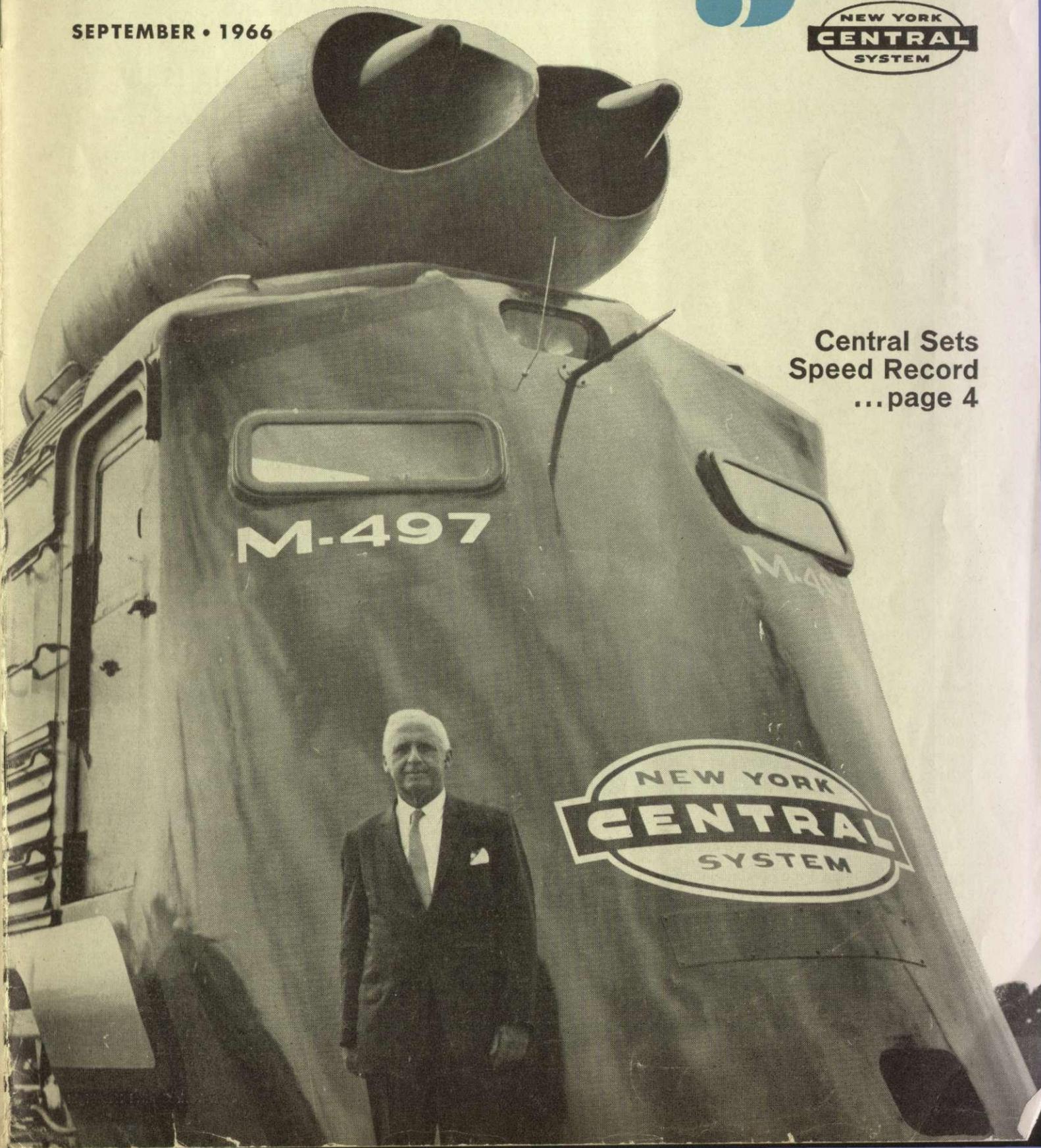
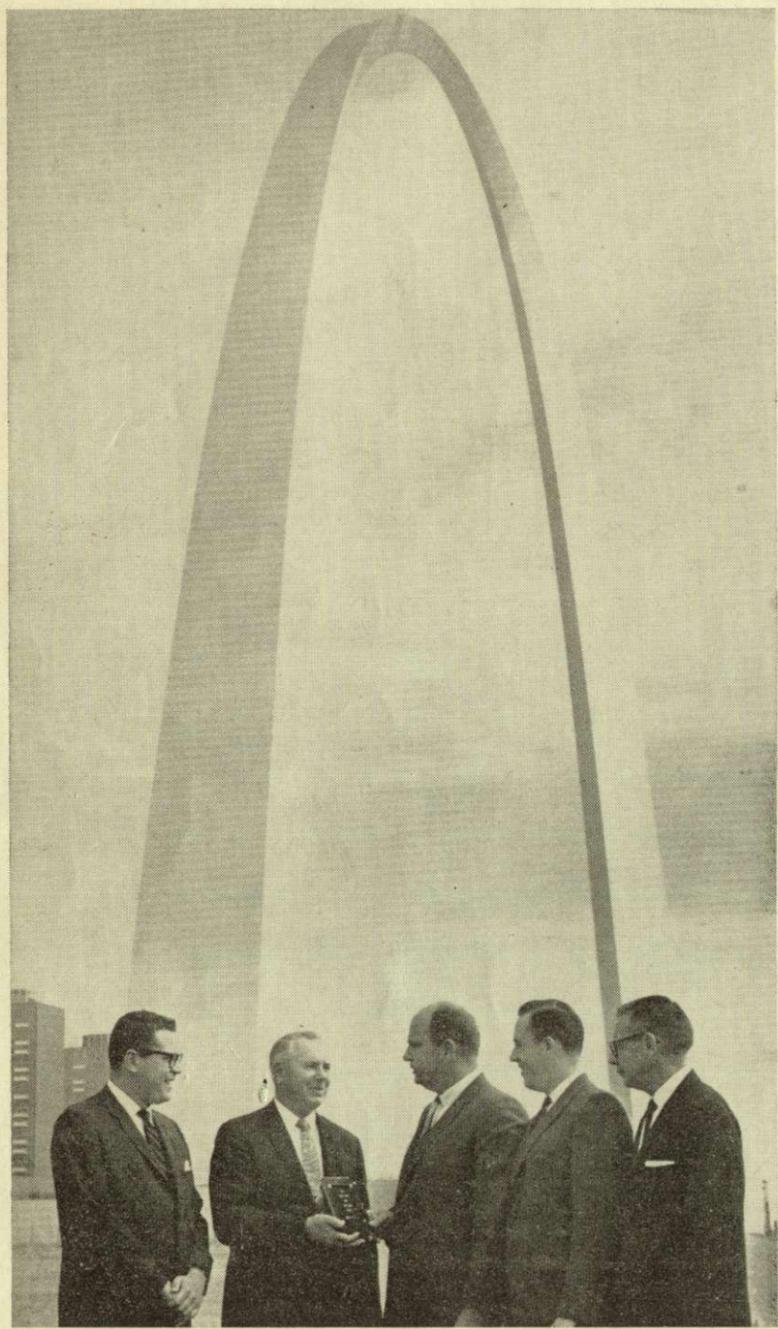


Headlight

SEPTEMBER • 1966



Central Sets
Speed Record
...page 4



St. Louis Wins Flexi-Thon II Award...

for having gained the greatest increase in Flexi-Van volume system-wide during the months of May, June and July. Charles R. Drake (second left), Freight Sales Manager at St. Louis, presents first place award to Joseph A. Robertson, Manager of Flexi-Van Sales & Service, as M. Keith Rankin (left), Assistant Flexi-Van Sales Manager, Arlan E. Finfrock, Manager of Flexi-Flo Sales and Charles H. Harrison, former Terminal Manager New York Central Transport Co. at St. Louis, now located in Chicago, Ill., look on. \$12 million Gateway Arch, memorializing the Louisiana Purchase and westward expansion rises dramatically to a height of 630 feet in the background.

Headlight

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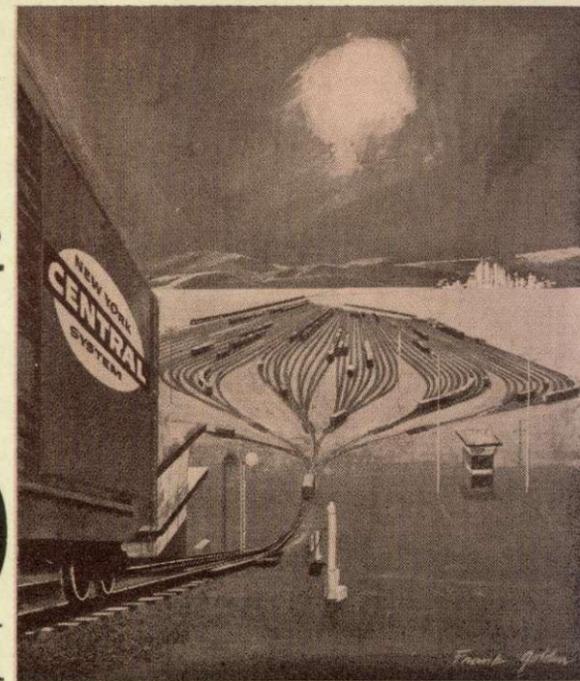
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ON THE COVER: Alfred E. Perlman, President of New York Central, with NYC's M-497 jet-powered test car which established a new U. S. rail speed record of 183.85 miles per hour on July 23rd. The test car was a rolling laboratory, equipped to provide data never before obtained. Information accumulated during the test operations will assist Central in determining its future policy with regard to rail passenger services.



ALFRED E. PERLMAN YARD TO BE BUILT AT SELKIRK



►► New York Central Board of Directors in a special action marked their approval of the Central's last major project of the 12 year program of modernization and technological improvement begun in 1954 by designating its new electronic classification yard at Selkirk, N. Y., as the ALFRED E. PERLMAN YARD.

In doing this, the Board of Directors unanimously adopted a resolution to honor NYC's President for his outstanding leadership during the past 12 years, in which time the Central has been transformed into a new, dynamic and progressive transportation system.

In adopting the resolution they cited that under Mr. Perlman's direction the Central has invested more than \$580 million in extensive physical modernization and, at the same time, paid off over \$250 million worth of funded debt. This leadership has created a "quiet revolution" that enabled the Central to report the largest net income growth of any railroad last year and a further 80 per cent increase in net income for the first half of this year.

Mr. Perlman has transformed the Central into an efficient transportation system with the fastest scheduled freight trains in the world; he reduced the four-track system to two and installed 2,800 miles of centralized traffic control; built four electronic "push button" freight yards which replaced 60 old yards and trimmed hours and, in many cases, days off transcontinental schedules; mechanized the maintenance of way and maintenance of equipment programs; made full utilization of modern electronic

machines and techniques, including the installation of the industry's largest "real-time" transportation computer and the world's second largest industrial communications network.

In addition, Mr. Perlman developed a young, aggressive management team to implement his energetic and creative programs. He initiated a revolutionary program of scientific research and established the first privately financed research laboratory in the industry. Cybernetics, the new science of communication and control in human beings as well as machines, was applied by Mr. Perlman to provide Central's management with accurate and timely information, allowing decisions to be made rapidly on the basis of facts and logic.

With the inauguration of the industry's first marketing department, Central developed radical new freight traffic methods to meet competition. The introduction of "Flexi-Flo" service for the transportation of dry and liquid bulk commodities proved so successful last year that it won the railroad industry's coveted Golden Freight Car Award.

In applying the only privately financed technological research to the future of rail passenger business, Mr. Perlman's efforts again paid off. In a recent scientific operation, a New York Central experimental jet-powered, rolling laboratory established a new U.S. rail speed record of 184 miles per hour (see page 4) and provided the company with scientific data never before obtained.

For more than 40 years Mr. Perlman has been a leading advocate of soundly

conceived and well executed rail consolidations. His dedicated efforts for the creation of competitively balanced rail systems in the east have been a great factor in the complex activities leading to Central's merger with the Pennsylvania. The formation of the third of three eastern systems will enable Penn Central to better serve its customers and move toward the most efficient level of operation.

While serving his company and the business community in the fields of finance, commerce and industry, Mr. Perlman has also been called upon to extend his leadership to some of our country's leading institutions of higher learning. He presently serves as a trustee of Denver University, a member of the Corporation of Massachusetts Institute of Technology, a member of the Visiting Committee of the Joint Center for Urban Studies at M.I.T.-Harvard, and a member of the Council of the State University at Westchester.

Plans for a \$20 million electronically controlled freight yard at Selkirk, N. Y., were announced by the Central in June. The new yard will be the fifth such installation, with other facilities located at Buffalo, Youngstown, O., Indianapolis, and Elkhart.

ALFRED E. PERLMAN YARD will become a major facility in the State of New York for handling east-west traffic on the New York Central. The yard is being planned so that it can be expanded to become a key service point in the operation of the merged New York Central and Pennsylvania system.

JET POWERED RAILROAD CAR TESTED BY NYC



SETS NEW U.S. RAIL SPEED RECORD

▶▶ A New York Central jet-powered test car, M-497, established a new U.S. rail speed record of 183.85 miles per hour during research operations on July 23.

Alfred E. Perlman, NYC President, said, "The test car is a rolling laboratory, equipped to provide data never before obtained." Mr. Perlman stressed that while he is "gratified" the unit set a new speed record, the information accumulated during the test period is more important and will assist the railroad in determining future policy with regard to rail passenger services. "This is part of Central's overall forward planning in projecting the future of its passenger business," Mr. Perlman said. "It in-

cludes a marketing study, utilizing the latest technological and marketing tools to determine possible costs and revenues in order to set our future course."

Tests with the world's first jet-powered rail car were conducted between Butler, Ind., and Stryker, O.

New York Central's famed "999" was the first locomotive to travel at speeds over 100 miles an hour. On May 10, 1893, the "999" set the record of 112.5 miles per hour on a run between Batavia N. Y., and Buffalo.

Mr. Perlman emphasized that the test operations "were not an attempt to set speed records, but rather a scientific experiment to determine complete data on

the capabilities of standard equipment run at ultra high speed with safety and comfort over track and roadbed maintained at normal standards." He noted that the test car "is not a planned prototype of future high-speed rail equipment."

The speed runs were made on track which has been pounded by heavy freight trains for more than 26 years. The test track, Mr. Perlman indicated, is equipped with standard 39-foot sections of rail, not welded rail, and the roadbed has received only normal maintenance. "Except for the addition of the jet power, necessary to attain the ultra high speeds required for the tests, we used ordinary tools under ordinary conditions to make a realistic study," he stated.

"The technology for developing high-speed intercity rail transportation is, and has been, available to us for some time," he said. "The future of rail passenger services now hinges on the economic and marketing aspects of the business."

Mr. Perlman pointed out that "for some months, Central has been applying its marketing program, so successful in its freight service, to its passenger operations. Our study will enable us to determine how we can best serve the needs of the traveling public for fast, reliable and less-costly intercity transportation, and, at the same time, combat the rising trend of our passenger deficit which is threatening the continuation of all rail passenger services."

The test vehicle, a 13-year-old Budd passenger car, was equipped with two General Electric turbo-jet aircraft engines, mounted on the forward end, and the car was fitted with a streamlined front at NYC's locomotive shop at Collinwood (near Cleveland). Otherwise, the test car is a standard self-propelled coach, which had been in regular commuter and interurban service.

The out-of-pocket costs of the tests, including purchase and installation of the two military surplus jet engines, were under \$35,000. This amount was provided by Central without any governmental or other grant.

As a rolling laboratory, the car was equipped with more than 50 instruments for measuring and recording speed, bearing temperatures and ride characteristics.

A minute radio transmitter fastened to the front axle sent information of wheel and axle stresses to recording equipment in the car. Acceleration and motion of the axles, trucks, and the car were measured at many locations and recorded on direct-writing oscillographs.

Certain data were also recorded on magnetic tape for future analysis by computers.

Remote controlled cameras photographed wheels and running gear. Temperatures of critical bearings and other equipment were measured continuously. A digital record of track irregularities was also obtained.

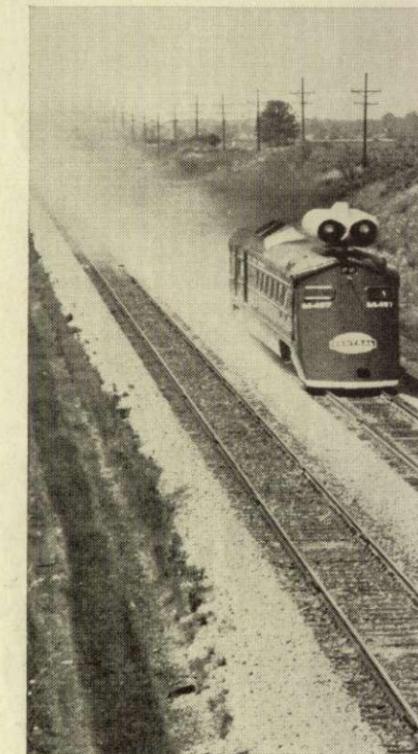
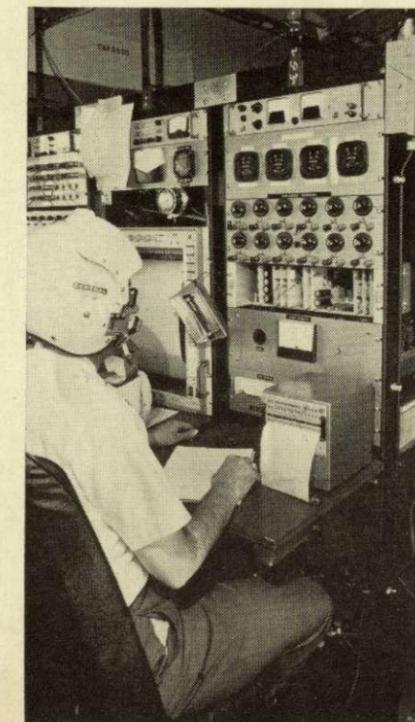
Four separate speed measuring systems were provided: one mechanical, one air speed, and two electronic. An automatic plotter provided a continuous trace of speed and distance traveled.

All crew members communicated with each other by means of intercom equipment in their helmets. In addition, two radio channels were used: one providing communications with an airplane flying ahead of the car, and one with the operations base at Bryan, Ohio.

Instrumentation was also provided in the track at the high speed section of the course. Electronic equipment measured speed, rail forces and displacements, vibration and air pressure.

Work in preparing and equipping the test car was done under the direction of technicians from Central's technical research laboratory, the Cleveland Technical Center, Inc. The same team of technicians conducted the test runs.

NEW FACES OF 1966 . . . New York Central's jet-powered test car, which set new U.S. rail speed record of 183.85 miles per hour, is a re-equipped, 13-year old Budd passenger car. Fitted with streamlined front and two turbo-jet aircraft engines, the test vehicle is a rolling laboratory equipped to provide data never before obtained.



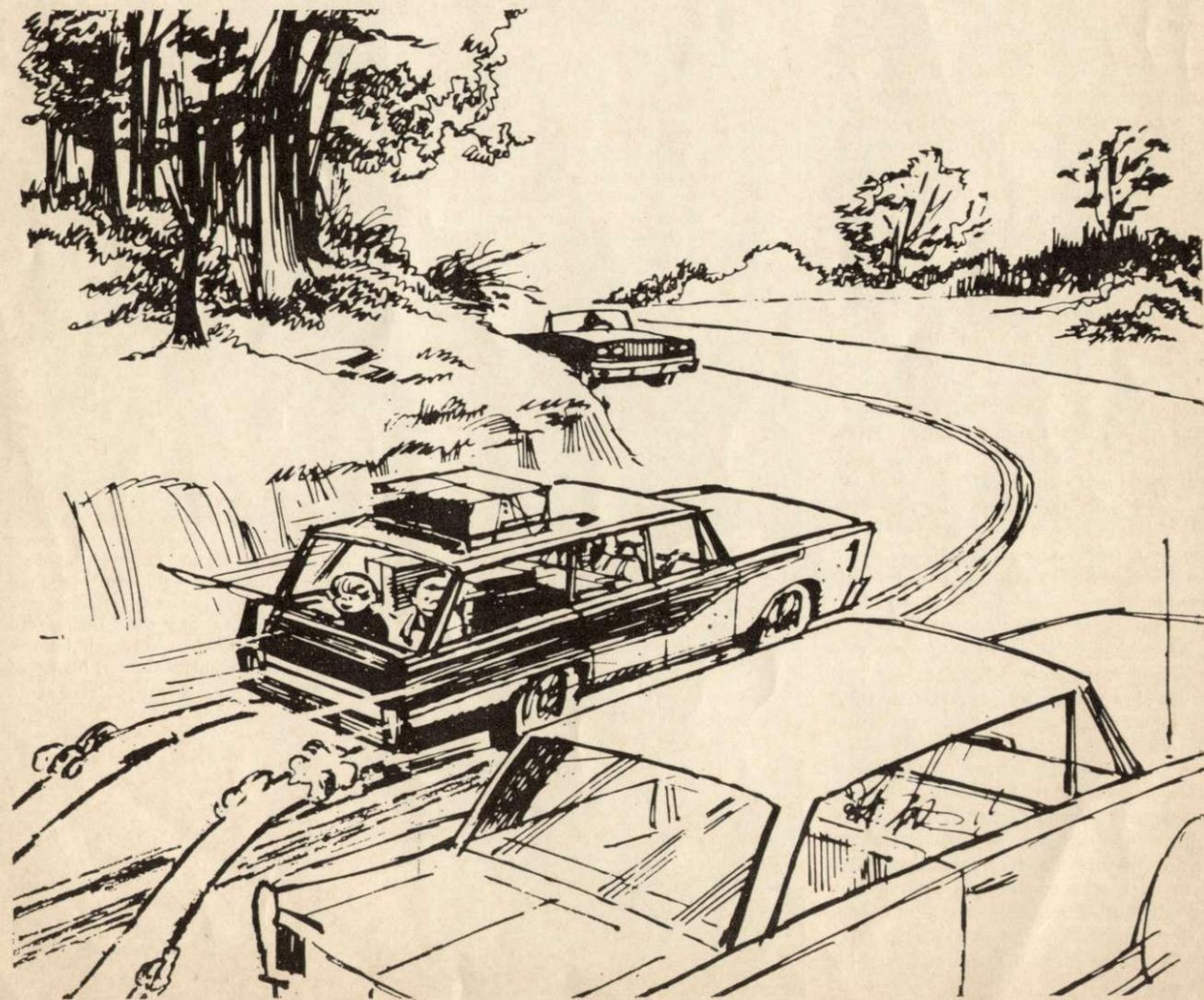
ROLLING LAB . . . Interior of New York Central's jet-powered car, contains more than 50 instruments to record data never before obtained. Crew members communicated by intercom equipment in their helmets. Data was recorded on magnetic tape for computer analysis. Technicians from Central's technical research laboratory, Cleveland Technical Center, Inc., conducted test runs.

Safe Driving Is Your Responsibility

Traffic safety begins with the driver. This would seem to be a self-evident fact, but obviously it's a truism that needs to be more widely accepted. It's necessary to keep pounding home these ideas:

- It's your responsibility to obey speed limits. It's your responsibility not to pass on hills or blind curves. It's your responsibility to stay a safe distance behind the car in front of you.
- When you're at the wheel it's imperative that you keep your mind on driving. You must watch out for the other fellow. Look ahead. Be alert. Test your brakes.
- Courtesy and common sense mark the good driver. Discourtesy, thoughtlessness and stubbornness cause accidents.

The Golden Rule is a good driving rule, too.



New York Central Headlight

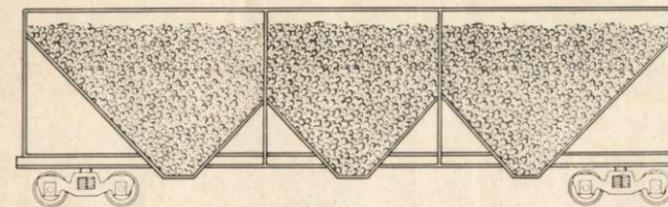
Novel Car Boosts GRAIN CARRYING CAPACITY

New York Central- B. F. Goodrich Engineers Develop FLEXI-FLATOR



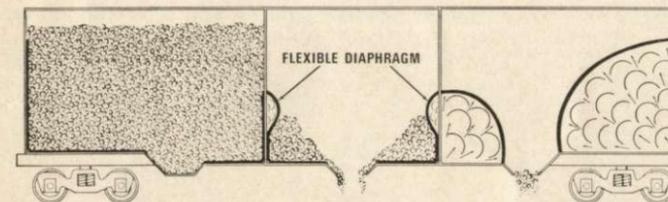
WORKING MODEL of new Flexi-Flator car is inspected by H. P. Stockbridge (left), Director New Products at B. F. Goodrich, Alfred E. Perlman, NYC President and J. W. Keener, President of B. F. Goodrich.

CONVENTIONAL CAR



FLEXI-FLATOR CAR

- 1 Rail car compartment filled with dry flowable material. The discharge gate will be opened for material to free fall out.
- 2 Air inflates rubber diaphragm, pushing and rolling to discharge material left in compartment after initial drop.
- 3 Complete cleanout occurs as reinforced flexible diaphragm, fully inflated, moves balance of material to discharge.



► The world's largest capacity grain and grain products hopper car was introduced recently by New York Central and B. F. Goodrich Company. The new car features a unique unloading system that enables it to carry 22 per cent more material than conventional cars.

J. W. Keener, President of Goodrich, said the new car includes flexible diaphragms developed by B. F. Goodrich that inflate for rapid and complete discharge of dry granular materials.

Alfred E. Perlman, President of New York Central, said, "Our work with

B. F. Goodrich in developing this car with the high cube capacity needed for low density grain products was undertaken in recognition of the special needs of feed ingredient shippers."

The New York Central car, equipped with 125-ton trucks, has a "squared" configuration, resembling a box car more than a hopper car. With a capacity of 5800 cubic feet, compared with 4700 cubic feet for a conventional covered hopper car with the same exterior dimensions, it has the highest weight and cube capacity of any grain car ever built.

"The patented inflatable slope sheet system providing the increased capacity in this new car is an extension of B. F. Goodrich Company's pneumatic materials handling systems developed in recent years," Mr. Keener said. "The new system uses diaphragms made of high strength, rubber-coated fabric approved by FDA for food handling."

"When the diaphragms are inflated with only one pound per square inch of air pressure," Mr. Keener explained, "the grain in the corners is pushed to the discharge gate where it flows out by gravity or is conveyed pneumatically."

Central has also introduced a modern rate structure which includes the first major changes in more than 60 years in grain rate concepts as part of its marketing program of tailoring its services to customers' needs.

"The new structure of prices is designed to meet the present-day requirements of the grain trade. It is based on mileage rather than large rate zones and incorporates only the charge for the basic service of transportation," Mr. Perlman said.

"We believe Central's grain-hauling rates and the addition of specialized grain-carrying equipment such as the Flexi-Flator car are lowering transportation costs and encouraging a smooth flow of grain from producing areas to consuming points on a year-round basis," he explained. "The extension of these marketing techniques to feed and feed ingredients will enable Central to make further investments in our grain fleet in the coming year."



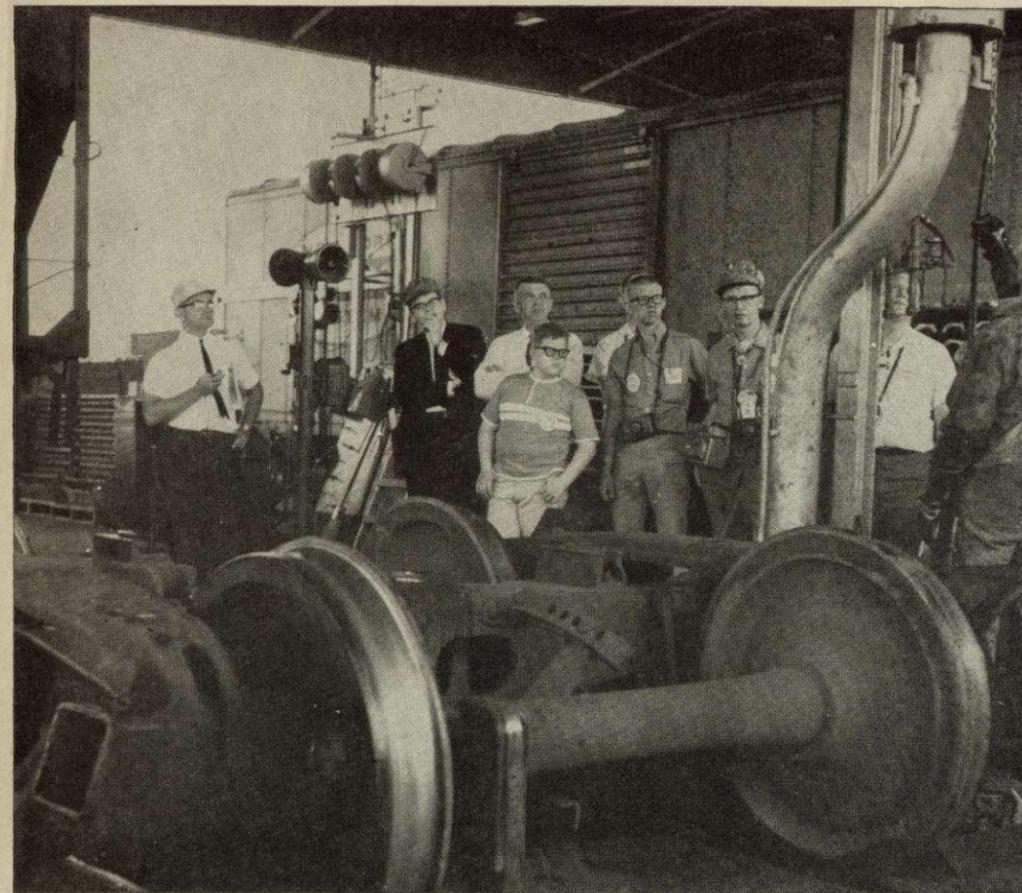
Boys and Girls . . .

from the Cumberland Hills School for Handicapped Children, Pittsburgh, are shown during a recent visit to Pittsburgh & Lake Erie Railroad's Passenger Terminal facilities at Pittsburgh. Despite sight and hearing defects, the students thoroughly enjoyed inspecting a yard switching locomotive and passenger train equipment.



Flexi-Flo Service . . .

is explained to Massachusetts Institute of Technology students by Framingham Flexi-Flo Terminal Manager, Harry Damigella, left and Yardmaster Paul Connors, second left. Students are members of a MIT freshman orientation seminar who were taken on a tour of the New York Central's Boston and Framingham facilities.



Modelers Meet Mechanics . . .

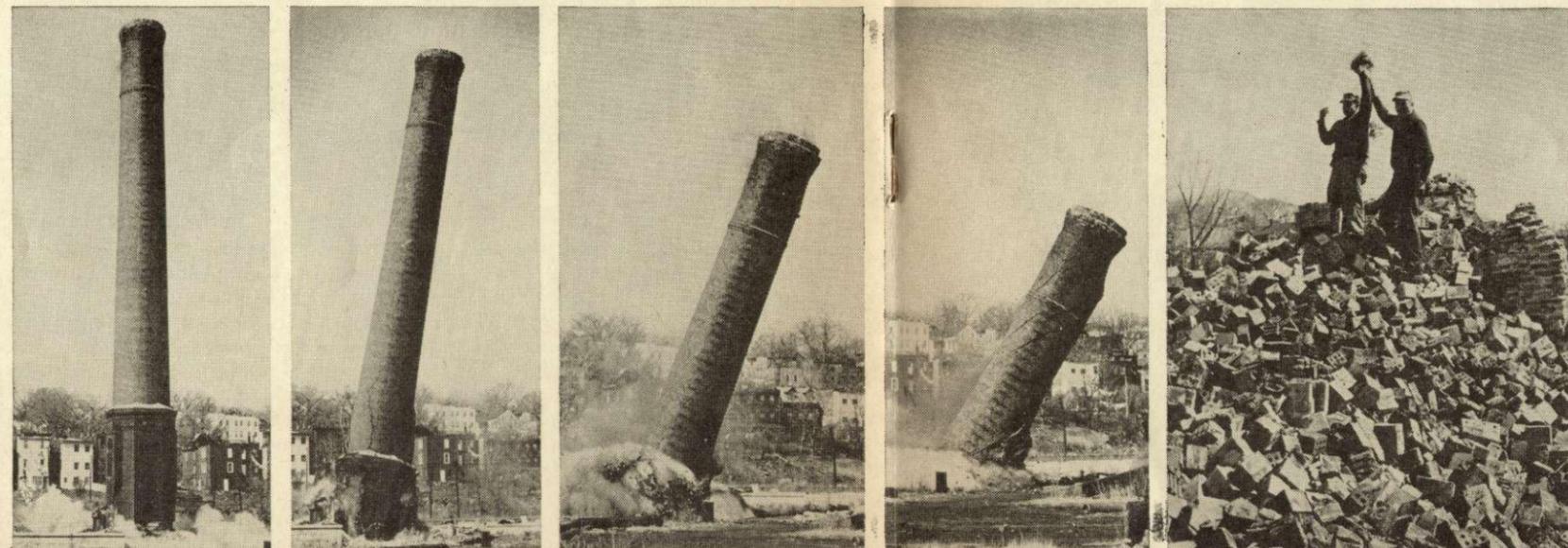
Model railroaders visiting New York Central's Big Four Yard at Avon, Ind. witness a mechanical demonstration and get a briefing on the yard's car shop by the shop's General Foreman, Charles R. Coats (left). The yard tour was one of the highlight's of the midwest regional convention of the National Model Railroad Association held in nearby Indianapolis.

HEADLIGHT Highlights

The Leaning Tower Disappears in an Explosive Finale . . .

Like many landmarks, the smokestack in the New York Central yards in Rensselaer, N. Y. died hard. First the blast, with 10 sticks of dynamite. Then a dusty cloud forms at the base, but the 58 year old smokestack hangs on, for perhaps a half-minute. Then it starts to quiver. The foundation seems to powder away. Faster and faster

the smokestack roars down. In about six seconds, it's a pile of rubble atop which stand Schenectady, N. Y. demolition man Robert Green (left) and New York Central's Chester Jajo, who was in charge of the demolition. The smokestack, once a proud 135 feet high and 30 inches thick at the base, ends a career begun under the B&A RR.



Railroad Writer Rewarded . . .

Cincinnati's Steve Cramer (left), is awarded a check for winning second place in an Ohio statewide creative writing contest sponsored jointly by the Railroad Community Service Committees of Cincinnati, Dayton, Columbus, Cleveland and Toledo. Making the presentation is John E. Norwood, NYC's Assistant Vice President, Freight Sales & Service and Chairman of the Cincinnati Committee.



Golden Freight Car . . .

received the place of honor at Cleveland's Railroad Equipment Exhibit during National Transportation Week. Admiring the display are left to right Eileen M. DeFlorville, Secretary to General Attorney, Cleveland, Lt. Ed L. Maras, Ashtabula, O. Don Rehl, Frt. Sales Mgr., Cleveland, and Donald A. Newman, Eastern Railroad Presidents Conference Representative.

Employees Move Into New Posts on NYC

SYSTEM

John T. Lynch has been appointed to the position of General Claims Attorney with headquarters in New York, succeeding Maurice N. Ray, retired.

Mr. Lynch joined the Central in 1951 as Claim Agent and has worked in various positions at Mount Carmel, Ill., Cincinnati, Indianapolis and Chicago. In 1965 he was appointed Assistant General Claims Attorney at New York, the position he held prior to his present assignment.



John T. Lynch



Don L. Werby

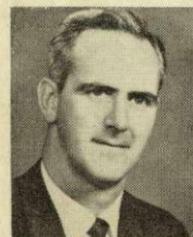
FREIGHT SALES DEPARTMENT

Don L. Werby has been appointed to the position of Director of Flexi-Van Sales & Service with headquarters in New York, following the retirement of Roy L. Milbourne.

Mr. Werby joined the Central in 1959 as a Management Trainee in the Freight Sales Department. In 1961, he was appointed Assistant Manager of Flexi-Van Sales & Service in Cincinnati, and in 1963 he became Flexi-Van Manager there. In 1964 he was appointed Assistant Director of Flexi-Van Sales & Service, at New York.

James W. McDonnell has been appointed to the position of Assistant Director of Flexi-Van Sales & Service with headquarters in New York.

Mr. McDonnell started his railroad career as a Clerk for the P&LE RR, a Central subsidiary, in 1953. He was appointed District Freight Salesman in Detroit, Mich., for the NYC in 1959, and in 1963 became Assistant Manager of Flexi-Van Sales & Service in Detroit. In November, 1963 he was appointed District Freight Sales Manager in Saginaw, Mich., the position he held prior to his present appointment.



James W. McDonnell



C. Michael Nielsen

C. Michael Nielsen has been appointed to the position of District Freight Sales Manager with headquarters in New York.

Mr. Nielsen joined the Central as a Management Trainee in the Freight Sales Department in New York in 1964. Upon completion of his training program, he was named District Freight Salesman at New York, the position he held prior to his present assignment.

J. A. Robert Smith has been appointed to the position of Assistant Manager, Flexi-Van Sales & Service with headquarters in New York.

Mr. Smith, a native of Montreal, Canada, joined the Central at Montreal in 1963. He served in various clerical positions and in 1964 was appointed District Freight Salesman at Montreal, the position he held prior to his present appointment.

Daniel G. Carroll has been appointed to the position of Service and Equipment Representative with headquarters in New York.



J. A. Robert Smith



E. W. Kruppenbacher

MAIL & EXPRESS DEPARTMENT

Ernest W. Kruppenbacher has been appointed to the position of Manager of Mail & Express Traffic with headquarters in New York.

Mr. Kruppenbacher joined the Central in 1920 as a Clerk in the Accounting Department in New York and in 1946 he was appointed Mail & Express Traffic Agent. In 1948 he transferred to Chicago in the same capacity and in 1954 returned to New York as Assistant Manager of Mail Traffic the position he held prior to his present assignment.

William E. O'Reilly has been appointed to the position of Assistant Manager of Mail & Express Traffic with headquarters in New York.

Mr. O'Reilly started his career with the Central as a Stenographer in the Maintenance of Way Department in New York. In 1942 he was appointed Superintendent Milk Service and in 1952 became Assistant Manager of Mail, Express & Milk Service and in 1961 was appointed Assistant Manager of Express



William E. O'Reilly



Justin E. Garvin

Traffic, the position he held prior to his present appointment.

Justin E. Garvin has been appointed to the position of Assistant Manager of Mail & Express Traffic with headquarters in Cleveland.

He joined the Central in 1946 as Mail & Express Traffic Agent in Indianapolis and 1960 moved to Cleveland in the same position.

TRANSPORTATION DEPARTMENT

John J. O'Brien has been appointed to the position of Manager of Passenger Train Operation with headquarters in New York.

Mr. O'Brien joined the Central in 1926 as a stenographer in the Transportation Department where he held various clerical positions. In 1946 he was appointed Supervisor Passenger Equipment and in 1951 was transferred to Chicago as Superintendent of Passenger Transportation. In 1956 he returned to New York as Assistant to Director of Passenger Train Service and in 1962 was appointed Assistant Director of Passenger Train Operation, the position he held prior to his present assignment.

Paul E. Kenney has been appointed to the position of Superintendent of Standards & Control for the Dining & Sleeping Car Service with headquarters in New York.

Mr. Kenney joined the Central in 1937 as a Clerk in the Dining Car Department. In 1943 he became a Steward and in 1944 was promoted to Assistant Food Control Supervisor. In 1955 he was appointed Supervisor Food Standards and in 1964 he was promoted to Superintendent Food Standards and Control, the position he held prior to his present assignment.



John J. O'Brien



Paul E. Kenney

New York Central Headlight

Matthew Scavarelli has been appointed to the position of Superintendent of Labor Relations for the Dining & Sleeping Car Service with headquarters in New York.

Mr. Scavarelli joined the Central in 1941 as a Laborer and held various clerical positions in the Transportation and Dining Car Departments. In 1950 he was appointed Supervisor of Personnel for the Dining and Sleeping Car Department, the position he held prior to his present appointment.

MECHANICAL DEPARTMENT

Harry J. Rosenblatt has been appointed to the position of Staff Assistant-Mechanical with headquarters in New York.



Matthew Scavarelli



Wallace P. Heller

FREIGHT CLAIM DEPARTMENT

Wallace P. Heller has been appointed to the position of Manager of Freight Claims with headquarters in Indianapolis, Ind.

Mr. Heller joined the Central in 1962 as a Cost Analyst in New York. In 1963 he became Assistant General Statistician and in 1965 was appointed Manager of Budgets & Controls, the position he held prior to his present assignment.

NEW YORK DISTRICT

Donald M. Lively has been appointed to the position of Supervisor of Flexi-Flo Terminal at North Bergen, N. J. in charge of construction materials.

Mr. Lively has been Supervisor of Central's pioneer Flexi-Flo Terminal at Big Four Yard in Avon, Ind., since its inauguration in 1964. He has been associated with NYC since 1955 and formerly was a District Freight Salesman.

EASTERN DISTRICT

Robert W. Lang has been appointed to the position of Superintendent of Freight Transportation with headquarters in Syracuse.

Mr. Lang joined the NYC in 1939 as a Freight Department Clerk in New York. Advancing in the ranks of the Transportation Department, he served successively as Assistant Trainmaster, Erie, Pa., Trainmaster, Elyria, O., Supervisor of Freight Transportation, Cleveland, Division Transportation Superin-



Donald M. Lively



Robert W. Lang

tendent, East St. Louis, Ill., and in 1965 was appointed Terminal Superintendent, Charleston, W. Va., the position he held prior to his new assignment.

NORTHERN DISTRICT

Kenneth J. Tomasevich has been appointed to the position of Transportation Superintendent of the Michigan Division with headquarters in Jackson, Mich.

Mr. Tomasevich joined the Central in 1948 as a Yard Brakeman in Chicago. In 1957 he became Trainmaster in Chicago, and in 1965 Trainmaster at Burns Harbor, Ind. In August, 1965 he was appointed Assistant Transportation Superintendent at Fairlane, O., the position he held prior to his present assignment.

SOUTHERN DISTRICT

John A. McConnell has been appointed to the position of Illinois Division Superintendent with headquarters in Indianapolis, Ind.

Mr. McConnell is a native of Pittsburgh and has been Transportation Superintendent of the Pittsburgh & Lake Erie RR, an NYC affiliate, since 1965. He has been associated with the P&LE since 1939, and has held the positions of General Yardmaster, Trainmaster and Assistant Superintendent.

William H. Hinderer has been appointed to the position of Terminal Superintendent with headquarters in Charleston, W. Va.

Mr. Hinderer joined the Central at Hammond, Ind. in 1926. He previously served as Track Supervisor at Hillsdale, Mich. and Elkhart, Ind. and Trainmaster at Niles, Mich. and Hammond, before becoming Assistant Superintendent of the Michigan Division at Jackson in 1956, then Transportation Superintendent in 1958, the position he held prior to his present appointment.



K. J. Tomasevich



John A. McConnell

John F. Dilger has been appointed to the position of Supervisor of the Flexi-Flo Terminal at Big Four Yard, Avon, Ind.

Mr. Dilger joined the Central in 1942. He was promoted to Supervisor of Passenger Car Distribution in 1959 and became Assistant Supervisor of Passenger Transportation in 1965, the position he held prior to his present assignment.



William H. Hinderer



John F. Dilger

PITTSBURGH & LAKE ERIE RAILROAD

Gerald E. Maas has been appointed to the position of General Superintendent with headquarters in Pittsburgh.

Mr. Maas began his career with the Central in 1932, serving as Yardmaster in Cincinnati, Assistant Trainmaster at Galion, O., Trainmaster at Indianapolis, Anderson, Kankakee and Mattoon, Ill. and Transportation Superintendent at Mattoon. He was Superintendent of the Indiana Division and in 1964 was appointed Superintendent of the Illinois Division, the position he held prior to his present appointment.



Gerald E. Maas



William D. Carnahan

William D. Carnahan has been appointed to the position of Transportation Superintendent with headquarters in Pittsburgh.

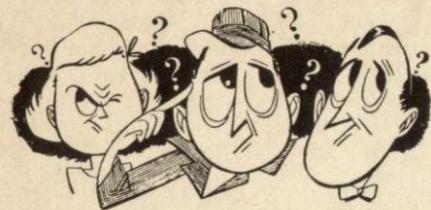
Mr. Carnahan joined the P&LE in 1940 and has been Trainmaster at Youngstown, O. and Pittsburgh since 1960.

Robert J. Wehrle has been appointed to the position of Trainmaster with headquarters in Pittsburgh.

Lester E. Gray, has been appointed to the position of Trainmaster with headquarters in McKees Rocks, Pa.

Raymond F. McConnell has been appointed to the position of General Yardmaster with headquarters in McKees Rocks, Pa.

William E. Gass has been appointed to the position of General Yardmaster with headquarters in Pittsburgh.

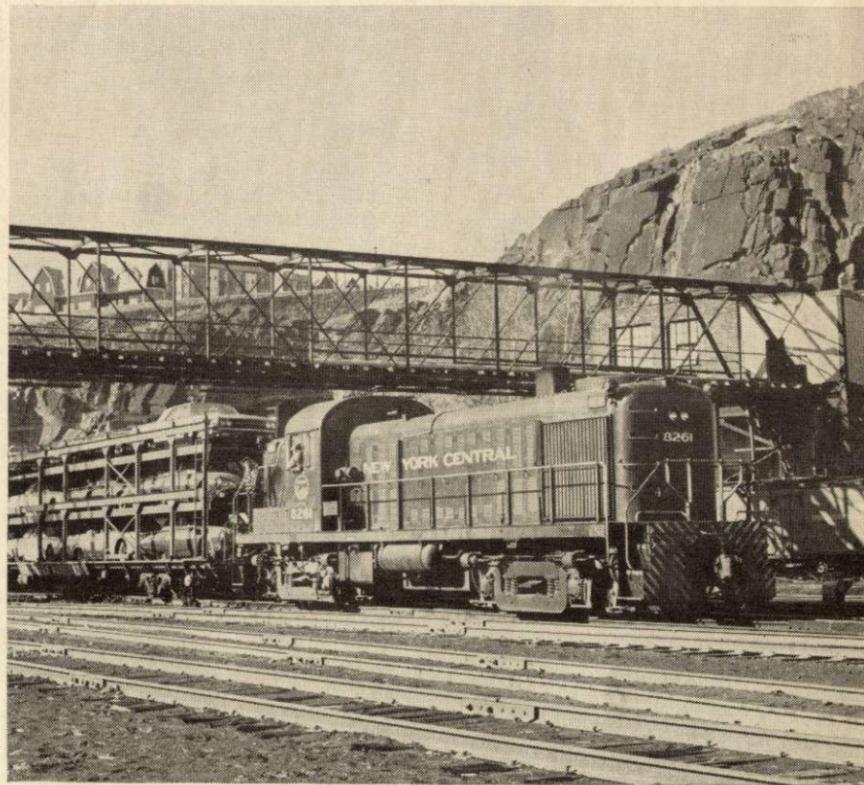


RAIL QUIZ

Answers on page 13

1. Which is usually the peak freight-traffic month on American railroads?
2. Who invented the locomotive steam whistle?
3. When and where were 24-hour timetables first introduced on North American railroads?
4. Is a car equipped with facilities for feeding and housing construction and maintenance crews called a house car, an outfit car, or a billet car?
5. What kind of warning device did crews use before they had whistles?
6. Where was the first building to be used solely as a railroad ticket office?
7. Was the first completely air-conditioned passenger train placed in service in the United States 15 years, 25 years or 35 years ago?
8. Which are more widely used on the American railroads, hewed crossties or sawed crossties?
9. Do the initials "OH" on a steel rail refer to the process of manufacture, the place of manufacture, or the name of the manufacturer?
10. Does the original waybill for an interline shipment remain with the originating carrier or accompany the shipment to destination?

OVERPASSES RAISED ALONG HUDSON



A TRI-LEVEL FREIGHT CAR of the New York Central passes under one of the bridges that has been raised to permit clearance of the cars, which carry automobiles. Bridges were raised from 15 feet 6 inches to 17 feet 8 inches.

▶▶ The New York Central has raised all of its 24 overpasses on the Hudson Division between Albany and Tarrytown, N.Y., to permit operation of higher freight cars for carrying motor vehicles on tri-level cars. The spans, some for pedestrian use and others for vehicular use, were lifted to 17 feet 8 inches. Previous clearance between Tarrytown and Albany was 15 feet 6 inches.

The tri-level cars are 86 feet long, 17 feet high and have a 10,000 cubic foot capacity for hauling fully assembled automobiles. The service will primarily be used by the huge Chevrolet assembly plant in North Tarrytown, N.Y.

Each bridge was closed to traffic for three weeks while the intricate task of lifting them was accomplished.

The highway bridges were raised from the bottom as a unit, uniformly, by

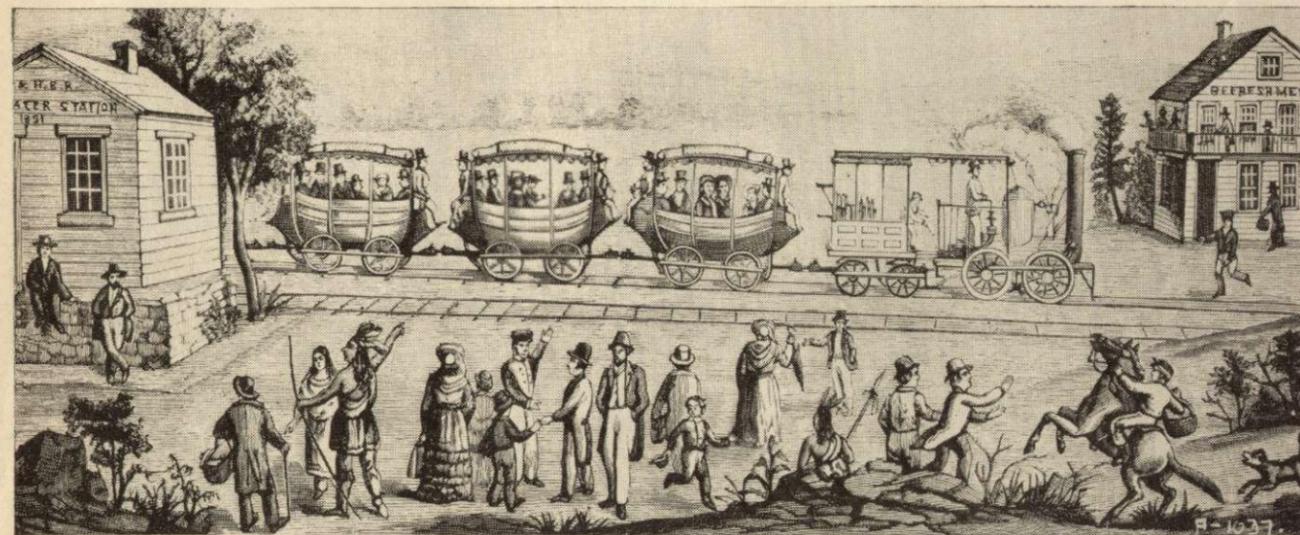
hydraulic jacking systems. Supports equal to the distance raised were inserted at the base of the bridge and encased in concrete.

The "raising-the-roof" project included conversion of a 400-foot-long tunnel underneath Sing Sing Prison in Ossining, N.Y., into an open cut. The tracks in the tunnel could not be lowered more than a few inches before reaching water level, so a bridge over the cut was constructed connecting the prison grounds on either side of the tracks.

Low bridges on the Hudson Division long have been a problem. Over-sized shipments to or from New York previously had to be routed over other divisions, including the River Division, where clearances were increased several years ago.

New York Central Headlight

DeWitt Clinton is 135 Years Old



▶▶ The DeWitt Clinton, ancestor of Central's great Hudson and Mohawk steam locomotives and present day diesels, marked its 135th Anniversary on August 9. On that date, in 1831, the sturdy, three and one-half ton pioneer steam locomotive chugged over 17 miles of track on the Mohawk & Hudson Railroad between Albany and Schenectady, N.Y. at the astounding speed of 15 miles per hour to complete its first passenger run.

Constructed by the West Point Foundry in New York City, the DeWitt Clinton was one of the simplest locomotives ever built. It had no whistle, headlight, bell, brake, spark-arrester or cab for the engineer. It was rated at approximately ten horsepower. Its four wheels, all drivers were never required to haul more than eight tons of fully loaded coaches, of which there were three.

Graceful and streamlined in its simplicity for those days, it soon proved inadequate for its tasks, however, and within four years it was dismantled. After an original wheel was found in a junk heap in the West Albany Shops in 1893, an entire locomotive was reconstructed from the original plans and exhibited in the Chicago World's Fair of 1893.

Since then it has become the most exhibited locomotive in railroading. Millions of people inspected it when it stood for several years in a place of honor in Grand Central Terminal, New York. Hundreds of thousands saw it at the 1940 New York World's Fair and in the Chicago Railroad Fair in 1948-49. Now it is on permanent display in the Ford Museum of Transportation at Dearborn, Michigan.

Letters Bring Pats on the Back

"I am writing to tell you of an extraordinary example of courtesy I encountered on a New York Central train," writes a top executive of a manufacturing firm at Erie, Pa.

"My three sons, aged 6, 9 and 11, have often seen me boarding trains, but they had never ridden on one. I decided to give them this experience, so I recently took the round-trip from Erie to Ashtabula, O.

"I told the friendly young brakeman, **R. H. Roberts**, that this was a new experience for my sons. He then went out of his way to make the trip an interesting and instructive one for the boys, showing them through the cars, and pointing out various things of interest. They were delighted and so was I."

"I have always met courteous employees in all my years of traveling on New York Central, but this incident made such an impression on me that I just had to bring it to your attention."

* * *

R. L. Taylor, conductor on Train No. 15, the *Ohio State Limited*, is highly commended in a warm letter from an attorney in Albany.

Conductor Taylor looked after the attorney's son, arranged for the son to get space in a Sleepercoach, and made sure that the young man arrived safely at his destination.

"Neither my wife nor I can begin to express our appreciation for Mr. Tay-

lor's thoughtfulness. In a day when ordinary courtesy is a rapidly vanishing commodity and the average employee considers his only obligation to the public is to breathe with appropriate contempt and his only obligation to his employer is to endorse his paycheck with reasonable clarity . . . it is refreshing and reassuring to meet thoughtfulness such as Mr. Taylor extended us. Our plain unembellished 'thanks' to Mr. Taylor."

Answers

. . . to Rail Quiz on page 12

1. October.
2. George Stephenson, first locomotive builder.
3. August, 1886, on the Canadian Pacific's Western Division.
4. An outfit car.
5. In early days, the engineer carried a tin horn to blow as a warning of the engine's approach.
6. New Castle, Delaware, on the New-castle & Frenchtown, erected in January, 1832.
7. Thirty-five years ago (May, 1931).
8. Sawed crossties
9. Process of manufacture (open hearth).
10. Accompanies shipment to destination.





BEST WISHES were in order as Walter T. Soyez, Freight Agent at Muncie, Ind., congratulates S. Burch Wilkinson (left), Chief Clerk at NYC's Muncie Freight Station, who retired after 46 years' service. Trainmaster Donald W. Boham (center) looks on.

They Retired



Compiled by Leonard H. Rose, Director of Employee Benefits

NEW YORK DISTRICT

Amalfitano, G. J., Cooper, New York
Barrett, J. E., Waiter, New York
Bruning, J. R., Electrical Worker Helper, Harmon, N. Y.
Dykstra, Nicholas, Machinist, Harmon, N. Y.
Collins, J. P., Brakeman, River Division
Emeny, G. W., Machinist Helper, Harmon, N. Y.
Ferrara, J., Laborer, River Division
George, G., Supervisor, New York, N. Y.
Gossoo, R. R., Brakeman, River Division
Guenzel, H. C., Telegrapher, Hudson Division
Hart, R. L., Car Distributor, Hudson Division
Helahan, T. J., Chief Operator, New York
Licauzi, D., Janitor, New York
Morrison, A. D., Clerk, Weehawken, N. J.
Murphy, J. J., Sub-Station Operator, New York
Pileggi, J. D., Foreman, Hudson Division
Sindermann, F. H., Meter Inspector, Grand Central Terminal
Soen, F. P., Assistant Vice President - Coal & Ore, New York
Sullivan, P. J., Mail & Baggage Porter, Grand Central Terminal
Wheeler, G., Clerk, Grand Central Terminal

EASTERN DISTRICT

Anderson, W. E., Foreman, Jersey Shore, Pa.
Baldwin, W. J., Electrician, Selkirk, N. Y.
Billion, J. E., Conductor, Syracuse Division
Budzinski, J. E., Laborer, Buffalo
Costello, P. I., Brakeman, Buffalo
Cudney, B. F., Brakeman, Mohawk Division
Edick, L., Car Repairer, Albany, N. Y.
Gearhart, R. F., Car Repairer, Cherry Tree, Pa.
Gerard, V. L., Portable Steam Equipment Operator, Pittsfield, Mass.
Glasier, L. G., Lieutenant, Syracuse
Graney, M. L., Clerk, Buffalo
Huntley, W. D., Laborer, West Springfield, Mass.

CONGRATULATIONS were in order as Charles F. King (right), Chief Clerk, Grand Central Terminal was presented his retirement certificate by Stephen T. Keiley, Manager Grand Central Terminal, after more than 47 years' New York Central service.

Jaeger, H. J., Brakeman, Buffalo Division
Kemmerer, B. J., Engineer, Syracuse Division
Maguire, H. M., Clerk, Malone, N. Y.
McCabe, L. A., Engineer, Adirondack Division
McComb, J. T., Signal Inspector, Rochester, N. Y.
Phillips, A., Brakeman, Mohawk Division
Pinto, J. C., Trucker, Utica, N. Y.
Ryan, F. W., District Supervisor Contracts, Syracuse
Shinnick, W. L., Checkman, Syracuse
Stiglich, G. W., Division Freight Sales Manager, Boston, Mass.
Vaughan, T., Trucker, Buffalo
Woodbury, L. B., Agent, Westfield, Mass.

WESTERN DISTRICT

Barry, R. G., Switchman, Toledo Division
Baumgarten, W. F., Tower Director, Cleveland
Brady, T. J., Brakeman, Toledo Division
Bridgeman, C. E., Switchman, Toledo Division
Byrne, L. T., Foreman, Lake Division
Childers, R. M., Clerk Stenographer, Collinwood, O.

A HALF CENTURY and then some, was the length of service for NYC Yard Conductor Rudy Manhart (bottom center), Mattoon, Ill. Presenting Gold Pass is Trainmaster Max H. Steele (bottom left). Also attending the presentation are General Yardmaster F. B. Baker (bottom right) and left to right on the engine gangway: M. Watson, Engineer; W. D. Hughes and D. W. Sydenstricker, both Brakeman.



Daley, J. P., Telegrapher, Lake Division
Erick, H. P., Brakeman, Lake Division
Farley, J. L., Conductor, Lake Division
Fitz, S. L., Statistician, Cleveland
Gay, T., Trucker, Cleveland
Gayton, J., Car Cleaner, Chicago
Harmon, G. M., Clerk, Elkhart, Ind.
Jones, H. P., Switchman, Englewood, Ill.
Kizer, F., Crossingman, Elkhart, Ind.
McIntire, W. M., Lieutenant, Toledo, O.
Miller, J. O., Foreman, Collinwood Diesel Locomotive Shop
Nicholson, C., Laborer, Collinwood, O.
Packer, J. C., Engineer, Toledo Division
Raymond, P. F., Stenographer, Collinwood, O.
Sale, F. L., Dist. Frght. Sls. Mgr., Winston-Salem, N. C.
Smith, A., Telegrapher, Lake Division
Stephenson, T. R., Signal Shop Sup., Elkhart, Ind.
Stewart, R. D., Car Repairer, Elkhart, Ind.
Taylor, D., Car Cleaner, Chicago, Ill.
Wainwright, A. E., Conductor, Toledo Division
Young, M., Operator, Lake Division

New York Central Headlight

SOUTHERN DISTRICT

Bell, E. M., Clerk, Urbana, Ill.
Boettcher, J. E., Clerk, Indianapolis, Ind.
Bosaw, G., Crane Operator, Mt. Carmel, Ill.
Fox, C. O., Brakeman, Ohio Division
Howery, C. M., Car Repairer, Beech Grove, Ind.
Huston, W. P., Foreman, Ohio Division
Jolliff, L. T., Brakeman, Ohio Division
Lasley, H. L., Laborer, Indianapolis, Ind.
McElhiney, J. M., Car Repairer, Brightwood, Ind.
Ray, R. L., Clerk, Indianapolis, Ind.
Rohr, J. E., Signal Maintainer, Indianapolis, Ind.
Shortt, E. W., Conductor, Columbus, O.
Tetley, B. E., Foreman, Louisville, Ky.
Thompson, T. W., Brakeman, Urbana, Ill.
Wilkins, W. A., Engineer, Ohio Central Division

Imrie, J. W., Sheetmetal Worker, St. Thomas, Ont.
Ingles, E., Relay Inspector, Detroit
Lidstrom, C. A., Secretary, Detroit
Martin, J. A., Machinist, St. Thomas, Ont.
Robbins, M. S., Clerk, Detroit
Schmidt, A. E., Clerk, Detroit
Schweda, C. P., Crossing Watchman, Battle Creek, Mich.
Smith, D. W., Inspector, Detroit
Sneddon, R. R., Mechanical Superintendent, Detroit
Vertulla, C. V., Clerk, Detroit

PITTSBURGH & LAKE ERIE

Ainor, L. R., File Clerk, McKees Rocks, Pa.
Dunchak, S., Car Cleaner, Pittsburgh, Pa.
Dzyak, G., Jr., Trainman, McKees Rocks, Pa.
Edwards, R., Trainman, Pittsburgh
Edwards, J. W., Chief Clerk, Elwood City, Pa.
Karcesky, P., Agent, Monaca, Pa.

INDIANA HARBOR BELT

Calvin, T. W., Jr., Yardman, Blue Island, Ill.

NORTHERN DISTRICT

Curtis, F. S., Train Dispatcher, Jackson, Mich.
Dailey, C. T., Assistant to Freight Sales Manager, Detroit



BEST WISHES were in order as William B. Salter (right), General Manager, Northern District, presented R. R. Sneddon, District Mechanical Superintendent, Detroit, Mich., his retirement certificate after 44 years' service with the New York Central.



RECENTLY RETIRED employees are (left to right): 1. L. B. "Mac" McMillen, Assistant Director of Equipment Utilization, New York. 2. Andrew J. Henderson, General Superintendent, Pittsburgh & Lake Erie Rail-

road, Pittsburgh, Pa. 3. C. C. Ritter, Assistant General Foreman, Elkhart (Ind.) Diesel Terminal. 4. Roy L. Milbourne, Director of Flexi-Van Sales & Service, New York. 5. Paul B. Domres, Engineer, Syracuse Divi-

sion. 6. Frederick E. Boyns, Pricing Department, New York. 7. Maurice N. Ray, General Claims Attorney, New York and 8. James D. Driscoll, Director of Budgets & Statistics, New York.

GOLD PASS AWARDED 50-YEAR SERVICE VETERAN



50-YEAR VETERAN William E. Wilcox (center), Chief Clerk in Division Superintendent's office at Buffalo, is presented Gold Pass by Donald A. Swanson, Division Superintendent, as Harold F. Willert, Office Supervisor looks on. Mr. Wilcox is still on the job.

AFTER MORE THAN 38 years' service with New York Central Herman Heckman (left), Machinist at Harmon Diesel and Electric Shop retired. Presenting retirement certificate is John P. Allen, Superintendent of Shop at Croton-Harmon, N. Y.



20th CENTURY LIMITED Engineer Ross D. Atwater (center), retired after 47 years' service with the New York Central. On hand to congratulate him on his last run were: T. V. Dowling, Trainmaster, Mrs. Atwater and Fireman Homer Fisher. Mr. Atwater started as a Fireman in 1918 and was promoted to Engineer in 1926.

I'm
gunning for
the man from
C.R.A.S.H!

I'm sure you've all heard of the dreadful organization called C.R.A.S.H. That stands for: Cars Roughly And Shockingly Handled. I certainly hope this secret society doesn't have an agent in your freight yard. But if, by any chance, one gets in there, I certainly hope you'll help me gun him down.

I'm Miss Careful Handling. I'm dedicated to preserving freight. I need your help, Mr. Railroad Man. Won't you join my team?

