NEW YORK CENTRAL SYSTEM

Headlight

SEPTEMBER 1959

NEW YARD SHAPES UP NEAR INDIANAPOLIS . . . page 8

Rail Jobs and Traffic Volume Go Hand-in-hand

The changing face of our world and the rapid pace of change in the way we live are a hallmark of our era. Yet there are some things that don't change very much over the years. Among these are certain basic economic facts, like the one that disturbances in other basic industries are quickly felt by the railroads.

This summer's steel strike provides a good example. The steel work stoppage cut quickly and sharply into carloadings of both finished steel and the raw materials used by steelmakers. In the first half of this year the Central started making a recovery from the staggering economic blows of 1958, which left the railroad with a huge deficit of $25.6 million for the first half of that year. That recovery was given a red board, though, when work came to a halt in the steel mills, and it will take many months of hard work to recover the lost ground once the strike is over.

In June, NYC carloadings totaled 306,992—up 15.7 per cent from the same month of 1958. June loadings of ore were 37.6 per cent above the same period of last year; coal loadings rose by 0.6 per cent; and coke rose by 187.6 per cent. Clay and gravel loadings (also close to the steel picture) rose in June, 1959, by 27.6 per cent over June, 1958, and finished iron and steel products in June this year were 81.8 per cent over June of last year.

The steel strike started in mid-July. In that month, ore loadings were 24.6 per cent below July, 1958; coal was 1.2 per cent below; coke loadings were only 10.3 per cent above the previous year; clay and gravel were only 4.2 per cent above the corresponding 1958 month; and iron and steel products were only 29 per cent over the 1958 month.

Then, in August, when the full impact of the steel strike was felt for a whole month, ore loadings were down 89.2 per cent from August a year ago; coal was down 13.4 per cent; coke was down 34.6 per cent; clay and gravel down 7.0 per cent; and finished iron and steel products down 32.1 per cent. In addition, other commodities dropped off during the summer months to take loadings in August down to 242,024.

The immediate result of this heavy drop in carloadings was less money coming in with which to meet payrolls and other bills. Thus, some Central employes had to be furloughed. This unfortunate situation — distasteful to everyone — points up clearly the close tie-up between New York Central jobs and the volume of traffic moving over NYC rails. The best way, then, to improve the New York Central job situation in future months will be a strong build-up in traffic volume.

Every individual Central employe has a stake in this traffic build-up. And each individual can help bring it about by getting behind the effort to make New York Central service even better and more attractive to customers. Getting trains over the road on time . . . cutting loss and damage to freight . . . courtesy in every contact with the public —these are a few of the things within the power of each Central man and woman to do.

Remember, the entire New York Central System is made up of individuals like yourself. The effort you put forward to do your job a little better each day . . . toward getting new customers for the Central whenever you have the chance . . . can be multiplied by a lot of other people doing the same thing. Together these efforts can do more than anything else to underwrite an insurance policy on railroad jobs—including your own.

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Headlight

SEPTEMBER, 1959

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NEW YORK CENTRAL SYSTEM NEWS BRIEFS

CENTRAL'S INCOME

. . . was hit hard by the continuing strike in the steel industry (See editorial on page two.) As a result, July was a deficit month for the railroad. The net deficit for the month was $555,439, against net loss of $3.7 million in the same period a year ago. For the first seven months of this year, NYC's total net income was $9,573,195, compared with a deficit of $10,625,339 in the 1958 period.

Central carloadings in July totaled 255,518 cars—a drop of 6.7 per cent below the carload figures of July, 1958. August carloadings suffered a more severe decline, running to a total of 242,024, a decline of 12.1 per cent from August a year ago.

For the first eight months of this year, Central carloadings have been 2,216,648, against 2,057,015 for the 1958 period.

In June, NYC had net income of $3,580,584, compared with a deficit of $975,370 in the like month of 1958. For the first six months of 1959 NYC net income was $10,128,634. Last year in the first six months Central had a net deficit of $25,565,920.

Passengers carried on NYC trains in July this year numbered 1,158,837, a decline of 5.4 per cent from the 1,224,863 carried in the same month of 1958.

• • •

CENTRAL MAN

. . . named to post with the Association of American Railroads is Curtis D. Buford, formerly Assistant General Manager of NYC's Western District. Mr. Buford has been named Vice President of Operations for the AAR. He succeeds another Central man, Richard G. May, who died suddenly earlier in the summer. Mr. Buford joined the Central in 1946 as a Traveling Car Agent, and has held a series of important Operating department posts, culminating in his promotion to Assistant General Manager of the Western District at Cleveland in 1956.

• • •

ASSOCIATION OF AMERICAN RAILROADS

. . . will observe its 25th birthday next month. Oct. 12 will mark the completion of a quarter-century for the organization which is the central coordinating and research agency of the American railroad industry, dealing with matters of common concern in the whole field of railroading.

• • •

NYC HAS ANNOUNCED

. . . a reversal of its earlier decision to withdraw next year from Railway Express Agency. Announcing the new decision, Central's President Alfred E. Perlman said the change was made because:

1. The management reorganization of the Agency, made since NYC's announcement of last December of its intention to withdraw, has had a tremendous effect in improving the Agency's over-all efficiency and results.

2. The changes proposed in the basic standard operating contract of the Agency (which had been in effect since 1929) should result in a more equitable distribution of the Agency's revenues.

• • •

TRANSPORTATION TAX

. . . on passenger travel will be reduced from ten to five per cent next June 30, as a result of a bill signed by President Eisenhower. The provision is part of a bill covering corporation income taxes and various excise taxes. The Senate had voted to repeal the entire transportation tax this year, but accepted the five per cent reduction proposal when the measure went to conference between the House and Senate.

• • •

NYC DIRECTOR

. . . Frederick Lewisohn died suddenly of a heart attack in July while in Europe. The seventh of ten children, his father in 1866 founded a firm which became the world's largest copper sales agency. Mr. Lewisohn had a long career in the copper industry, working in copper refineries in his early days, and becoming the head of several copper companies. He had been a Central Director since 1954.

• • •

NEW RECORD

. . . for tons of coal loaded into a single vessel in the Great Lakes was chalked up at the Central's Ashtabula, O., docks. The *Menihek Lake*, of the Carryore Line, operated by Cleveland's M. A. Hanna Co., loaded 25,231 tons—amounting to 374 railroad car loads—at the NYC docks on July 17. The same vessel, 14 days earlier, set the previous high record.

• • •

JURISDICTION SHIFT

. . . affects NYC's Ohio Central Division, formerly part of the Western District. The division has been transferred to the jurisdiction of the railroad's Southern District. The 600-mile division, running from Toledo, O., to Charleston, W. Va., is a main artery for moving coal and other freight. The shift involved no physical change in operations or transfer of personnel. It was made because the geographic location of the division makes it more logically a Southern District unit.

NEW CENTRALIZED RATE BUREAU OFFICE IN NEW YORK

CENTRALized Rate Bureau Improves Services to Shippers

Forward step in vital area of pricing services is important sales tool as Central seeks more business

▶ New York Central shippers now can take advantage of a new streamlined, Central Rate Bureau which will provide them with faster service on rate problems and more thorough rate analysis by specialists gathered in one location.

This latest modernization of NYC sales methods was announced in an attractive brochure mailed to shippers in mid-August. The booklet outlines the structure of the new Rate Bureau and points out ways in which shippers will get better service through the bringing together of rate specialists who were formerly scattered over the System in seven regional offices.

The new Central Rate Bureau is staffed by Central people who were transferred to it from the old regional bureaus.

Under the new set-up, related commodities have been assigned to groups, each with its own chief and team of analysts and rate clerks. Special groups have been established for coal, coke and iron ore traffic; and for Flexi-Van — NYC's rail-highway coordinated service.

In addition to the Central Rate Bureau in New York, a sub-Bureau is located in Chicago, and the Pittsburgh & Lake Erie's Rate Bureau continues to function in Pittsburgh. The plan also includes means of retaining long-standing friendly local contacts with shippers.

In a letter accompanying the brochure, Arthur E. Baylis, NYC's Vice President-Freight Sales & Service, told shippers: "Our aim is to make sure our price is right, and to try to make the price right for you, our customers, in the quickest and most efficient manner. It represents another step in our continuing program to modernize our services to you."

A. J. CROOKSHANK
Assistant Vice President — Rates

In the intensely competitive business of transportation, it is vitally important for the Central to make sure its "price is right." The job of pricing railroad services is a highly technical one. After careful study of pricing methods on the Central, the Freight Sales & Service department concluded that the centralized bureau concept was the answer to the challenge of the modern transportation world. Here are highlights of what these changes mean in the way of advantages to shippers:

Faster Service

Shippers using NYC services will receive more expeditious handling than was possible under the regional system. Now the various specialists who must confer on a given rate problem can do so quickly and directly. All NYC procedures have been organized for prompt action on rate requests.

Increased Efficiency

Formerly, there were many instances of confusion among shippers as to which of the seven regional offices a rate problem should be referred. Inevitably, too, there was some duplication of effort between offices and, frequently, an unbalanced work load. The new system eliminates these difficulties.

More Thorough Rate Analysis

More efficient employment of rate personnel makes it possible for the Central to study more closely the rate structure on a particular commodity or group of commodities. In the long run, these studies will result in savings for shippers as well as for the railroad.

Better Representation at Meetings

Now that NYC rate forces aren't spread so thin, more attention can be devoted to the subjects brought up for consideration at various Rate Association meetings. This will result in more support for individual rate problems when they are presented.

HOW BUREAU FUNCTIONS

New York Central Rate Offices formerly maintained at Boston, Chicago, Cincinnati, Cleveland, Detroit and New York have been consolidated into a single Bureau located at System headquarters in New York. There is also a sub-Bureau in Chicago. These two offices now handle all NYC System rate matters except those of exclusive interest to the Pittsburgh & Lake Erie Railroad, which are handled in Pittsburgh.

Personnel formerly in charge of rates at the regional offices now perform a similar function in the new Centralized Rate Bureau. Thus, shippers are still dealing with people they know — men who know them and understand their specific problems.

Rate problems handled by specialists

To serve shippers promptly and efficiently, related commodities have been grouped together for specialized handling. Each commodity group is administered by a "Chief" who is assisted by his own staff of analysts and rate clerks. Further specialization has been achieved by creating groups for coal, coke and iron ore, transit privileges, Flexi-Van and merchandise traffic.

Local contacts maintained

The Central wants to be sure its lines of communication through personal contacts are always open. To this end, constant liaison is maintained between NYC customers and rate contact representatives in seven major cities. Shippers will be seeing these men often and will find them anxious to help in the solution of pricing problems.

RATE BUREAU

C. V. SHERIFF
Director of Rates

TARIFF BUREAU

R. T. WAITE
Manager

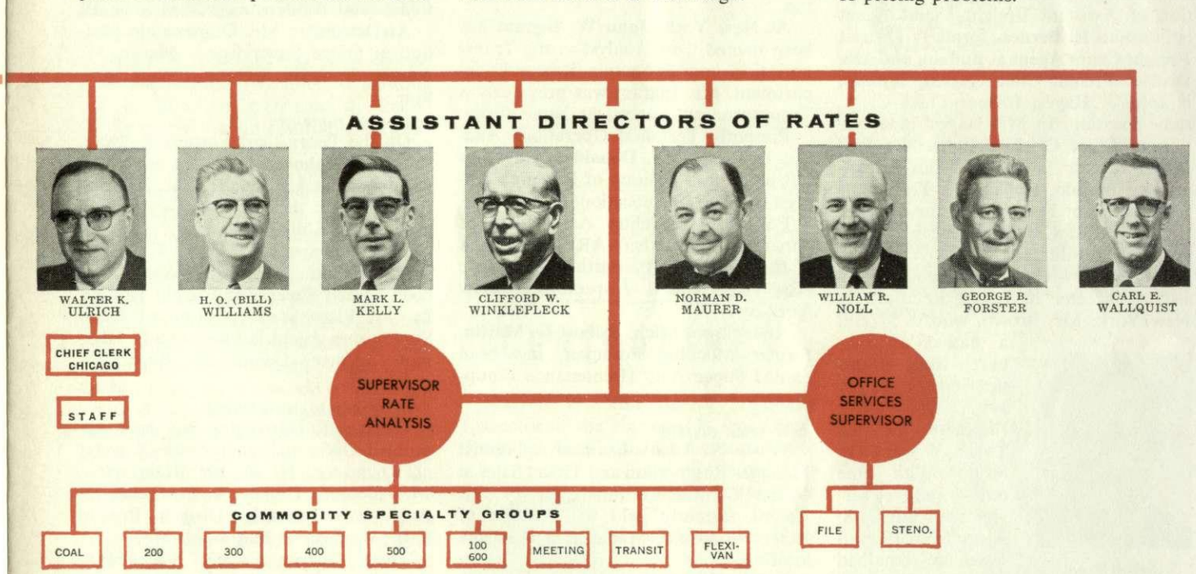
DIVISIONS BUREAU

J. E. KIEFABER
Manager

COMMERCE BUREAU

E. J. O'CONNOR
Chicago

Wm. J. HICKEY
New York



MANAGERIAL PERSONNEL who will act in liaison capacity between Rate department and various Freight Sales and Service territories

J. J. TRIFERO
Boston

J. R. TASCIK
Chicago

I. J. BADER
Cincinnati

R. H. TIMSON
Cleveland

J. E. NORWOOD
Detroit

T. M. SHALLOE
New York

J. J. SNYDER
Pittsburgh

Appointments Made Throughout Central System

SYSTEM

George Coates has been promoted to the position of General Superintendent of Property Protection and Freight Claims at New York. He succeeds **Frank G. Love,** who has retired after 46 years with NYC. Mr. Coates has been Freight Claim Agent with headquarters at Buffalo since 1954. He previously served as Assistant Freight Claim Agent, Buffalo, since 1948. Mr. Coates' career with the Central began in 1916 when he was employed as a Clerk in the Law department at Buffalo.

George Coates

In the Freight Claim department at Buffalo, **Raymond J. Tiffany,** former Assistant Freight Claim Agent, has become Freight Claim Agent, succeeding Mr. Coates. In Mr. Tiffany's old position of Assistant Freight Claim Agent is **Norman R. Berner,** formerly District Freight Claim Agent at Buffalo, and new District Freight Claim Agent, Buffalo, is **John J. Hayes,** former Chief Clerk, same location. In Mr. Hayes' old position of Chief Clerk is **Robert R. Trometer,** former Traveling Claim Adjuster, also Buffalo, and in Mr. Trometer's old position of Traveling Claim Adjuster is **Stephen E. Gabor,** formerly Correspondent at Buffalo.

Robert Brown has been appointed Assistant Director of Labor Relations at New York. Mr. Brown, who is 37 and a native of Elkhart, Ind., joined the Central in 1941 as a Locomotive Fireman on the Toledo Western Division. With time out for military service with the U. S. Army from 1944 to 1946, he remained in that assignment until 1952, when he became a Locomotive Engineer. In 1954 he was elected General Chairman of the Brotherhood of Locomotive Firemen and Enginemen on the Central's Western District, a post he held until this new appointment.

Robert Brown

Under the jurisdiction of the Director of Yard Coordination, three new appointments have been announced. They are **George D. Heaney,** former Yard Study Engineer, Syracuse, to the post of Industrial Engineer, same location; **Joseph J. Usiatynski,** former Methods Engineer, Syracuse, to Mr. Heaney's former position of Yard Study Engineer; and **Donald G. Boomer,** former Trainmaster, Windsor, Ont., to the post of Yard Study Assistant at Syracuse.

New Secretary of the Pass Bureau at New York is **H. Arthur Schaefer,** succeeding **Lewis N. Smith,** retired, formerly Assistant Secretary, Pass Bureau, same location. Mr. Schaefer has worked for New York Central since 1923, when he started as a Stenographer in the Operating department at White Plains, N. Y. Since that time he has worked in the Personal Injury Claim department, the Freight Traffic department and the Executive office at New York in various capacities.

H. A. Schaefer

At New York, **John W. Ingram** has been named Cost Analyst in the Transportation and Economic Research department. Mr. Ingram was previously a Transportation Analyst at New York.

Presently Terminal Operations Analyst at New York, **Donald J. Kays** has left his former position of Research Analyst at the same location.

Formerly Traveling Association of American Railroads (AAR) Inspector at Buffalo, **Gordon P. Barth** has become Assistant General Inspector at New York.

At Jackson, Mich. **Robert G. Martin,** former Machine Foreman, has been named Supervisor, Maintenance Equipment.

NEW YORK DISTRICT

Edwin N. Adams has been appointed Manager Reservation and Ticket Sales at Grand Central Terminal, N. Y. Mr. Adams formerly held the position of Reservation Sales Manager at the same location.

In the Signal department, **Albert W. Hagadorn** has been named General Signal Inspector, having left his former position of Signal Supervisor.

At Weehawken, N. J., two former Traveling Captains, **Andrew Hansen** and **Chester A. Skoldberg,** have become Assistant Supervisors Marine Operations at the same location.

In the Car department at Weehawken, N. J., **John F. Mizzi** accepts his new responsibilities as General Car Foreman, having left his old post of Assistant General Inspector at New York.

EASTERN DISTRICT

In the Signal department at Syracuse, **Leslie H. Strickland** has been named Engineering Assistant. Mr. Strickland was formerly Leading Signal Mechanic at Weehawken, N. J.

WESTERN DISTRICT

New Division Supervisor Air Brakes and Steam Heat at Chicago is **Cecil Driskill,** former Gang Foreman at the same location.

At Stanley Yards, O., **Steven J. Szekely** has taken over his new duties of General Foreman. Mr. Szekely was formerly Special Inspector at New York.

NORTHERN DISTRICT

John A. R. Draper has replaced **Donald G. Boomer,** now in the System job of Yard Study Assistant, Syracuse, as Trainmaster at Windsor, Ont. Mr. Draper, former Office Supervisor at Detroit, will be in charge of freight and passenger transportation functions for the territory extending from Fargo, west of Blenheim, to Windsor and also Leamington and Amherstburg areas.

At Detroit, in Mr. Draper's old position of Office Supervisor is **Marvin W. Amala,** formerly Secretary, same location.

SOUTHERN DISTRICT

On the Peoria and Eastern Railway, **Frank M. Johnson** has been appointed Lieutenant at Urbana, Ill. Mr. Johnson formerly held the position of Patrolman at East St. Louis, Ill.

At Indianapolis, **Thomas J. Pierce,** former Chief Supervising Agent, has been named Supervisor Freight Houses. In Mr. Pierce's old position of Chief Supervising Agent is **Lawrence P. Kiernan,** former Demurrage Supervisor Agent.

FREIGHT SALES AND SERVICE

George E. Harrington has been appointed Division Freight Sales Manager at Rochester, N. Y. Mr. Harrington, who succeeds **Donald A. Chisholm,** retired, was formerly District Freight Sales Manager at Baltimore, Md.

Three District Freight Sales Managers have been named with the appointment of **Aloysius T. Borgman** at Los Angeles, Calif., **Walter C. Reynolds** at Baltimore, Md., and **William F. Olson** at Bay City, Mich. Their previous positions were Assistant Foreign Sales Manager, Chicago, Assistant District Freight Sales Manager, Baltimore, Md., and District Freight Salesman, Bay City, Mich., respectively.

Charleston, W. Va., is the location for **Donald G. Spencer,** new District Coal Sales Representative. Mr. Spencer was, prior to his recent appointment, District Freight Salesman at Cleveland.

At New York, **John A. Kieser,** former Chief Meeting Clerk, same location, is now Supervisor Rate Analysis.

Former Chief Clerk at Peoria, Ill., **Donald N. Olson,** has been appointed District Freight Salesman, Indianapolis.

ACCOUNTING DEPARTMENT

Raymond J. Henderlong has been appointed Auditor Machine Accounting with headquarters at Detroit. Mr. Henderlong started his Central career in 1945 as an Office Boy in the Auditor of Expenditures Office, Detroit. Since then he has held positions of Tabulating Machine Operator, same location, Machine Analyst, New York, and Chief Machine Analyst, New York. Prior to his most recent appointment, Mr. Henderlong was Chief System Analyst, New York.

R. J. Henderlong

H. V. Lijewski

Henry V. Lijewski has been named Assistant Auditor Machine Accounting with headquarters at Detroit. Mr. Lijewski, formerly System Analyst at Detroit, began working for the Central in 1920 as a Car Checker, Detroit.

Also at Detroit is former System Analyst **Mathew J. Conlon.** Mr. Conlon has been appointed Machine Analyst.

In the Accounting department at New York, **Vernon A. Cano** and **William Schmitt** have assumed new duties. Mr. Cano, who was formerly Assistant General Statistician Freight Costs, has been named General Statistician Freight Costs. In Mr. Cano's old position of Assistant General Statistician Freight Costs, William Schmitt leaves his old position of Assistant General Statistician.

Thomas F. Meade, former Junior Accountant, New York, has successfully completed the Accounting department's training program and has been appointed Accountant in the office of Auditor of Grand Central Terminal, Hotel and Apartment Accounts.

PASSENGER SALES AND SERVICE

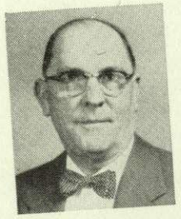
John J. Divney has been named Assistant Director Passenger Sales and Service at New York. Mr. Divney was formerly Ticket Sales Manager there.

CLAIM DEPARTMENT

Albert W. Krug, formerly Chief Claim Agent, Detroit, has been appointed Chief Claim Agent with headquarters at Chicago, succeeding **Paul H. Winter,** deceased.

ONE OF A SERIES

Safety Memo . . .

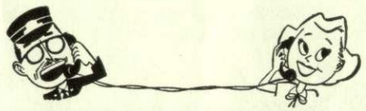


The expression "play it safe" is derived from baseball but it is the most important advice a railroader can follow in performing his daily duties. Safety rules are made for one purpose---to guide you in performing your job in a manner which will protect you from needless injury and death.

Failure to obey safety and operating rules is tantamount to lighting a cigarette with a stick of dynamite. Either practice can kill you before you know it.

"Play it safe" on the job, at home and on the highway and you'll still be in the ball game when pension time comes.

W. T. Alexander
General Manager
Western District



CENTRALINES

Warren W. Van Buren, Machinist Inspector at the Harmon, N. Y., Diesel Shop, has been named Treasurer of the Grand Central Terminal Employees Federal Credit Union in New York, succeeding Louis Bonderefsky, who has become Executive Director of the New York State League of Credit Unions.

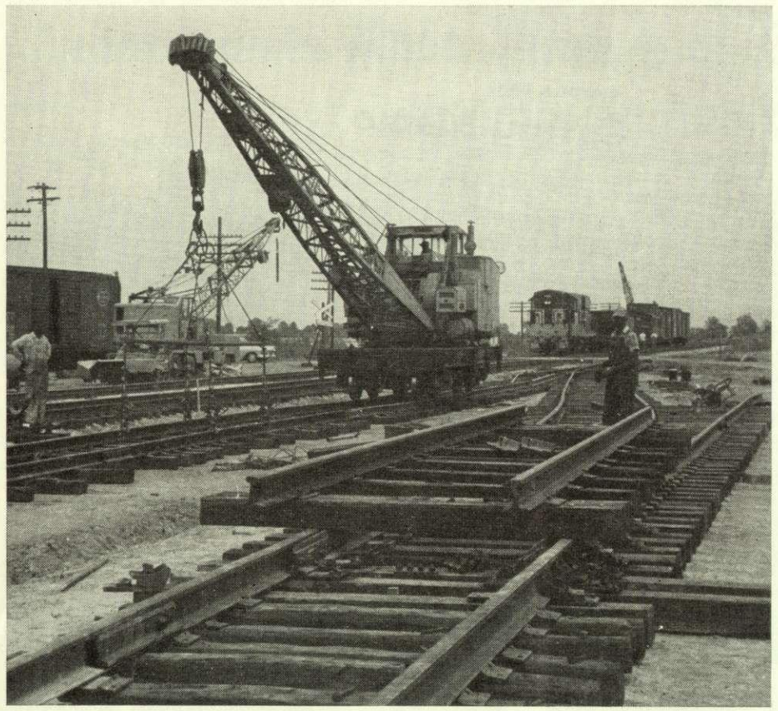
W. W. Van Buren

"Van" has been with the Central since 1920 and is also President of the New York Central System Association of Credit Unions. . . . Central Lieutenant **Joe Kogutek,** Buffalo, performed an amazing feat of skill and endurance recently when, having worked the 12 to 8 am shift Sunday at Buffalo Central Terminal, went ahead that same Sunday to play 36 gruelling holes of golf at the Lancaster Country Club, winning his second championship. His scores—73-80.

NEW POSTER in freight loss and damage prevention drive appears this fall on bulletin boards throughout NYC.

Another Electronic Freight Yard Gets Under Way Near Indianapolis on the Southern District

Construction starts on new classification yard that will increase speed and efficiency of freight handling



NOVEL WAY of installing track in new electronic freight classification yard under construction near Indianapolis on the Southern District makes use of "panels" of track (rails anchored to ties) put together at near-by Beech Grove Shop and set quickly.

Rumbling bulldozers and lumbering cranes, along with other giant construction machines, are the current center of attraction at Avon, Ind.—about ten miles west of Indianapolis.

At Avon, construction has been under way for several weeks now on the newest of the Central's electronic freight classification yards.

First major project of its kind on NYC's Southern District in 30 years, the new yard will bring to that District the latest developments in freight yard construction and operation, thus placing still another modern competitive tool in the hands of Central people for the production of up-to-date transportation.

Indianapolis—Southern District headquarters city—is a hub at the junction of the Central's line between Cleveland and St. Louis and the line between Cincinnati and Chicago. It is also a major industrial center. A modern yard at Indianapolis will provide improved Central service for many industries in that area and on two major through freight routes, including traffic moving through the important St. Louis gateway.

Will provide most modern facilities

When the new yard is completed it will be possible for the Central to concentrate yard operations for the area there and close six small yards that have become obsolete in the highly competitive modern world of transportation. A major asset in the new yard will be great reductions in switching of cars—a sizeable problem in the present set-up. With less switching required, cars will move faster to their destinations and other operating advantages will accrue through the ability to concentrate operations in a single large modern yard. The new yard's services are also expected to be favorably felt as far away as Bellefontaine, O., and Mattoon, Ill.

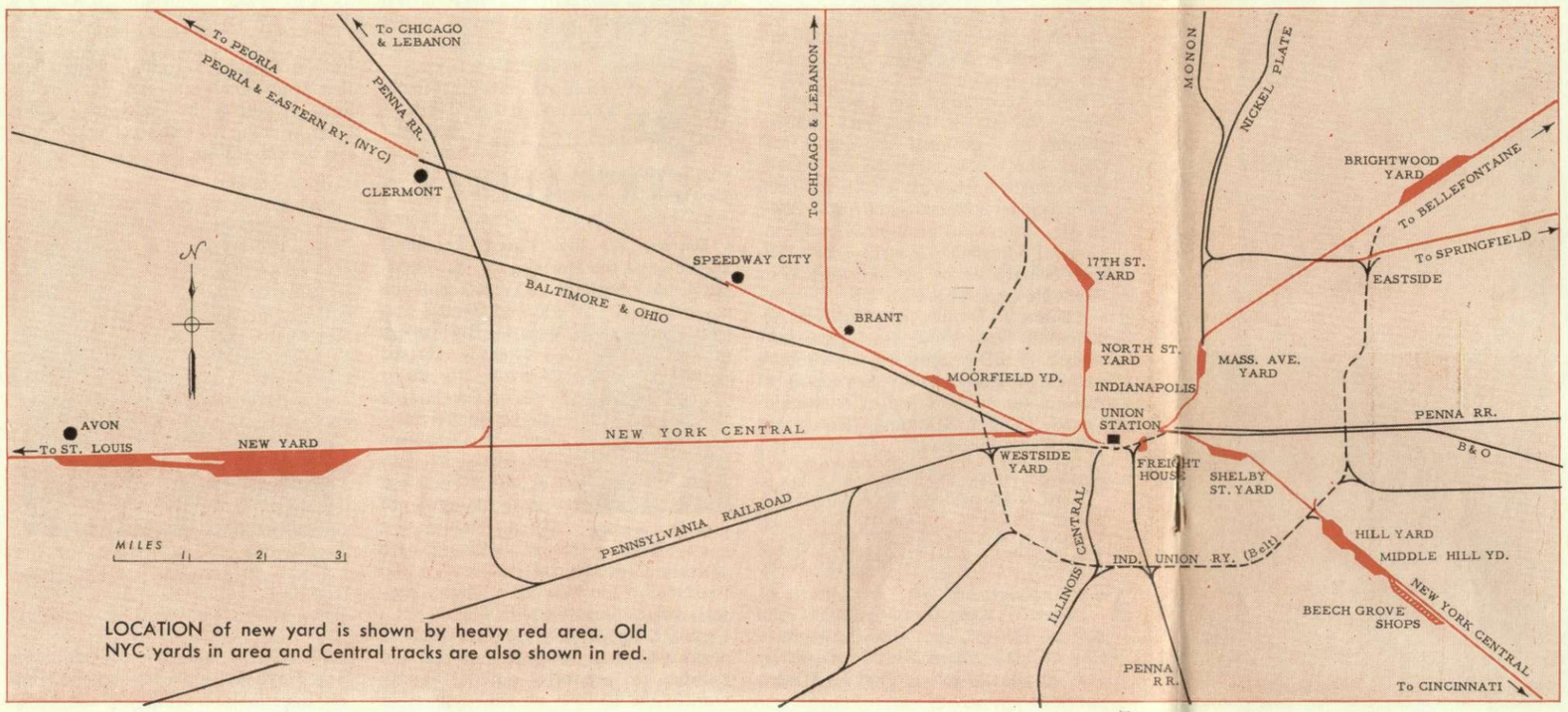
The yard at Indianapolis will be an electronically controlled retarder yard similar to those already completed and in operation at Buffalo, Elkhart, Ind., and Youngstown, O. It is a "tear-drop" yard, so described because of its general shape. There will be 55 classification tracks, four long receiving tracks, five short receiving tracks, and seven departure tracks. Car repair, car cleaning and diesel servicing facilities are also provided for in the plans. There will also be facilities for quick handling of Flexi-Van equipment and for truck-icing of perishable freight, making it unnecessary to make an extra stop at Bellefontaine for this purpose as at present.

Acquisition of trackage rights over the Pennsylvania Railroad between Lebanon, Ind., and a point near the new yard will provide easy access to the new yard for the Peoria & Eastern Railway and Chicago Division trains. The cost of these trackage rights will be less than that of operating trains into Indianapolis on existing NYC lines and then back out to the new yard.

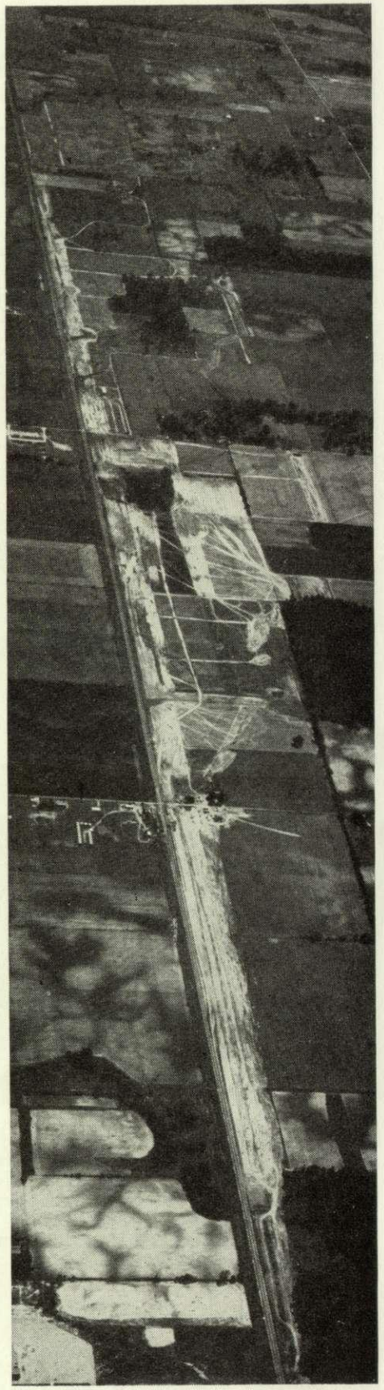
District's work to be concentrated

With completion of the new yard at Indianapolis it is expected that all Southern District trains will be classified there with the possible exception of coal specials from Cincinnati to Gary, Ind. Trains will be made up, for example, at East St. Louis, Ill., with cars blocked in groups for Indianapolis and beyond. Classification will be carried out swiftly in one stop. The same run now requires six separate classifications of cars. Similarly, trains going to East St. Louis will be pre-grouped at Indianapolis for immediate delivery to connecting roads at East St. Louis, eliminating time consuming costly switching in that area.

For NYC customers the new yard will mean better and faster service. For the railroad it will mean vastly increased efficiency and an improved competitive position. For Central employes who will work in it the new yard will provide the tools with which they can produce still finer transportation.



LOCATION of new yard is shown by heavy red area. Old NYC yards in area and Central tracks are also shown in red.



FROM THE AIR, light area to right of Southern District main line begins to shape up as yard construction proceeds. Rectangular area above photo's center is location of new yard's main portion.

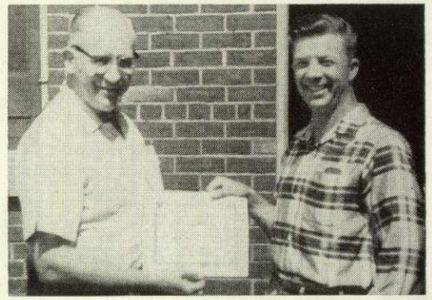
Snappy Salute . . .
enhances Queen of Armed Forces Day, Airman 3rd Class Theodora Smith. "Teddi," as Airman Smith is known to her friends, was chosen over four other finalists representing women's branches of all military services. Before joining Air Force, Miss Smith was a Stenographer in Central's Car Foreman's Office at Weehawken, N. J.

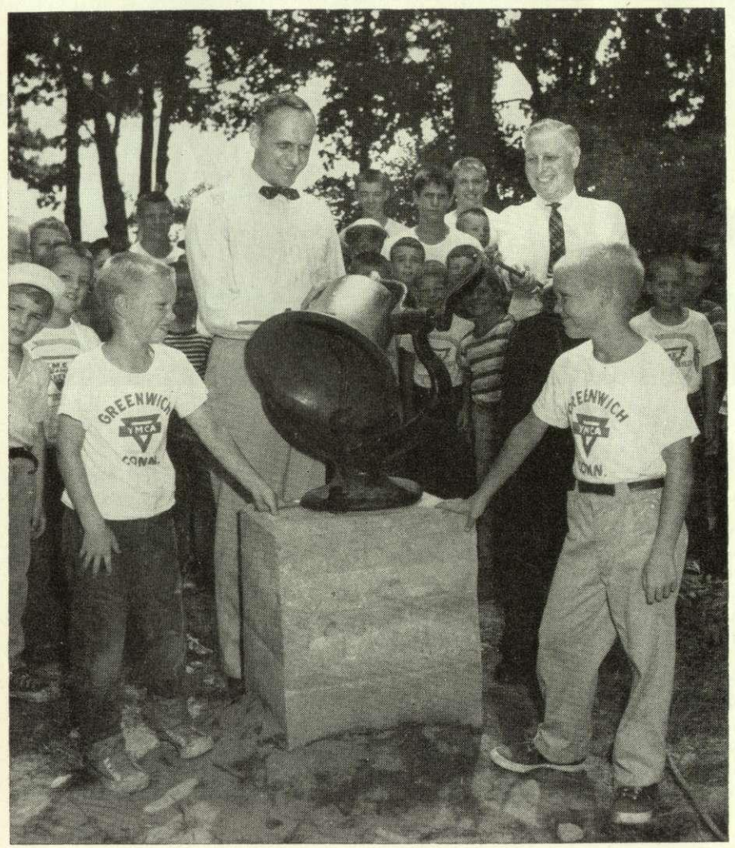
First Model . . .
of "Century Green" freight car was given to Harry Hamburg, 14, of Perth Amboy, N. J., by Charles T. Ireland, NYC's Corporate Secretary, New York. Harry was so impressed with new color scheme at annual shareholder's meeting in May, he wrote asking for a car for his model railroad. An ardent rail fan, Harry owns five shares of New York Central stock.

Headlight Highlights

Protective Section . . .
of Association of American Railroads celebrated 39th annual dinner at Buffalo. Guest speaker (third right), William Callahan, Police Reporter of Buffalo *Courier Express,* was greeted by NYC Supt. of Police at New York Delmar. W. Taylor, retiring Chairman of AAR Protective Section. Other Central men present were: Robert W. Stone (left), Chief of Police, New York; and Robert E. Feeley (right), Captain of Police, Buffalo.

Having Completed . . .
his Apprenticeship, James G. Lambert (right) receives Certificate of Apprenticeship as Journeyman Electrician, West Detroit, Mich., from Bernard A. Schmidlin, General Foreman, at the West Detroit, Mich., Enginehouse.





At Future Unlimited Banquet . . .
for members of Junior Achievement of Greater Cleveland, Inc., whose aim is to train youths in private enterprise economy, is group from NYC-sponsored Uneke Products Co. Advisor is Milan Penyin (sixth left), NYC Police dept. On his left is NYC Employment Supervisor Arthur Conrad.

Tolling Disappearance . . .
of steam locomotive from American scene is 300-pound steam locomotive bell given Greenwich (Conn.) YMCA Camp. Central's Executive Representative at Boston, Herbert H. Harwood (right), presented bell, donated by Norfolk & Western Railway Co. on behalf of Eastern railroads.

NYC Family Picnics Held in Many Areas

Family picnics marked summertime activities in many New York Central locations this year. At Croton Point Park, Westchester County, N. Y. (right), NYC's Eastern Operating District joined with the NYC Athletic Association; NYC Veterans Association and the Commodore Vanderbilt Post-American Legion in sponsoring a family outing for Eastern District Central families.

An outing sponsored by NYC's Western District for families in the Cleveland area found usual cares set aside and a chance for informal get-together between managemen and labor. At left below, Q. B. McLay (left), Local Chairman, Brotherhood of Railway Trainmen, chats with Robert C. Marquis, Lake Division Superintendent, and picnic Chairman.

Oldtimers had an opportunity to visit friends at the Cleveland area picnic. In center photo, Roger W. Andrews, retired Freight Agent, is greeted by Harold Johnson (right), Supvr. of Wage Scales.

Photo at right shows Virginia May Jones, wife of a Central Telegrapher, at picnic for NYC families in Kankakee, Ill., area, demonstrating bicycle won in drawing by her four-year old twin daughters, Melanie Sue, and Melinda Lou.

Hundreds Join in Tribute to Thomas R. Fitzpatrick of P&LE

Railroad presidents, newspaper editors, spiritual leaders, government officials and industrial executives joined to honor Thomas R. Fitzpatrick on his retirement at the end of July as Vice President of the Pittsburgh & Lake Erie at his headquarters in Pittsburgh.

Thomas R. Fitzpatrick

Frequently referred to as the "best-liked railroad traffic man in the country," Mr. Fitzpatrick concluded a career that started when he was 15 years old and drew his first paycheck.

Among the 700 well-wishers at his retirement party was the Governor of Pennsylvania, the Hon David L. Lawrence.

Following his retirement from direct leadership of the P&LE's Freight Sales & Service department. Mr. Fitzpatrick was elected a Director of the NYC-affiliated railroad. In this capacity he succeeds John J. Heard, who resigned from the P&LE Board of Directors. Mr. Heard, a well known Pittsburgh attorney, had been a Director of the P&LE since 1939.

The P&LE is an 80-year old railroad, and Mr. Fitzpatrick has worked for the road for 50 of those years. His first job on the railroad was Stenographer-Clerk in the Freight department. He later was Traveling Freight Agent; Chief Clerk; Asst. Gen. Freight Agent; Coal Freight Agent; and Freight Traffic Manager before becoming a Vice President.

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.

WELL-LOVED BY EVERYONE, Niels P. "Pete" Nielsen (center), Head Porter, General Office Building, Cleveland, is lauded by almost all building's occupants at luncheon celebrating his 29 years with NYC. At luncheon, from Cleveland, were (from left): Ruel A. Struble, Executive Assistant to General Manager; Donald B. Ingold, Acting Assistant General Manager; John J. Matejka, Office Supervisor; and Katherine Marmalic, Matron who prepared the food for the luncheon.

NEW YORK DISTRICT

Anderson, M. C., Miss, Clerk, Weehawken, N. J. 39
Beaumont, R. W., Clerk, New York, N. Y. 54
Bickel, L. F., Miss, Janitress, Poughkeepsie, N. Y. 15
Boddington, M., Electrician, Harmon, N. Y. 16
Bouman, M. E., Barge Captain, Weehawken, N. J. 39
Brady, F. M., Mrs., Telephone Operator, New York, N. Y. 22
Brooks, H., Car Cleaner, Mott Haven, N. Y. 37
Caldarella, A., Cooper, New York, N. Y. 42
Cary, H C., Information Clerk, Grand Central Terminal, N. Y. 46
Cavanagh, D. E., Miss, Clerk, New York, N. Y. 48
Cinquanta, J. Crossing Watchman, Harmon, N. Y. 27
Colella, B., Laborer, New York, N. Y. 27
Delavan, E. V., Crossing Watchman, Kingston, N. Y. 42
Doppel, J. L., Leading Maintainer, Beacon, N. Y. 49
Grippo, J. A., Sergeant, New York, N. Y. 39
Havey, F. J., Agent, Hudson Division 15
Healey, M. V., Miss, Secretary to Treasurer, New York, N. Y. 41
Henning, C. J., Supervisor of Operations, Weehawken, N. J. 42
Hoyt, C. J., Hostler, Harmon, N. Y. 49
Kelley, A. V., Yardmaster, Kingston, N. Y. 49
Krinke, H. W., Stationary Engineer, Marine Division 46
Magaletti, F., Wireman, New York, N. Y. 36
Manville, L., Assistant General Counsel, New York, N. Y. 43
Monti, F., Sweeper, New York, N. Y. 46
Naimoli, F., Elevator Operator, St. Johns Park, N. Y. 41
Nelson, W. F., Fireman, Marine Division 39
Nuara, A., Laborer, Harmon, N. Y. 12
Paternostro, C., Stationary Laborer, Tuckahoe, N. Y. 32
Ramsay, A. C., Assistant Engineer, New York, N. Y. 32
Rapko, J., Engineer, River Division 43
Roscoe, H., Electrical Worker, Harmon, N. Y. 37
Schmidt, E. J., Machinist, Weehawken, N. J. 48
Seiguero, F., Car Cleaner, White Plains, N. Y. 15
Ward, M. K., Miss, Clerk, New York, N. Y. 46
Wells, F. U., Stationery Buyer, New York, N. Y. 41

EASTERN DISTRICT

Baer, A. D., Conductor, Boston Division 56
Bauer, A. R., Clerk, Albany, N. Y. 33
Bauer, F. H., Conductor, Albany Division 52
Beagle, H. F., Captain, Syracuse 40
Benner, H. E., Conductor, Boston Division 52
Bilton, J. H., Machinist, Beacon Park, Mass. 44
Burns, F. E., Assistant Engineer, Buffalo 33
Callahan, W. R., Chief Clerk, Pittsfield, Mass. 48
Cannon, G. O., Ticket Agent, Niagara Falls, N. Y. 42
Casa, S., Trucker, Rochester 16
Cassels, R. W., Machinist Helper, East Syracuse, N. Y. 36
Caulking, F. H., Fireman, Buffalo, Division 41
Crist, E. L., Crew Dispatcher, Jersey Shore, Pa. 53
Darrach, J. M., Conductor, Boston Division 49
Desoe, A. W. C., Conductor, Boston and Albany Division 54
Douglas, J., Engineer, Syracuse Division 46
Fava, G., Crossing Watchman, Suspension Bridge, N. Y. 35
Finger, E. C., Chief Examiner, Buffalo 42
Gackle, C. J., Clerk, Buffalo 40
Gaucas, B. R., Trucker, Albany, N. Y. 42
Gilloon, J. B., Laborer, Selkirk, N. Y. 13
Glynn, J., House Clerk, Boston 48
Hall, R., Engineer, Syracuse Division 47
Hardy, F. E., Stationary Engineer, Allston, Mass. 26
Harris, G. E., Ticket Clerk, Massena, N. Y. 49
Heaton, W. E., Brakeman, Pennsylvania Division 40
Hourigan, H. J., Oiler, Utica, N. Y. 40
Howland, D. D., Signal Mechanic Syracuse 35
Jacobson, F. A., Signal Foreman, Buffalo 44
Jessup, G. G., Inspector and Repair, Corning, N. Y. 37
Johnson, H. E., Brakeman, Albany Division 39
Keefe, W. J., Yard Brakeman, Worcester, Mass. 43
Kinick, W. J., Yardmaster, Black Rock, N. Y. 38
Koehn, F., Conductor, Syracuse Division 47
Lampman, S. N., Conductor, Boston Division 52
Litz, H. S., Engineer, Mohawk Division 49
Lown, J. A., Conductor, Boston Division 52

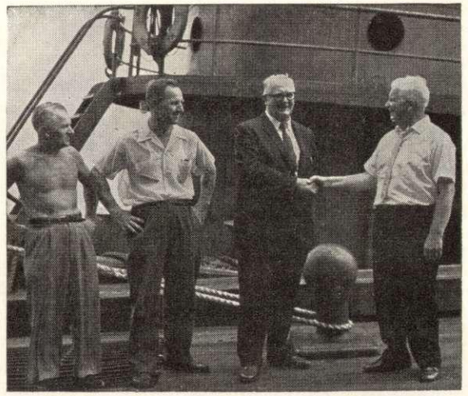
CENTRAL EXECUTIVES show high spirits at retirement of Lewis N. Smith (center), Secretary-Pass Bureau, New York. At gift presentation are (from left): John F. Nash, Vice President-Operation; Mrs. Smith; F. L. Kattau, Assistant to the President; and Ernest C. Nickerson, Vice President-Passenger and Merchandise—all at New York.

ACCEPTING his Certificate of Retirement is Louis Cifaldi (left), Car Foreman, West 33rd Street, N. Y. Alfred W. Keys, Car Foreman, same location, proffers congratulations as fellow employes watch.

Recently Retired

CONTINUED

WITH FELLOW EMPLOYES looking on, Herman Krinke (third left), Engineer, Tug 30, Weehawken, N. J., receives his Certificate of Retirement from William J. Navara, Supervisor of Operations in the Marine department, Weehawken.



ANOTHER RETIRING MEMBER of the Marine department at Weehawken, N. J., is Captain Charles Henning (second right), who says goodby to some of his Central friends.

TUG 31 is scene of retirement of Engineer William F. Nelson (second left), Weehawken, who accepts handshake from Supvr. of Operations William G. Navara, Marine dept.

IN CAR DEPARTMENT at West 30th Street Yard, N. Y., Frank Romonowicz, Electrician, has double handshake upon retiring. Among those congratulating him is Alfred W. Keys (right), Car Foreman, West 33rd Street, New York.

MacDonald, S. L., Conductor, Boston Division 53
Maiorani, A., Gang Foreman, East Rochester, N. Y. 41

VIP TREATMENT is given by Division Superintendent Thomas E. Reynolds to John L. Witter, Sr., retiring after 47 years with NYC. He was Operator at HF Tower, South Bend, Ind., where his only son is also an Operator.

McCarthy, W. H., Conductor, Boston Division 52
McClelland, H., Freight Engineer, St. Lawrence Division 39
McWilliam, F. D., Conductor, Boston and Albany Division 50
Micardi, L., Checker, Utica, N. Y. 43
Noe, J. E., Engineer, Mohawk Division 47
O'Connor, D. J., Brakeman, Boston Division 44
Palmer, D. E., Chief Clerk, Buffalo 43
Pier, O., Conductor, Pennsylvania Division 42
Piontkowski, C., Trucker, Buffalo 15
Prendergast, J. J., Conductor, Boston Division 43
Rentz, P., Trucker, Albany, N. Y. 35
Robbins, W., Baggageman, Schenectady, N. Y. 24
Ryan, J. F., Wire Chief, Selkirk, N. Y. 54
Sadler, C. E., Telegrapher-Leverman, Syracuse 53
Samarchuk, J. T., Laborer, Charlton, Mass. 10
Saulnier, T. A., Conductor, Boston and Albany Division 48
Sharp, W. J., Freight Agent, Williamson, N. Y. 47
Shattuck, C. H., Clerk, Boston 20
Soehner, F., Clerk, Rochester 53
Stevenson, W. B., Wire Chief, Buffalo 46
Szafranski, J. J., Boilermaker, East Buffalo, N. Y. 40
Thomas, J. A., Laborer, Forestport, N. Y. 12
Tierney, M. E., Conductor, Boston and Albany Division 52
Todd, W. J., Conductor, Boston Division 51
Walsh, M. F., Conductor, Boston Division 52
Wanmer, C. D., Engineer, Mohawk Division 47
Waters, W. L., Conductor, Boston Division 53
Wood, E. L., Agent-Telegrapher, Ontario, N. Y. 49
Zaleski, S., Laborer, East Syracuse, N. Y. 23

WESTERN DISTRICT

Auerbach, W. H., Signal Maintainer, Wesleyville, Pa. 43
Anderson, W. E., Assistant Master Mechanic, Chicago 44
Angyal, J., Boilermaker, Collinwood, O. 46
Bittenger, G. A., Gateman, Toledo 34
Coats, C. E., Division Foreman, Gibson, Ind. 42
Coyle, H. R., Method and Control Analyst, Chicago 55
Cullen, M. K., Mrs., Telephone Operator, Youngstown, O. 12
Fox, W. D., Yard Conductor, Cleveland 39
Gerhart, N. R., Electrician, South Bend, Ind. 43
Hastings, M. R., Telegrapher, Ashtabula, O. 47
Homik, S., Inspector-Repairer, Cleveland 35
Lillis, E. E., Laborer, Collinwood, O. 16
Johnston, C. P., Train Director, Ashtabula, O. 40
Jones, V., Baggage and Mail Trucker, Cleveland 16
Kapel, T., Mason Helper, Collinwood, O. 9
Kashak, M. J., Crossing Flagman, Streator, Ill. 11
Kennedy, F. H., Electrician, Collinwood, O. 37
Kompes, J. J., Machinist, Collinwood, O. 40
Kraich, J., Gang Foreman, Collinwood, O. 49

SOUTHERN DISTRICT

Bair, L. C., Painter, Beech Grove, Ind. 13
Belcher, B. L., Laborer, Cincinnati 29
Bentzel, R. T., Chief Clerk, Springfield, O. 38
Bolander, J. A., Engineer, Ohio Division 43
Bovinett, E. L., Foreman, East St. Louis, Ill. 41
Brown, H. B., Laborer, Sharonville, O. 17
Burnet, H. A., Clerk, Cincinnati 48
Byer, D. L., Carpenter, Hobson, O. 22
Cartmill, P. E., Dispatcher, Springfield, O. 41
Coss, R. G., Clerk, Columbus, O. 49
Daring, B. I., Miss, Yard Clerk, Bellefontaine, O. 14
Darling, H. L., Engineer, Indiana Division 46
Debo, R. E., Engineer, Ohio Division 48
English, T. W., General Manager, Indianapolis 47
Fleck, L. E., Timekeeper, Indianapolis 39
Hopgood, J. C., Janitor, Mattoon, Ill. 40
Huffman, A. G., Laborer, Bellefontaine, O. 30
Kissell, R. M., Laborer, Charleston, Ill. 9
Lake, B., Car Repairer, Toledo 44

AT HARMON SHOP, Centralman gather to say goodby to Air Brake Foreman John Smythe (center), who has served New York Central for 45 years. Among those present are (from left to right): William Blythe, Assistant Foreman; Francis L. Hoffman, General Superintendent of Shops; Eugene S. Mustain, Superintendent of Shops; and Edward F. Cooper, Supervisor of Air Brakes—all at Harmon, N. Y.

LEO MANVILLE, Asst. General Counsel, has retired from NYC. Mr. Manville has been with the Central since 1916 when he started as a Stenographer, Law department, New York.

PASSENGER CONDUCTOR William M. Jones (left), Hudson Div., receives Certificate from left: Ernest W. Way, Asst. Condr.; Jim White, retired Conductor; Clarence J. Gray, Asst. Condr.; and Gerald P. Butler, Trainmaster.

Lowry, C. W., Foreman, Mattoon, Ill. 26
Ludwick, I. A., Clerk, Harrisburg, Ill. 39
Mackey, C. F., Car Repairer, Toledo 38
Martin, M. F., Baggage and Mail Trucker, Erie, Pa. 36
McFadden, E. W., Freight Car Inspector, Cleveland 36
McGoey, J. O., Freight Conductor, Lake Division 46
Miller, E. E., Checker, Cleveland 17
Miller, G. J., Jr., Yard Clerk, Collinwood, O. 22
Mills, T. O., Freight Conductor, Ohio Central Division 48
Minger, F. F., Real Estate and Tax Agent, Chicago 34
Morgan, H. R., Engineer, Ohio Division 47
Nagode, G., Carman, Collinwood, O. 28
Nichols, W. O., Machinist, Riverside, O. 38
Nielsen, N. P., Head Porter, Cleveland 29
Pinelli, D., Machinist Helper, Ashtabula, O. 22
Raudabaugh, W. V., Train Dispatcher, Springfield, O. 37
Reynolds, T. D., Telegraph Operator, Marion, Ind. 15
Russell, J., Laborer, Mt. Carmel, Ill. 17
Scott, W. H., Yard Clerk, Hobson, O. 37
Sexton, M. J., Boilermaker Helper, Collinwood, O. 37
Sheridan, R. B., Gang Foreman, Louisville, Ky. 46
Singletery, E., Baggage and Mail Trucker, Cleveland 16
Smith, J., Laborer, Bryan, O. 15
Smith, S. H., Engineer, Illinois Division 42
Spano, F. G., Mason, Ashtabula, O. 25
Stein, E. C., Adjustment Clerk, Cleveland 43
Sullivan, M. R., Conductor, Lake Division 36
Thomas, W., Baggage and Mail Trucker, Cleveland 14
Trittler, J. P., Inspector and Repairer, Cleveland 17
Weidner, G. W., Clerk, Toledo 41
Welty, H. F., Carpenter, East St. Louis, Ill. 36
Witter, J. L., Operator, Elkhart, Ind. 47
Wright, A., Coach Cleaner, Chicago 14
Wulfekuhl, J. C., Rate Clerk, Cincinnati 49

NORTHERN DISTRICT

Ackerman, J. F., Miss, Clerk, Detroit 31
Black, G. A., Leverman, Detroit 34
Burdick, E. A., Yard Clerk, Jackson, Mich. 31
Caesar, E. E., Accountant, Detroit 46
Clark, S. W., Caretaker, Vassar, Mich. 11
Daoust, H., Car Inspector, Windsor, Ont. 36
Darlington, F. M., Switchtender, St. Thomas, Ont. 42
De Voe, D. F., Engineer, Michigan Division 47
Forsberg, C., Boilermaker, St. Thomas, Ont. 49
Hearne, C. E., Agent, Dyer, Ind. 34
Hedstrom, C. A., Engineer, West Division 44
Jaques, W. R., Caretaker, Laingsburg, Mich. 12
Le Compte, R. S., Chief Clerk, Detroit 53
McCarthy, J. L., Switchtender, St. Thomas, Ont. 46
Phillips, C. B., Laborer, Kalamazoo, Mich. 34
Rickard, R. H., Miss, Clerk, Detroit 35
Swift, A. V., Yard Conductor, Detroit 36
Van Antwerp, L. G., Engineer, Michigan Division 49
Vandeventer, E. F., Waterwork Mechanic, Jackson, Mich. 31
Wall, W. J., Clerk, Detroit 37
Winter, A. H., Chief Clerk, Detroit 49
Wolford, M. E., Mrs., Clerk, Detroit 34

PITTSBURGH & LAKE ERIE

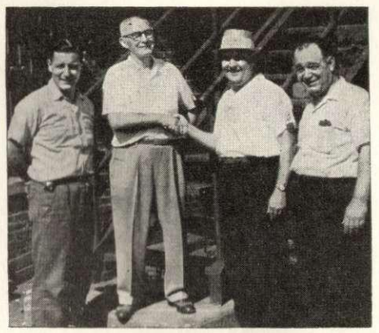
Amber, A. J., Trainman, McKeesport, Pa. 37
Boehm, R. F., Crane Attendant, McKees Rocks, Pa. 31
Di Giovine, F., Shop Laborer, McKees Rocks, Pa. 33
Ferri, L., Laborer, Glassport, Pa. 14
Gyt, J., Freight Car Repairer, McKees Rocks, Pa. 46
Hoffman, F. S., Engineer, McKees Rocks, Pa. 39
Iacobaccio, F., Laborer, Wampum, Pa. 30
Landis, F. K., Trainman, East Youngstown, O. 37
Miller, C. E., Foreman of Carpenters, McKeesport, Pa. 30
Morneweck, L. L., Rate and Billing Clerk, Sharon, Pa. 50
Peden, J. A., Receiving Clerk, McKees Rocks, Pa. 39
Phillis, H. L., Head Clerk, Pittsburgh 43
Rodney, J., Laborer, McKeesport, Pa. 15
Rotunno, A., Car Inspector, East Youngstown, O. 37
Schnitzler, J. F., Telegraph Operator, East Youngstown, O. 32
Stankiewicz, W., Laborer, Pittsburgh 29
Ulander, G. A., Lead Car Inspector, Dickerson Run, Pa. 42

CLEVELAND UNION TERMINAL

Bilinschi, V., Car Cleaner, Cleveland 39
LoGrande, G. T., Car Cleaner, Cleveland 17
Pozek, D. A. P., Mrs., Car Cleaner, Cleveland 17

INDIANA HARBOR BELT

Kennedy, J. F., Yardman, Gibson, Ind. 41
Kenyon, T. F., Yardman, Gibson, Ind. 37
Turner, L., Laborer, Gibson, Ind. 37



VALOR MEDAL OWNER and Painter Foreman Edward Reich (second left), Mott Haven, N. Y., says goodby to (from left): Wellington E. Whitney, Asst. Gen. Foreman; Ansley J. Kurdys, Gen. Car Foreman; and Benjamin Picciano, Local Chairman, Brotherhood Railway Carmen.

FISHING ROD is always well-received by retiring employes and this one is also well-earned by Depot Foreman Grover C. Wertz, Dayton, O., a railroad man since 1912.

LONG AND SHORT of it is retirement of Auditor Robert E. Justin (right), Cleveland, which was celebrated by friends at recent ceremony. Among those attending were (from left): Wesley A. Wilkinson, General Attorney; Russell W. Brandes, Mr. Justin's successor; and Ruel A. Struble, Executive Asst. to General Manager-Cleveland.

Charleston, W. Va. *Gazette-Mail* photo

Safety record honored . . .

by permanent possession of pictured plaque is the reward of NYC's Ohio Central Division. The Division chalked up the lowest casualty ratio in the Western District in both 1957 and 1958, as a result of which permanent possession of the plaque was given to the Division. The award was made at a summer outing for division employes, held at Charleston, W. Va. The plaque was presented to Division Superintendent John W. Crowley (center) before 750 Central employes and members of their families by Mayor John T. Copenhaver of Charleston. At right is Robert H. C. Kay, Central's local Attorney at Charleston. (Recently, the Ohio Central Division was transferred from NYC's Western District to the Southern District.)

New pay checks . . .

are in vogue for employes on the Indiana Harbor Belt and the Chicago River & Indiana Railroads as electronic check printer makes its debut on the NYC subsidiaries. First checks to roll from the machine get careful scanning by John H. Gums (left), Auditor of Disbursements, and Samuel R. Herron, Assistant to the Treasurer, at office in LaSalle Station, Chicago.