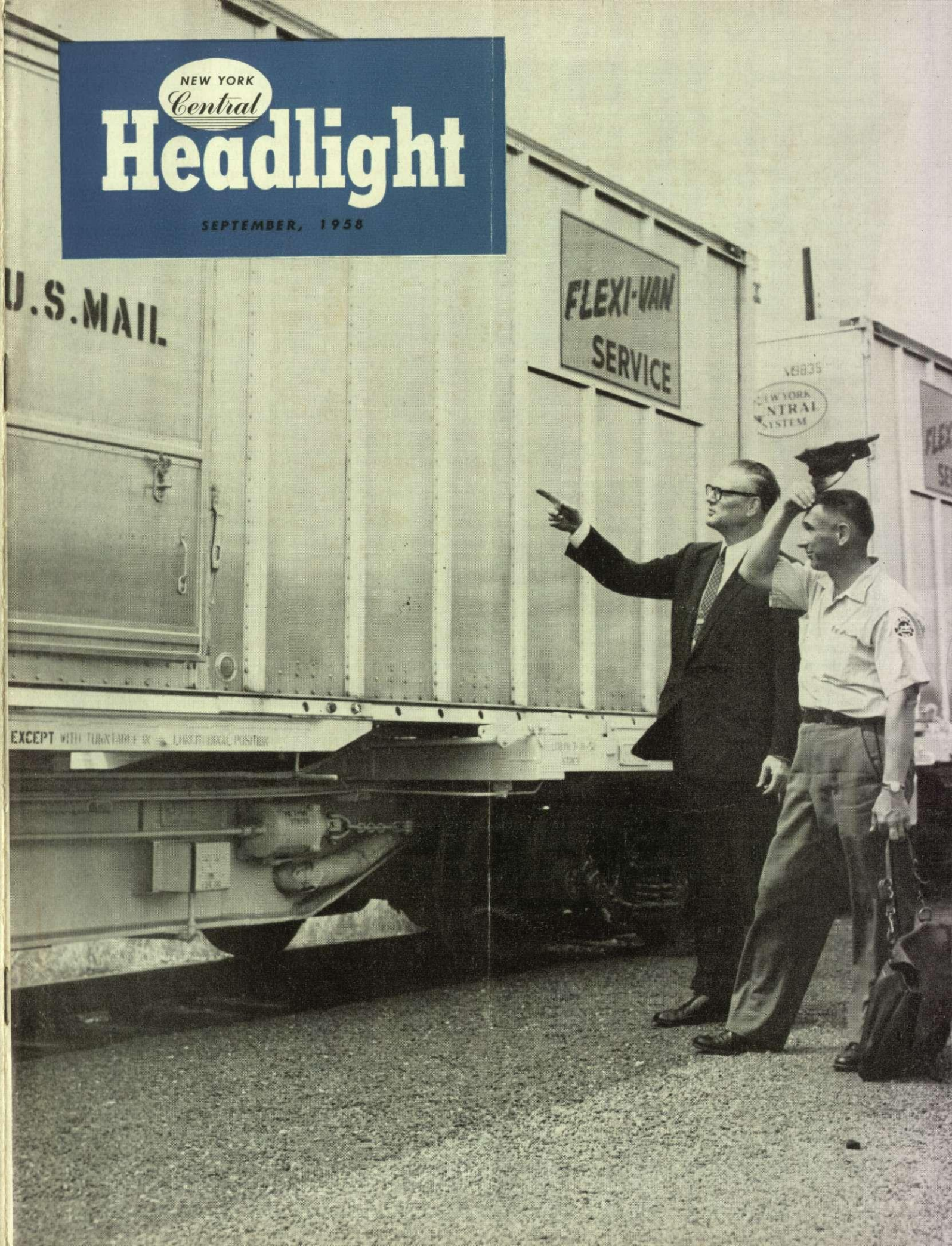
NEW YORK Central

Headlight

SEPTEMBER, 1958



ADMINISTRATOR James A. Kelly enters grades on record cards before sending next units to employes enrolled in Central's Home Study Course. Former Station Agent at Pleasantville, N. Y., he's been with NYC for 13 years.

Home Study Course A Hit

ENROLLMENTS 2,000

More than 2,000 men and women have enrolled in the Central's new home study course—"Station Functions & Operations" — for employes. Hundreds of additional employes are signing up every week.

Success of the course can be judged from the prompt and enthusiastic response it brought from employes who signed up early and have completed part of the work. Their enthusiasm — passed by word of mouth—has resulted in many more NYC people developing interest in the course.

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

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

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

Central's Vice President-Operation, John F. Nash, after reviewing the course materials commented: "All who had a part in the preparation of this course are to be congratulated on having accomplished such an outstanding result. It is one of the finest publications of its kind I have ever seen."

When the course materials were being prepared, S. Sogo, President of the Japanese National Railways was visiting the United States and spent some time on the Central. He became familiar with the objectives of the home study course and when it was completed, a copy was sent to him. Acknowledging it, Mr. Sogo said, "The Home Study Course will no doubt prove of great value to your employes, I am sure."

Comments of Central employes have also been pouring in to the course administration office. Clyde Reed, Agent at Batesville, Ind., says, ". . . written in a manner that creates interest to the person who really wants to do a good job as a representative of this great railroad . . . at no time in my 48 years with the Central has anything come to my attention that so hits the spot."

From Boston, J. D. Blue, District Station Accountant, writes: "I am intrigued with the information it contains and look forward to studying it in detail."

Roy Spangenberg, Passenger Sales Manager at New York, comments, "The benefits to be derived from this course are, I think, invaluable to both employes and management."

Ticket Clerk B. J. Gula, Palmer, Mass., says, "As a Ticket Clerk who has just started recently to handle some freight business, I am very grateful for this home study course, which I know will be very helpful to me."

At the Central's Syracuse Freight Station, 80 per cent of the employes have signed up for the course. Orange Avenue Station, Cleveland, is running close behind in numbers signed up, and applications are coming in from off-line Central offices—Denver, San Francisco and Minneapolis.

From some stations, instead of separate applications for each individual, group applications for 60 to 75 employes at a time are being received.

One NYC Agent in the Western District wrote to inquire how much the course would cost him. The answer is, of course, nothing. The course is made available to New York Central people entirely without charge.

Joseph P. Cunniff, Chief Clerk in the Central's Police department at Boston, has the degrees of B.A. and M.A. in business administration. "Yet," he writes, "I have not been able to find any course to satisfy me that is designed especially for the railroad industry. This one does, and I am delighted."

Comments summarized

Perhaps a summary of how many Central employes feel about the course is contained in the following letter from Robert L. Corwin, the Central's Agent at London, O. Mr. Corwin writes: "It is my desire to express my appreciation for the opportunity the New York Central is giving me to further advance my knowledge in my field of employment as a freight and passenger agent.

"For several years I have advocated such a course. It is my experience that to fulfill this need for more advanced knowledge a person must seek and find it through an outside school. I have continued my own education through my union (the Order of Railroad Telegraphers) and have only recently completed a course in higher accountancy through a correspondence school.

"Now, the Central is going to enable me to keep on learning even more about my chosen occupation. I believe this to be one of the finest things the railroad has done for its employes."

Central employes interested in enrolling in the course should write to: Administrator, Home Study Course, 466 Lexington Ave., New York 17.

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THE COVER: William M. Smith, NYC's Manager of Mail & Express Traffic describes new Flexi-Van facilities for speeding mail to Postman William Adams of North Bergen, N. J. Flexi-Van trailers for use in carrying the mail have side-loading doors. For more about progress of this new Central operation, see page eight.

Headlight

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KATHERINE MOORE
Editorial Assistant

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

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Railroaders' Efforts Applauded In Gaining Congressional Action

The Transportation Act of 1958 is now the law of the land, having been passed by Congress and signed by President Eisenhower. Congressional action on this measure was encouraged in large measure by the support it received from railroaders and their friends throughout the country. Following the signing of the bill, New York Central's President, Alfred E. Perlman, sent this message to all Central men and women, thanking them for their part in this effort:

TO ALL MEMBERS OF THE NEW YORK CENTRAL FAMILY:

"President Eisenhower has just signed the Transportation Act of 1958. This measure, which perhaps you know better as the Smathers-Harris Bill, is indeed a major step toward the railroads' goal of a modern transportation policy.

"There is no doubt in my mind that the unanimous passage of this legislation would not have been possible without the efforts of the employes and friends of the railroads. In this connection, the New York Central family of employes, retired employes and shareowners responded in heart-warming fashion to the necessity for letting their Congressmen know how they felt about the importance of legislation to save our industry from disaster. I would like to thank all of you for these efforts in helping us meet this emergency.

"As you know, many other letters and wires were sent to Congress by friends of our industry who were neither employes nor shareowners, but were nevertheless interested in our welfare. I think it is important that we remember that we must continue to give the good service which is required to keep these friends interested in us.

"The Transportation Act just passed is a long step forward on the way toward a revision of our national transportation policy. However, it must be remembered that even with the passage of this bill, our railroad industry is still far from being on equal terms with other forms of transportation, either as to government regulation or government assistance. Therefore, we are looking forward to the broad study into the problems of the transportation industry which has been ordered by the Senate. We hope that even more fundamental reforms will come as a result of this step.

"I think I should also mention that now that Congress has acted on the problems of the transportation industry in so praiseworthy a fashion, it is essential that similar attention be given to the problem by state legislatures and local communities.

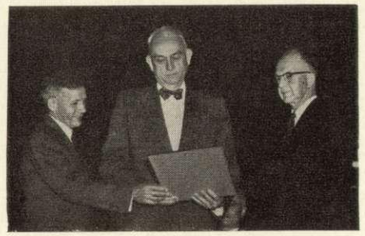
"Once more, thank you again for your splendid efforts in helping to tell our story during the past few months."

Alfred E. Perlman

President

CENTRALINES

Amos E. Schmidt and **Arthur L. Newberg,** both Clerks, Accounting department, Detroit, have turned their hobbies—amateur radio stations—into advertising devices for the Central. They have taken regular NYC postcards showing a passenger train running along the Hudson River and have printed their names, addresses, radio station codes and other short wave information on them. Over 1,000 similar cards have been sent by them to radio amateurs all over the world . . . The heroic act of a Central employe, **Boyd L. Schuck,** Signal Maintainer, Indianapolis, saved the life of Mrs. H. Halterman, Marion, Ind. Mr. Schuck was passing Mrs. Halterman's house in his car when he saw smoke pouring from it. He rushed inside, and with great danger to himself, pulled her out to safety . . . **Robert A. Alger,** Ticket Agent, Schenectady, N. Y. was recently elected President of the Rotterdam Rotary Club . . . **Ernest C. Nickerson,** NYC's Vice President-Passenger Sales and Service, has been elected to the Board of Directors of Travelers Aid Society of New York . . . One of the oldest Central pensioners, **John J. Carroll,** died recently at the age of 97. Mr. Carroll started working for NYC in 1881 as Passenger Conductor on the Cleveland Division of the former Big Four Railroad and retired in 1931 . . . The Annual Meeting of Shareholders of The Toronto, Hamilton and Buffalo Railway Company was held in Hamilton, Ont., recently with **P. W. Hankinson,** General Manager, presiding . . . **O. B. Price,** NYC Asst. Director of Agricultural Sales, Rochester, received a Citation on behalf of the Central for outstanding work with



the 4-H Club at the 32nd Annual New York State 4-H Club Congress at Ithaca, N. Y. . . . Four "Ticketeer" machines have been installed at Albany Union Station to help speed up individual ticket sales.

George Mosher

George E. Mosher, Conductor, Syracuse, has been unanimously elected governor of District 20-Y, Lions International, at the 35th annual Lions State Convention . . . Annual "Old Timers" picnic has been held for both retired and active Central men on the Southern District at Sharonville, O. The picnic was sponsored by the Transportation Brotherhoods . . . **Louis F. Batory,** Car Checker, Detroit, was selected by the Brotherhood of Railway Clerks to receive a scholarship for the 23rd session of the Trade Union Program at Harvard University, where labor relations and management problems were studied by students representing 5 continents.

James Boisi

James O. Boisi, NYC's Director of Real Estate, N. Y., has been promoted to associate professor at Pace College, New York. Mr. Boisi is Chairman of the Real Estate and Insurance Department at the College. He has been active in the formation of the Pace College Real Estate Advisory Board for several years.

Through his efforts and with the cooperation of Pace College officials, eleven of New York's largest real estate operators have formed this advisory group in order to stimulate more interest among young people in making real estate a career . . . The 729th Railway Operation Battalion — a Central-sponsored outfit held its ninth annual reunion on August 14-16 in New Haven, Conn., at the Taft Hotel. For more details about this group, contact: A. H. Cotello, Secretary and Treasurer, 1426 First Avenue, Altoona, Pa.

The 721st Railway Operating Battalion Veterans Association is holding its Ninth Annual Reunion Sept. 19-20 at The Netherland Hilton Hotel, Cincinnati. Anyone wishing to join the Association should contact Bernard P. French, Secretary, 619 Maplewood Ave., Peekskill, N. Y.

Pats on the back

July 1, the first day the Central put its new sleeping car service into action, it reaped a letter of commendation to **Abram H. Smith,** Manager-Dining & Sleeping Car Service by a pleased passenger, James E. Corbin of Webster Groves, Mo. Mr. Corbin found it necessary to request a change in bedroom accommodations on the Knickerbocker from St. Louis, Mo., to Albany the night of July 1, and **Paul R. Hardin,** District Passenger Sales Representative, St. Louis, arranged the transfer "rapidly, courteously and efficiently." Mr. Corbin stated, "We are pleased with the service and attitude of the railroad personnel on this trip. If this condition continues to prevail, I'm sure business will improve rapidly."

• • •

Kenneth R. Mitchell, Station Agent, Philipse Manor, N. Y., received recognition at a recent meeting of The Philipse Manor Improvement Association, Inc., for "not only attending to the requirements of his passengers, but also doing a fine job in keeping the station property in a condition which is a credit to the community."

• • •

Three Central employes received well-deserved praise for their quick action recently when a passenger on the Chesapeake & Ohio Derby Special out of NYC's Louisville, Ky., Yard, lost his footing while boarding the train. The passenger was being dragged between the cars, holding on to the grab iron, when **Roger, E. Cline, Wally Hume** and **Orville Spond,** Car Inspectors, immediately ran to his rescue and pulled him to safety. **Veral F. Lowe,** NYC Superintendent-Agent at Louisville, in a letter to the three men commended them for their "alertness, quick thinking and attitude."

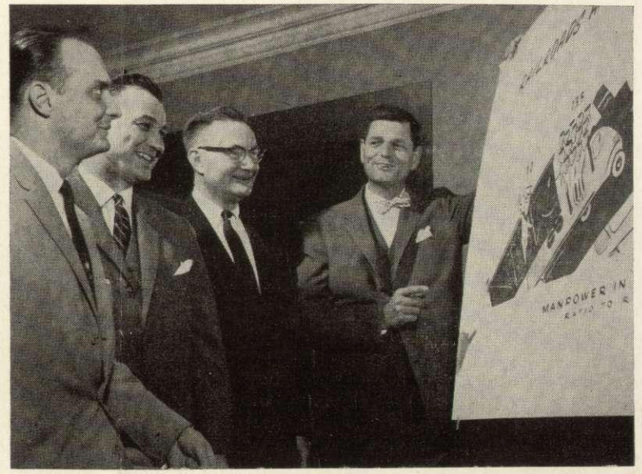
• • •

"Superior service" by **Laura A. Burdt,** Ticket Seller, 165 Broadway, New York, prompted laudatory letter from Richard B. Fant, General Partner, E. F. Hutton & Co., New York. Mr. Fant made reservations for a round trip for his wife, daughter and himself between New York to Lake Placid, expecting to pay the full fare. Through a suggestion by Miss Burdt, however, to make use of the Central's family plan, he was able to save $22.55.

Centralmen promote their railroad

In communities throughout the NYC System hundreds of Central employes are helping to further the cause of the railroad industry through their civic activities. As members in Railroad Community Committees, they work together with other citizens performing good deeds for the communities they live in. In this way, Central employes have come far in helping the public to learn about the necessity of railroads and railroadmen. These pictures show some NYC employes engaged in such activities.

SILVER RAIL recipient, J. Fred Holtmann (center), NYC Assistant Manager of Industrial Development, Cincinnati, accepts award for "outstanding community service," with C&O employe John Moloney, from Thomas H. Willings (left), Central Division Freight Agent.



ACTIVE PART in Gary, Ind., Railroad Seminar was taken by Douglass Campbell (right), NYC Vice President-Chicago, principal speaker, and Sam Keating (left), Assistant General Attorney, discussion leader.

ROTATING Chairmanship of Railroad Community Committee of Greater Boston, last year's Chairman, Herbert H. Harwood (right), NYC Executive Representative, gives clear signal to James V. Whalen of New Haven RR, new Chairman.

New Law Makes Start at Modern Transport Policy

The Transportation Act of 1958 has become the law of the land, following final action by Congress and President Eisenhower's signature. Thousands of Central men and women — employes, shareowners — other railroaders, and friends of the railroad industry played an important part in the passage of this law by writing to their congressional representatives, urging support of a modernized transporation policy.

Here are major provisions of new law:

1. The Interstate Commerce Commission is given authority over the discontinuance of trains whose routes cross state boundaries. On trains operating entirely within the borders of a single state, the state regulating agency retains authority. However, the law gives railroads the right to take such cases to the ICC if the state commission fails to act within 120 days or gives an adverse decision.

2. Under the Act the ICC may now guarantee private loans to railroads up to $500 million. These funds may be used for capital improvements, equipment purchases and maintenance.

3. The ICC may now act on petitions involving intrastate rates without waiting for action by state commissions. This provision is expected to result in elimination of long delays previously encountered in this field.

4. The new law tightens up on the number of commodities which can be shipped exempt from transportation regulation.

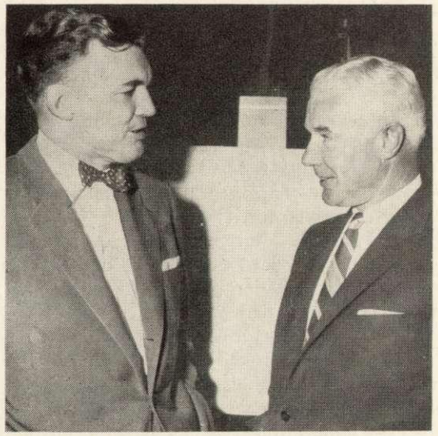
5. The law sets up new tests to determine whether a carrier claiming to be engaged in private transportation is actually so engaged or is really performing services coming under the scope of transportation regulations for common carriers.

6. In future rate cases, according to the new law, the rates of one type of transportation service will not be held up to a particular level to protect a competing form of transportation.

These are the major provisions of the Transportation Act of 1958. Together, they make a start towards modernization of transport policy. However, the mass of outmoded regulation that has grown up over many years still leaves many areas on federal, state and local levels where more work must be done before our national transportation policy can be considered fully modernized.

Headlight Highlights

Worn Shoe Leather . . .
wasn't all John D. Burke (center), NYC Freight Agent, Winchendon, Mass., and his wife acquired when they canvassed merchants in the Winchendon area for equipment needed to fill a pre-school nursery for retarded children as part of a drive sponsored by the Greater Gardner (Mass.) Association for Retarded Children. Mr. Burke, who is also a member of the Railroad Community Committte of Central New England, headed the drive, and he and his wife equipped an 11-pupil classroom.

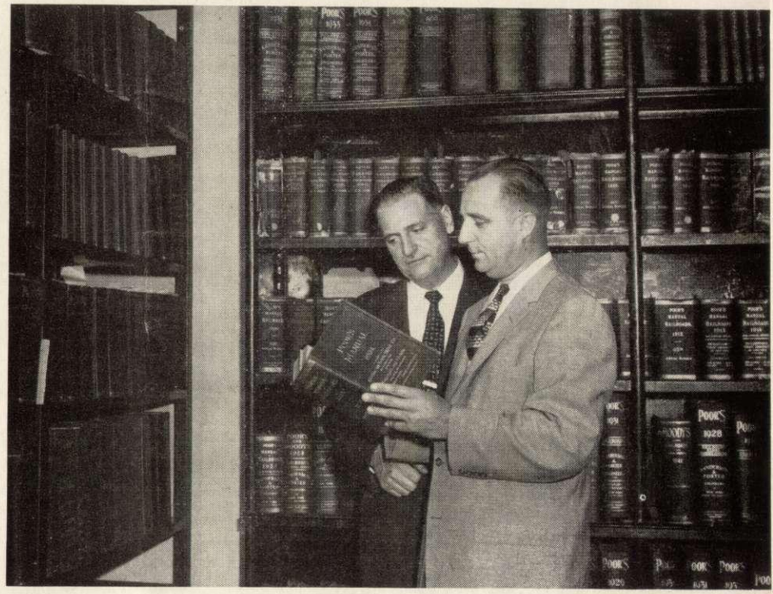


Double Take . . .
is effected as John F. Nash (right), Central's Vice President-Operation, meets John F. Nash, South Bend Chamber of Commerce President and First Bank & Trust Co. Vice President, at annual meeting of Committee of 100, South Bend, Ind., where NYC Nash was main speaker.

Veterans . . .
of the Military Railway Service present to Senator George A. Smathers (center), of Florida, a copy of General Carl R. Gray, Jr's. book, "Railroading in Eighteen Countries." This book, a collector's item because it was autographed by General Gray, now deceased, was presented Senator Smathers on behalf of more than 6,000 veterans of the MRS to show their appreciation for his interest in the problems of American railroads.

Hero . . .
of the day, Dave Mills of Lakewood, O., was greeted in Cleveland Union Terminal on his return from Columbus and a national track championship by over 1,000 Lakewood residents. Above photo of Dave and Mahlon Povenmire, Lakewood High School Principal was taken by NYC Terminal operator James C. Reid's son, Jim, Jr.

Voluminous Gift . . .
of 237 volumes of Moody's and Poor's Investor's Manuals was presented by the Central to New York University recently. Inspecting one volume are John J. Popp (right), Central's Assistant Comptroller, and Harry M. Kelly, Assistant Dean of the School of Commerce. The books, which are to be placed in the Washington Square library for student and faculty use, date back to 1872 and cover corporate data on railroads, public utilities and industrial firms.



Pulchritude . . .
prevails at this meeting as the Capitol District Chapter #45 of the Railway Business Women's Association, Albany, N. Y., meets for their installation banquet. The group, including members and guests of the Delaware & Hudson and New York Central Railroads, feted the six new officers, four of whom were Central employes.

FLEXI-VAN ON THE MOVE FROM PLANT TO TRAIN carries first load of merchandise away from Kankakee, Ill., plant of Amberg File & Index Co. For this shipper, as for others, the new NYC service provides greater flexibility and swifter handling of merchandise freight.

Flexi-Van Service Is Expanded As More Equipment Arrives

Side-loading vans start carrying U. S. Mail between Chicago and Detroit

Flexi-Van, Central's revolutionary method of combining the advantages of rail and highway transportation, has been growing and expanding rapidly during the summer. A major forward step for this new service came late in July, when the U.S. Post Office department started moving mail by this method between Detroit and Chicago.

Launched in April between Chicago and New York, Flexi-Van service has been extended to more and more on-line cities as additional equipment became available. Central cities now served by Flexi-Van include New York, Chicago, Detroit, Boston, St. Louis, Albany, Schenectady, Troy and Syracuse (all in New York State), and Kankakee and Joliet in Illinois.

At ceremonies in Chicago launching Flexi-Van U.S. Mail service, NYC President Alfred E. Perlman and Assistant U.S. Postmaster General E. George Siedle were joined by other railroad, postal and civic officials.

Mr. Perlman, speaking at the launching ceremonies, said, "Here is one more example of the progress that is vital to our growth . . . one more example of what the Central is doing to help its customers, the public and itself."

Postmaster General Arthur E. Summerfield, who could not be present in person at the ceremonies, sent a message describing Flexi-Van as "another new development in our program to provide better and faster mail service to the American people. Its flexibility assures more efficient coordination between railway and highway transport. If this experiment proves as successful as we expect," the Postmaster General said, "it will reduce shuttle service between post offices and rail facilities as well as time consumed in mail handling at terminals and intermediate points."

Flexi-Van made its debut in regular service on the Central April 16. The change of units from rail to highway and vice-versa can be made in only four minutes. Flatcars are equipped with passenger service type wheel units and those used in mail service also have steam hose connections so they can pass on heat from locomotives to passenger cars behind them in trains. The vans used in mail service also have side loading doors.

Advantage over "piggy-back"

A great advantage of Flexi-Van over ordinary "piggy-back" service was pointed out by Mr. Siedle, the Assistant Postmaster General. He called attention to the fact that ordinary "piggy-back" is limited to those points where the railroads have built special facilities for loading and unloading highway units on and off flatcars. Flexi-Van, however, needs no such special facilities. The transfer is made simply by backing a tractor up to the side of a flatcar on any road beside a track.

Interesting new traffic potential has unfolded as additional Flexi-Van equipment has permitted extension of the service to more cities. For example, the Amberg File & Index Co. for many years has received carload lots of raw materials via NYC at its headquarters plant at Kankakee, Ill. Amberg is a leading maker of phonograph record carrying cases. The firm's outgoing traffic, however, is principally in the class of mixed merchandise shipments, relatively small in the quantity consigned to any single buyer.

Opens new doors for shippers

Flexi-Van opens up new doors for this shipper, providing the facilities for him to combine his former LCL freight into regularly scheduled, fast-moving Flexi-Van shipments that can be handled on a convenient door-to-door delivery basis and at the same time include stock for replenishing the firm's New York warehouse. Amberg was one of the first to use Flexi-Van when it was made available to Kankakee.

Flexi-Van is proving a valuable asset to business and industry in the areas it serves by providing fast, flexible, door-to-door integrated transportation. In effect, it places every shipper in a "trackside" location, regardless of where his plant is or the size of his shipment.

LOADING first U. S. Mail in Flexi-Van at Chicago, from left: Ormond R. Kieb, Asst. U. S. Postmaster General; NYC President Alfred E. Perlman; E. George Seidle, Asst. Postmaster General; and (in van) Carl A. Schroeder, Postmaster at Chicago, where the ceremony took place.

INTRODUCING Flexi-Van to Kankakee and Joliet, Ill., from left: David S. Mackie, Asst. Vice Pres.-Freight Sales & Service, Chicago; William A. Kraus, Division Freight Sales Manager, Kankakee; Harold M. Sorenson, Chicago Manager, NYC Transport Co.

AT SELKIRK YARD, military and government officials had first-hand look at Flexi-Van in Albany area. From left: Col. Bruce Kendall; Leo L. Mellam, President, NYC Transport Co.; Maj. C. J. Henage; and Alton C. Marshall, Secretary to N. Y. Public Service Commission.

New Appointments Announced for Central Men

SYSTEM

Two recent appointments in the Mechanical department have been made with the transfer of **Shannon T. Kuhn** from Chief Mechanical Superintendent to Chief Mechanical Officer of the New York Central, and **Robert F. Batchman** from Mechanical Superintendent, Pittsburgh and Lake Erie Railroad — an affiliate of the Central — to Assistant Superintendent Shop, Collinwood Diesel Shop, O.

Both moves are part of a program to streamline the Central's Equipment departmental organization to keep pace with its modernizing of equipment maintenance facilities throughout the system.

S. T. Kuhn

R. F. Bachtman

Also in the Mechanical department, **Robert H. Miller** has been promoted from Methods and Procedures Engineer, Beech Grove, Ind., to Lubrication Engineer, New York.

Two new 20th Century girls have taken over their duties on NYC's crack passenger train. They are **Celia Hoben** and **Miriam Loughlin.**

Celia Hoben

Miriam Loughlin

In the new Dining and Sleeping Car Service department, six appointments have been announced: **Henry C. Cassell,** former Supervisor of Operations is now Assistant Superintendent-Dining and Sleeping Car Service; **Phillip H. Karda** has become Superintendent-Operation. He was Assistant Superintendent-Dining Service; **Paul E. Kenney** has gone from Supervisor-Food Standards to Supervisor-Operations; **Christopher J. Fedigan** has been promoted from Chief Clerk to Supervisor-Food Standards; **Emmett D. Madison** has become Assistant Superintendent-Dining Service from Commisary Agent; and **James J. Connell,** who was Assistant Chief Clerk, is now Chief Clerk.

EASTERN DISTRICT

E. P. Frasher

Edward P. Frasher has been named Assistant to General Manager-Labor Relations at Boston succeeding Walter Fisher—deceased. Mr. Frasher began Central service in 1942 as a Fireman at Watertown, N. Y., and prior to his latest appointment was Transportation Superintendent at the same location.

At Albany, N. Y., two new appointments have been made. **James F. O'Connell** has become Assistant Transportation Superintendent-Labor Relations, and **Thomas M. Taylor** is the new Assistant Trainmaster.

Succeeding **Lynn J. Sheils**—retiring—at Syracuse, **John W. Hobb** has been named Supervisor Freight Transportation. **Allan W. Campbell** has been appointed Trainmaster, Gouverneur, N. Y. **William E. Tanner** is now Terminal Trainmaster—Frontier Yard with headquarters at East Buffalo, N. Y.

In connection with personnel reorganization on the Syracuse Division, the following appointments and changes have become effective: **George E. Raynor** to the new position of Assistant Transportation Superintendent-Labor Relations, Syracuse, from Trainmaster at East Syracuse, N. Y.; **John J. Bowes** to Trainmaster at East Syracuse, succeeding Mr. Raynor, from Trainmaster, Boston; **Leo M. Lawrence** to the new position of Trainmaster in charge of DeWitt Yard, from Terminal Trainmaster at Frontier Yard, Buffalo; **Lloyd J. Amidon** to the new position of General Yardmaster, DeWitt Yard, from Assistant Trainmaster at DeWitt; **John J. McCarthy** to the new position of General Yardmaster at DeWitt Yard, from General Yardmaster at DeWitt, N. Y.; **William H. Bennett** to General Yardmaster, succeeding Mr. McCarthy, from Assistant General Yardmaster at DeWitt; **W. Clyde Keller** to the new position of Supervisor of Statistics at Syracuse, from Assistant Trainmaster, East Syracuse, N. Y.

WESTERN DISTRICT

In Chicago, a new Assistant Transportation Superintendent has been appointed. He is **Leo E. Walsh,** formerly Trainmaster at Englewood, Ill. Mr. Walsh began with NYC in 1936 and has held positions of Trainmaster, Englewood, Ill., and Passenger Trainmaster, Chicago.

L. E. Walsh

In the Maintenance of Way department, three new appointments have been announced. **Alexander Matthews, Jr.,** former Staff Engineer, New York, has become Assistant District Engineer with headquarters at Cleveland. **Richard J. Hardenberg** is now Division Engineer at Toledo, O., having had the same title at Columbus, O. **Charles F. Hunt** has been named Division Engineer at Columbus, O., and was formerly Assistant Division Engineer, Toledo, O.

SOUTHERN DISTRICT

At Indianapolis, **Ronald W. Mefford,** former Instrumentman, has been named Assistant Engineer.

Wendell B. Fiscus has been appointed Special Inspector, Mechanical department, Mattoon, Ill. He was formerly Machinist, Harrisburg, Ill.

NORTHERN DISTRICT

Two important Maintenance of Way appointments have been made with **Harry B. Berkshire** and **Paul K. Cruckshank.**

H. B. Berkshire

P. K. Cruckshank

Mr. Berkshire, former Division Engineer, Toledo, O., has been named Assistant District Engineer, Detroit. With the Central since 1949, he has held positions of Assistant Supervisor Track, Kendalville, Ind., and Assistant Engineer, Springfield, Mass.

Mr. Cruckshank is now Division Engineer, Jackson, Mich. Previous to his present position, he was Director of Automotive Equipment, New York.

FREIGHT SALES AND SERVICE

Arthur J. Crookshank has been appointed to the new position of Assistant Vice President-Rates, with headquarters at New York. He will head a rate analysis bureau and will be responsible for developing price-making policies that correlate freight rates to competitive market requirements and shippers' needs. With NYC since 1920, when he was a Clerk, Operating department, Aliquippa, Pa., he has served as Division Freight Agent, Columbus, O., and Assistant General Freight Traffic Manager at New York.

A. J. Crookshank

C. V. Sheriff

Succeeding Mr. Crookshank, **Charles V. Sheriff,** former Freight Sales Manager, has taken over the post of Director of Rates. Mr. Sheriff began working for the Central as a Stenographer. General Freight Office department, Cincinnati, in 1923.

Appointment of **John G. Patten** as Assistant Vice President-Freight Sales and Service, Cincinnati, has been announced, with **Joseph D. Gunther** succeeding Mr. Patten as Assistant Vice President-Freight Sales and Service, Boston.

J. G. Patten

J. D. Gunther

In his new position, Mr. Patten will be in charge of all NYC's freight sales offices in the Ohio Valley area and states throughout the South and Southwest. He succeeds **John H. Norwood,** retired after 43 years NYC service.

Mr. Gunther, former Coal Sales Manager, New York, joined the Central in 1929 as a Mail Boy, Freight Tariff Bureau, New York. He has held positions of Coal Traffic Agent and General Agent at New York.

Other appointments announced in the Freight Sales and Service department are: **Jerry E. Gobrecht,** former Coal Rate Clerk, Cincinnati, to Assistant Coal Sales Manager, same location; **Louis C. Wheeler** to Division Freight Sales Manager with headquarters at St. Thomas, Ont., succeeding **James A. Machan,** retired; and **Robert G. Adney,** former Chief Clerk, Davenport, Iowa, to District Freight Salesman, Minneapolis, Minn.

ACCOUNTING

Taking over duties as new Supervisor of Operating Results, New York, is **William J. Reilly.** Previous to his present position, Mr. Reilly was Chief Accountant-Operating Results at the same location.

W. J. Reilly

LAW DEPARTMENT

Alfred A. Green has been named Commerce Assistant, New York, from his former position of Attorney, same location.

CLAIMS DEPARTMENT

John J. Hayes, former Traveling Claim Adjuster, has been appointed Chief Clerk in the Freight Claim department; both positions are at Buffalo.

PITTSBURGH AND LAKE ERIE

In the Mechanical department, **Wendell F. Kascal** has been appointed Chief Mechanical Officer of the New York Central-affiliated Pittsburgh & Lake Erie Railroad, with headquarters at Pittsburgh. Mr. Kascal joined the Central in the Mechanical department at New York in 1954.

W. F. Kascal

W. J. Petrie

In the Personnel department, **William J. Petrie** has become Assistant Director of Personnel-Labor Relations and has been succeeded in his former job, Supervisor of Wage Schedules, by **Joseph G. Parkins,** former Chief Clerk. Both of these positions are located at Pittsburgh.

Named to new positions in the P&LE Accounting department are: **Howard W. Heron,** former Examiner of Accounts, Pittsburgh, is now Chief Examiner, same location; **Albert C. Hardies, Jr.,** Accounting and Valuation Engineer, Pittsburgh, from Assistant Accounting and Valuation Engineer, also Pittsburgh; and **John H. Scholl,** former Engineer Accountant to Assistant Accounting and Valuation Engineer succeeding Mr. Hardies at Pittsburgh.

Sounds of Steam Railroading Preserved For Posterity in New Recording

Mood music for the nostalgic, a collector's item for HiFi and rail fans, and a valuable addition to sound effects libraries is a recent recording of authentic steam railroad sounds recently released by O. Winston Link Railway Productions, 58 East 34th Street, New York 16, New York. ("Sounds of Steam Railroading," HiFi, 33⅓ RPM, LP, $4.95).

Sound renditions on this record range from the crescendo of a powerful Mallet locomotive getting under way to the far-away sounds of a fleet-wheeled Hudson doing sixty miles an hour through a distant valley.

Included in the nine seperate sequences are the rumble and roll of a fast freight, the steady clicking of car wheels, a train of empty coal hoppers clanking past, the breathtaking rush of a passing passenger train, a steam switcher at work in a wayside yard, the train calls of an old-time depot announcer, the pandemonium of a mighty Mallet locomotive blasting past, the lonesome sounds of the chime and freight whistles, a passenger train arriving and leaving a way station, a hotshot freight champing at a junction point, the crossing gate bell warning of the approach of a merchandise freight, and the roaring of a train entering and leaving a tunnel.

107th Valor Medal Honors Central Man

CHARLES R. GEER, of London, O., a New York Central man for 17 years, has been awarded NYC's highest honor for heroism. For saving the life of a three-year-old deaf mute boy, he received the Central's Medal of Honor, which is reserved to employes who save another's life at risk of their own.

Mr. Geer's heroic act involved pulling the handicapped boy to safety a split second before two box cars rolled over the spot where he had stood. Mr. Geer was working on a spur track leading to a new Sunray Stove Co. plant in Delaware, O. After two cars had been shunted down the spur, Mr. Geer turned his lantern in the direction of the cars' movement and spotted a small boy standing on the track about 40 feet away, directly in the path of the cars.

He shouted at the youngster, but to no avail. Then, without further hesitation, he outraced the rolling cars to the spot and by a hair's breadth won the life-or-death race as he grabbed the boy and pulled him to safety. Just four minutes before the near-tragedy the boy's parents had reported him missing to the police in their town.

VALOR MEDAL winner Charles R. Geer (left) receives his award from General Manager William B. Salter.

Mr. Geer's heroism was reviewed by the Central's Valor Medal Committee, which holds authority for awarding the medal. The committee voted unanimously to name him as the 107th recipient of the honor since the award was established in 1925.

Presenting the medal to Mr. Geer, William B. Salter, General Manager of NYC's Southern District, told him, "You are a credit to the railroad, your fellow employes, and yourself."

Previously, Mr. Geer received a $100 Savings Bond from the Sunray Stove Co. in recognition of his heroism in saving the youngster's life.

Mr. Geer was an elementary school teacher and principal for eight and a half years before joining the Central in 1941. He started as a Brakeman and in 1945 was promoted to Conductor. He is Local Chairman for the Order of Railway Conductors on his division, and also serves his union as Legislative Representative for the State of Ohio.

Railroad YMCA Maps Plans for Annual Fall Membership Campaign

This fall, as in previous years, the Railroad Young Men's Christian Association will again actively seek the wholehearted support of railroaders in a membership campaign designed to make 1958 a banner year for the railroad man and his "Y."

For over 86 years, countless railroad people have passed through the friendly doors of Railroad "Y's" in the United States and Canada, some in pursuit of their jobs, others in quest of program purposes, and still others just for relaxation among folks with similar interests.

Since it first came into existence, the YMCA Triangle, symbolizing Body, Mind and Spirit, has meant to the railroad man that this was his "Y"—offering a warm, wholesome atmosphere and facilities especially designed to take care of his personal needs whether away from home temporarily or on a permanent basis. The first Railroad "Y" was opened on the Central at Cleveland in 1872.

Responding in support of their "Y's," Central employes have been increasing their membership participation. Likewise, the Railroad YMCA has increased its services and programs. Many older building renovation projects coupled with new building projects have kept pace with modern trends. Railroad men using these new accommodations find they are second to none.

The major purpose of the Railroad "Y" is to give better and more personalized service to the railroad man and his family, and in many small communities the only community program is that conducted by the Railroad YMCA.

Growth of the Railroad YMCA through the years made possible the following accomplishments in 1957:

Membership	—over 132,000
Meals Served	—almost 8,000,000
Beds Furnished	—almost 2,000,000
Movie/TV Attendance	—almost 2,000,000
Employee/Company Meetings	—over 8,000
Attendance at Employee/Company Meetings	—over 200,000
Physical Activities	—over 600,000

The most important contributing factor in the growth of the Railroad YMCA program is the unswerving support of the railroad people through membership in their own local "Y's."

Many join because they actually use the "Y" from day to day. Others join because of the program of the Railroad YMCA. It might be for some young boy taken in to be given training for future citizenship—it might be because of the help given to some "cub" or "apprentice" to tide him over while he earns and learns his job—or it might be because of the service given to the "old veteran," who, although independent, nevertheless needs the kind of help the Railroad YMCA supplies.

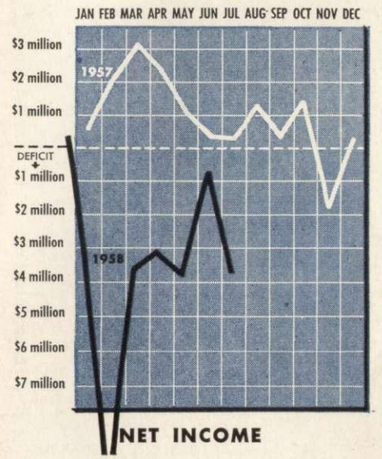
This great organization has proved its worth to railroad men for 86 years. When the membership roll is called in 1958, won't you "Stand up and be Counted"?

Jurisdiction Change

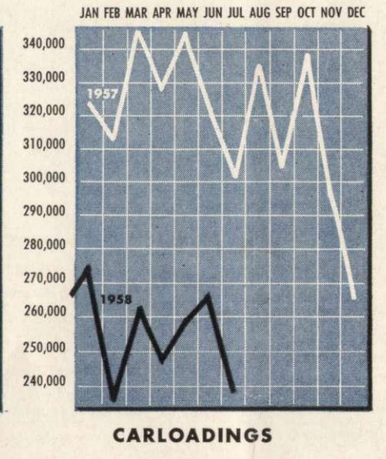
Effective August 1, 1958, the Eastern Division of the New York District assumed jurisdiction over the line extending between Hudson, N. Y., and Ghent, N. Y. The Boston & Albany Division of the Eastern District assumed jurisdiction over the Harlem line from Chatham, N. Y., to Ghent, N. Y., inclusive.

This is a change in supervision only and does not effect existing working agreements or seniority districts.

These are the NEW YORK Central FACTS



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



CARLOADINGS
show how Central's freight business is

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

In June this year, Central had another deficit month to pile on top of the first five months of the year, which were also in the red. June's deficit of $975,370 carried the total deficit for the first half of 1958 to $25.6 million.

In July, Central had a net deficit of $3,759,419. Operating income in that month included $700,000 for increased mail revenue under the revised mail carrying rates recently granted by the Interstate Commerce Commission. In July, 1957, NYC had net income of $247,465.

For the first seven months of this year, NYC's net deficit totaled $10,625,339, after including retroactive mail revenue under the ICC decision referred to above, which was made retroactive to July, 1956. Contrasted with this year's results, in the first seven months of 1957, NYC had net income of $9,636,048.

Carloadings on the Central in June, 1958, were 265,435 — down 17.3 per cent from the 320,898 carloads of June, 1957.

In July this year, NYC carloads totaled only 239,382—a drop of an even 21 per cent from the 302,892 carloads of July, 1957. The total for the first seven months of 1958 amounted to 1,781,634 carloads—down 22.1 per cent from the same period of last year.

Passengers carried on New York Central trains in May and June, 1958, followed the same general pattern as in 1957, but at a reduced number. In May, the total number of passengers carried by NYC was 1,121,837—down 13.6 per cent from the 1,298,636 of May, 1957. In June this year, passengers numbered 1,169,852, compared with 1,337,430 in the same month of 1957. This is a decline of 12.5 per cent.

Employee Benefits

By Leonard H. Rose
Director of Employee Benefits

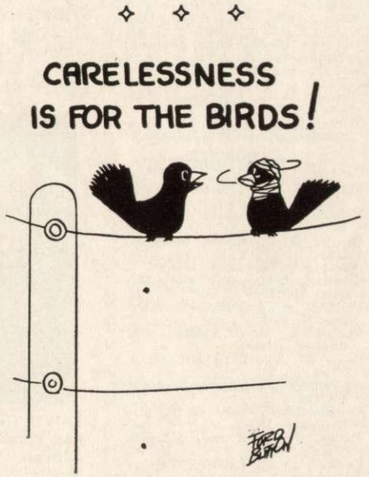
At the end of 1957 there were about 28,000 men and women whose last railroad service was with New York Central receiving annuities from the Railroad Retirement Board. Their monthly checks averaged $118 during the year, and about one-third of them had wives who were also receiving monthly benefits.

In addition, the Retirement Board continued to pay an average of $95 a month to 137 railroaders who were taken over from the Central's own pension rolls in 1937, when the present retirement system was started.

During 1957, a total of 3,225 Central employes were added to the Retirement Board's rolls, and 2,240 were taken off. This resulted in a net increase of 1,015 during the year. The average annuity for Central people retiring in 1957 was $125 a month.

Throughout the nation last year, 39,100 men and women retired from all of the country's railroads and drew monthly checks averaging $124 each. Of this number, 77 per cent retired because of age, and 23 per cent because of disability.

At the end of 1957 the Board was sending monthly checks averaging $114 to a total of 338,400 retired railroaders —122,500 of them with wives who received annuities averaging $48 a month.



Recently Retired

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

NEW YORK DISTRICT

Baxter, D., Trucker, New York 13
Beneway, Jr., A., Engineer, Hudson Division 48
Berean, A. C., Bridges & Buildings Inspector, Weehawken, N. J. 46
Biancardi, J. F., Assistant Engineer, New York 41
Browning, E. H., Assistant Director, Real Estate Taxes, New York 33
Carr, U. A., Car Cleaner, Mott Haven, N. Y. 30
Damico, M., Laborer, Harmon, N. Y. 25
Devine, A. C., Mail & Baggage Porter, Grand Central Terminal, N. Y. 33
Doyle, J. J., Sign Painter, Grand Central Terminal, N. Y. 38
Etzold, R. N., General Supervisor Contracts, New York 46
Fields, F., Fireman, New York 39
Freer, R. H., Clerk, Catskill, N. Y. 46
Hastings, I. E., Miss, Clerk, New York 38
Hillard, J. H., Electric Repairman, Grand Central Terminal, N. Y. 36
Hoyer, R. J., Conductor, Harlem Division 42
Keating, R. W., Machinist, Harmon, N. Y. 39
Kennedy, M., Mrs., Charwoman, New York 32
Kirn, A. P., Elevator Operator, New York 28
Lamano, M. A., Sweeper, New York 15
Lewis, H. L., Conductor, Putnam Division 35
Maldari, R., Stevedore, New York 34
Martin, T. W., Examiner, Grand Central Terminal, N. Y. 52
Moore, A., Waiter, New York 31
Moriarity, T. J., Window Clerk, Grand Central Terminal, N. Y. 48
Munson, W., Painter, Harmon, N. Y. 13
Murty, A. L., Mrs., Agent, University Heights, N. Y. 29
Nicolich, P. M., Barge Captain, Weehawken, N. J. 39
Selleck, M., Miss, Clerk, New York 36
Weaver, E. L., Brakeman, Hudson Division 42
White, W. E., Lieutenant, Weehawken, N. J. 37

EASTERN DISTRICT

Benjamin, E. C., Electrical Worker, Dewitt, N. Y. 33
Bonanni, J., Laborer, Fonda, N. Y. 17
Boutin, W. J., Agent, Westfield, Mass. 47
Cooke, H., Trucker, Albany, N. Y. 34
Crowley, J. J., Conductor, Mohawk Division 43
Dain, D. A., Laborer, Point Byron, N. Y. 29
Dalrymple, E. H., Mrs., Car Cleaner, Boston 14
Day, W. T., Yard Brakeman, Utica, N. Y. 14
Erikson, E., Engineer, Syracuse Division 43
Evans, B. H., Yard Locomotive Engineer, Utica, N. Y. 42
Farley, J., Conductor, Mohawk Division 43
Farmer, E. J., Laborer, Tupper Lake, N. Y. 39
Ferris, T. C., Engineer, Buffalo Division 41
Fischer, F. W., Engineman, Mohawk Division 47
Fisk, J. G., Bridges & Buildings Inspector, Watertown, N. Y. 46
Gannon, M. A., Engineman, Syracuse Division 43
Getz, C. M., Miss, Clerk, Utica, N. Y. 41
Hamm, J. R., Carpenter, Clearfield, Pa. 54
Hopf, H., Ticket Agent, Buffalo 58
Jones, E. J., Assistant Transportation Superintendent, Albany, N. Y. 45
Knight, G., Conductor, Boston & Albany Division 51
Koester, W. H., Engineer, Buffalo Division 46
Lee, A. J., Laborer, Cambridge, Mass. 33
Linza, L. H., Telegrapher, Pennsylvania Division 50
Lloyd, O. D., Stationary Fireman, Dewitt, N. Y. 14
Malone, J. D., Car Cleaner, Boston 31
Maynard, W. G., Engineer, Albany Division 41
Millen, G. J., Inspector & Repairer, Albany, N. Y. 45
Monroe, A. B., Telegraph Clerk, Boston 16
Neeb, E. C., Clerk, Buffalo 47
Nellist, A. B., Section Laborer, Lyndonville, N. Y. 14
Neu, W. M., Yardmaster, Buffalo 38
O'Connell, D. J., Engineer, Boston 47
Peters, A. J., Laborer, Oakfield, N. Y. 15
Polsinelli, D., Laborer, Rochester, N. Y. 30
Price, J. C., Mail Handler, Springfield, Mass. 16
Priore, A., Car Cleaner, Buffalo 33
Roach, M. J., Agent, Waterloo, N. Y. 50
Rougeux, G. J., Station Agent, Karthaus, Pa. 48
Ruocco, A., Laborer, Corning, N. Y. 30
Sears, L. E., Engineer, Albany Division 41
Smith, E. M., Clerk, Framingham, Mass. 41
Squadrito, F., Sheet Metal Worker, Syracuse Division 38
Verbridge, E. W., Laborer, Lyndonville, N. Y. 15
Vogl, N. G., Engineer, Mohawk Division 39
Whalen, J. W., Clerk, Black Rock, N. Y. 29
Windhorst, F., Brakeman, Buffalo Division 38
Yawman, I. M., Miss, Clerk, Rochester, N. Y. 43

WESTERN DISTRICT

Bailes, G. H., Laborer, Dickinson, W. Va. 19
Battle, S., Choreboy Operator, Cleveland 35
Bell, W., Laborer, Collinwood, O. 25
Cheffer, H. H., Rate Clerk, Kankakee, Ill. 42
Christ, G. F., Freight Conductor, Lake Division 19
Cockburn, C. L., Conductor, Lake Division 25
Dickerson, R., Assistant Head Clerk, Cleveland 41
Durkin, D. J., General Yardmaster, Chicago 45
Garlington, A., Laborer, Collinwood, O. 30
Grounds, C. H., Carpenter, Toledo, O. 21
Hancock, B., Laborer, Gary, Ind. 16
Hron, J. J., Car Inspector, Cleveland 39
Kinney, B. E., Car Inspector, Toledo, O. 17
Lasher, M. N., Engineer, Lake Division 48

FINAL NYC reminder rests in lap of Edwin J. David, Div. Passenger Sales Manager, Dayton, O. J. Raymond Barker, Asst. Passenger Sales Manager presents gold pass.

LARGE TURNOUT of co-workers honored retirement dinner of Samuel A. McNichol (left), Trainmaster-General Yardmaster, Grand Central Terminal, N. Y. Offering token gift is former NYC Trainmaster, Henry A. Offerman.

BARGE CAPTAINS retiring from Central are Anton Srshen (center) and Frank Vaughan (right), both from Weehawken. Present (from left) are: Walter H. Harris, Lighterage Supt.; Capt. C. J. Henning, Supt. of Marine Operations; and Howard P. Davis, Chief Dispatcher.

GIFT OF BILLFOLD was offered Louis V. Hart, (right), Air Brake Repairman, Corning, N. Y., by Carl R. Quiggle, Car Foreman.

DOUBLE HEADER is the motto in retirements of Florence Whalen (third right), Buyer, and Thomas P. Lynch (second left), Purchasing Agent, New York. Among those feting the two are (from left): Mrs. Lynch; William H. Ruskaup, Purchasing Agent; Laurence E. McBrearty, Buyer; and Harold C. Potter, Purchasing Agent.

FAMILIAR VOICE is missed with retirement of Telephone Operator Anna Hermansen (center), New York. Certificate is presented by Leo J. Ritter, N. Y. Dist. Supt. of Communications and Mae Sheehy, Chf. Operator.

STORES DEPT. in Jackson, Mich., loses three good men with retirements of (from left) Earl Eggleston, Section Stockman, George N. Morris, Clerk, and Frank P. Anson, Section Stockman. Representing NYC, William A. Bell, Division Storekeeper at Jackson, proffers good wishes.

PROUDLY POSING with Certificate of Retirement, Frank J. Fier (second left), Gang Foreman, Nottingham, O., receives congratulations from fellow workers. Mr. Fier began working for the Central in 1910 as Inspector Repairer and Foreman, same location.

Law, J. J., Yard Clerk, Cleveland 38
Mees, H. H., Brakeman, Ohio Central Division 40
Mickens, H. J., Chief Clerk, Toledo, O. 18
Oberlander, J. L., Freight Brakeman, Ohio Central Division 42
Peters, F. A., Freight Conductor, Lake Division 42
Pethe, J., Signal Maintainer, Chicago 40
Schmelzer, J. U., Chief of Requisition Bureau, Collinwood, O. 47
Schroeder, E. H., Clerk, Toledo, O. 41
Scott, W. A., Brakeman, Lake Division 33
Sims, B., Stationary Fireman, Chicago 31
Smick, F. J., Choreboy Operator, Cleveland 17

SOUTHERN DISTRICT

Brunner, F. A., Agent, Mt. Carmel, Ill. 48
Conway, L. H., Motor Truck Operator, Indianapolis 13
Hanley, J., Crossing Watchman, Dayton, O. 30
Haynes, H. S., Engineer, Indiana Division 46
Jones, H. F., Bill Clerk, Lawrenceville, Ill. 41
Kirstein, E. J., Engineer, Ohio Division 45
Lahey, R. E., Miss, Stenographer-Clerk, Mattoon, Ill. 41
Lindsay, H. E., Agent, Thorntown, Ind. 47
McManimie, R. E., Pipefitter, Duane, Ind. 36
Mercer, H. C., Car Inspector, Muncie, Ind. 35
Miles, G. A., Janitress, Cincinnati 34
Quinn, J. W., Laborer, Paris, Ill. 31
Reinken, E. L., Messenger, Indianapolis 8
Thomas, F., Laborer, Cleves, O. 16
Tucker, H. E., Conductor, Ohio Division 39
Walker, H. L., Trackman, Westview, O. 11

NORTHERN DISTRICT

Baker, H. E., Chief Yard Clerk, Jackson, Mich. 48
Cunningham, P. T., Assistant Auditor of Freight Revenue, Detroit 38
Dennis, M. S., Miss, Clerk, Detroit 36
Dunlap, J. A., Car Porter, Detroit 31
Gardner, T. S., Yardmaster, Welland, Ont. 49
Markley, H. R., Mrs., Clerk, Detroit 41
McPeak, J. L., Engineer, Michigan Division 52
Porter, F. M., Engineer, Michigan Division 41
Purvis, C. E., Baggageman, Canada Division 46
Sampson, J., Clerk, Detroit 21
Severance, O. W., Engineer, Michigan Division 45
Sweringen, T. A., Clerk, Detroit 33
Van Haun, A. M., Miss, Typist, Detroit 40
Wallner, L. P., Mrs., Clerk, Detroit 39
Willis, O., Crossing Watchman, Hammond, Ind. 16
Wonnacott, R. L., Car Checker, Detroit 45
Youngken, W. E., Clerk, Battle Creek, Mich. 14

PITTSBURGH & LAKE ERIE

Amber, M., Conductor, McKees Rocks, Pa. 38
Bain, C. R., Freight Tester, McKees Rocks, Pa. 48
Benn, W., Miss, Telephone Operator, Pittsburgh, Pa. 32
Berenske, A., Laborer, Struthers, O. 10
Burich, J., Bridges and Buildings Carpenter, Bever, Pa. 38
Hage, O. H., Telegrapher, West Aliquippa, Pa. 42
Hartnett, J. J., Gang Foreman, Monaca, Pa. 41
Henry, C. E., Trainman, Newell, Pa. 34
Keenan, W. J., Engineer, East Youngstown, O. 49
Knoll, F. J., Bridges and Buildings Carpenter, McKees Rocks, Pa. 22
Lattimer, F. M., Miss, Telephone Operator, Pittsburgh, Pa. 39
Piel, W. A., Storehouse Attendant, Pittsburgh, Pa. 38
Prince, G., Storehouse Attendant, McKees Rocks, Pa. 35
Richards, G. D., Trainman, Pittsburgh, Pa. 41
Sbraccia, A. C., Hostler, McKees Rocks, Pa. 45
Shot, P., Freight Car Repairer, McKees Rocks, Pa. 22
Smith, A., Coach Cleaner, Pittsburgh, Pa. 30
Sproat, H., Section Foreman, Dickerson Run, Pa. 49
Telthorst, B. L., Miss, Cashier, McKees Rocks, Pa. 40
Williams, B. I., Yardmaster, West Aliquippa, Pa. 36
Wingett, M. H., Telegraph Operator, Beaver Falls, Pa. 43

CLEVELAND UNION TERMINAL

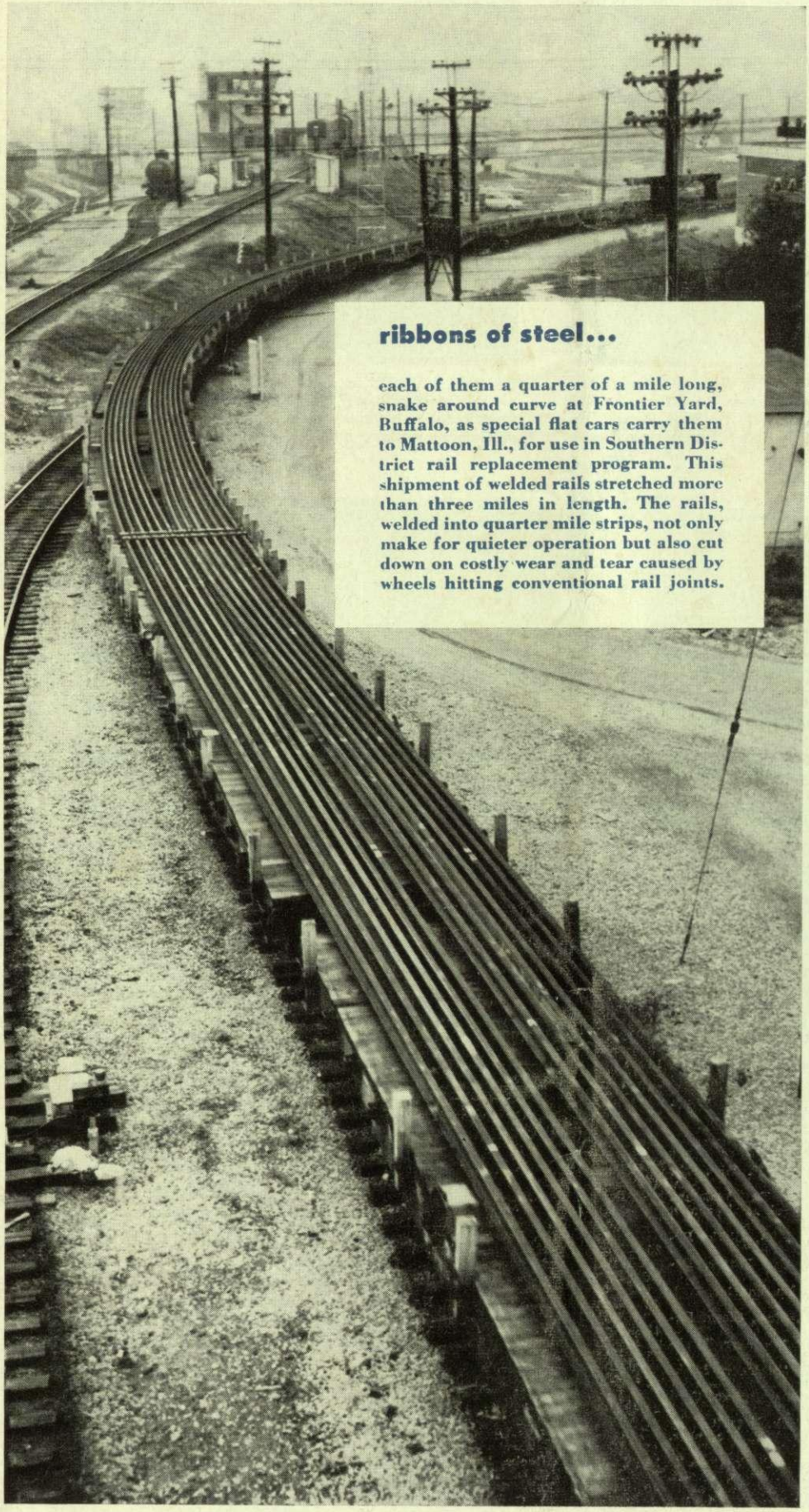
Cipra, H. J., General Bookkeeper, Cleveland 49
Metzger, F., Red Cap, Cleveland, O. 22

CHICAGO RIVER AND INDIANA

Franz, C., Engineer, Chicago, Ill. 47
King, A. R., Mrs., Stenographer Clerk, Chicago 41

INDIANA HARBOR BELT

MacDonald, W. I., Yardman, Gibson, Ind. 30
Ullrich, D. E., Miss, Clerk, Gibson, Ind. 34
Van Valkenburg, C. A., Timekeeper, Gibson, Ind. 38



ribbons of steel...

each of them a quarter of a mile long, snake around curve at Frontier Yard, Buffalo, as special flat cars carry them to Mattoon, Ill., for use in Southern District rail replacement program. This shipment of welded rails stretched more than three miles in length. The rails, welded into quarter mile strips, not only make for quieter operation but also cut down on costly wear and tear caused by wheels hitting conventional rail joints.