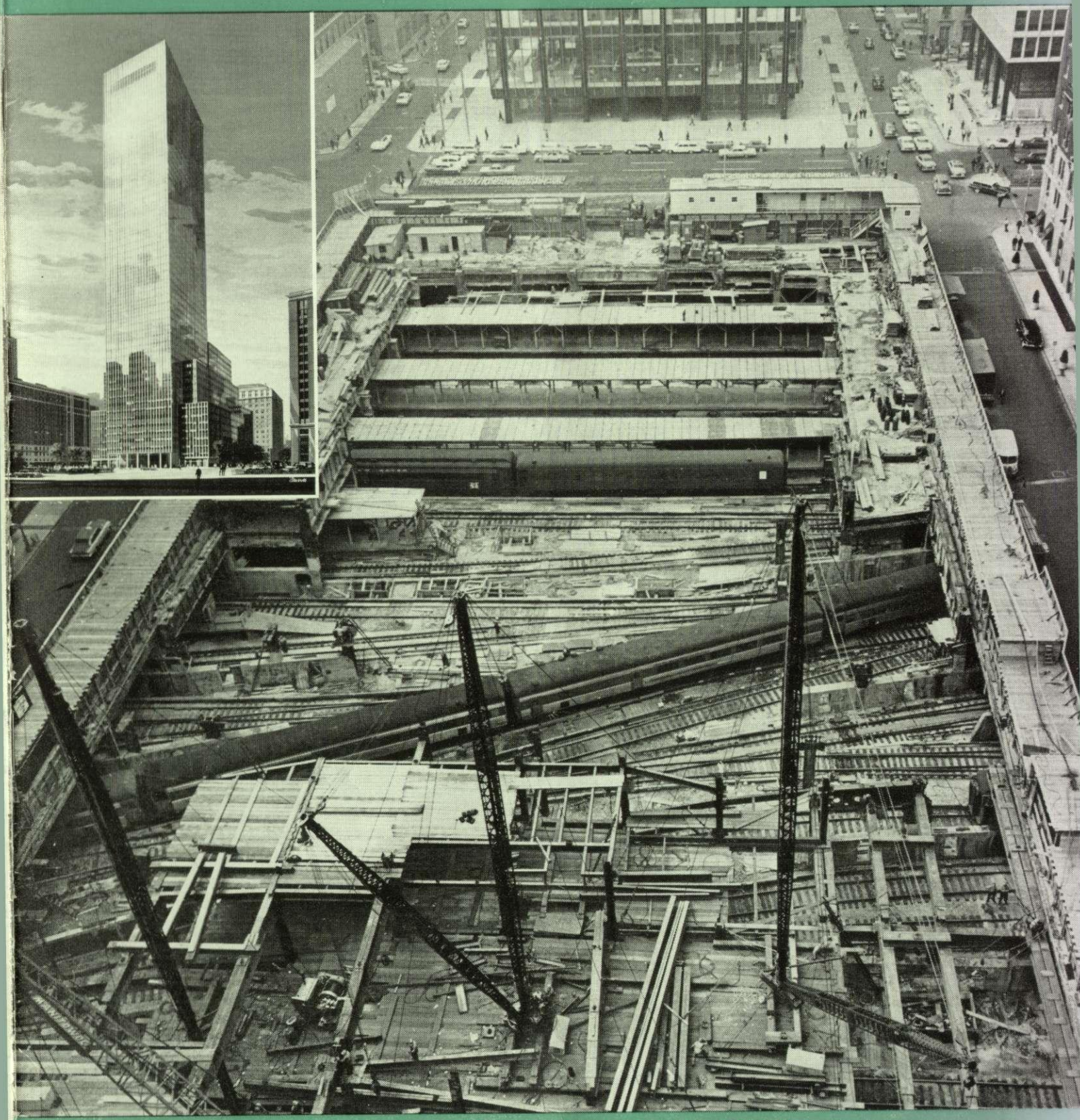
NEW YORK CENTRAL SYSTEM
ROAD TO THE FUTURE

# Headlight

December 1962



PARK AVENUE'S FACE CONTINUES TO CHANGE

# Holiday Greetings...

TO ALL MEMBERS OF THE
NEW YORK CENTRAL FAMILY:

*As another holiday season approaches, I wish to express to all of you my deep gratitude for your loyalty and cooperation in the past and especially for the fine spirit of serving others which you have displayed so many times in so many ways.*

*The coming year will bring many new challenges and new opportunities, demanding the best that each of us has to offer. With the excellent spirit you have evidenced and with the continuation of the conscientious efforts of all of us, I am certain we can move forward with confidence toward greater success and a better world.*

*I hope you and your families will find joy and happiness not only during the holidays but also throughout the new year.*

*Sincerely,*

Alfred E. Perlman

President

## IN THIS ISSUE


NEWS BRIEFS . . . . . 3

ICC HEARINGS HELD ON NYC-PENNSY MERGER PLAN . . . 4
Officials of both roads present details. Hearings leave Washington for local sessions

NYC OPENS A NEW STATION IN SYRACUSE . . . . . 6
Ceremony launches new facility

999 LOCOMOTIVE GIVEN TO CHICAGO MUSEUM . . . . . 8

'Y' MEMBERSHIP DRIVE HELD . . . 8

DETROIT YARD GETS FACE-LIFTING . 9
Major project nears completion

HEADLIGHT HIGHLIGHTS . . . . 10
Around the System in pictures

RECENTLY RETIRED . . . . . 13

CENTURY ANNIVERSARY GLASSES AVAILABLE . . . . . 16


THE COVER: Park Avenue—one of the world's most famous streets became a fashionable residential address as a result of New York Central's development of the property over its tracks. Now, the same street has become the world's most desirable business address as its face changes from apartment houses to lofty glass-fronted office buildings—headquarters for many of the nation's best known corporations. This month's cover illustration (photo by the *New York World Telegram & Sun*) trains running through, following demolition of the old 277 Park Avenue apartment building. Inset shows architect's conception shows the uncovered tracks with commuter of the new structure that is to replace it.


# Headlight

DECEMBER, 1962

Vol. 23 No. 4

Printed in U.S.A.

NORMAN M. STONE
Editor

THE HEADLIGHT is published by the New York Central System for its active and retired employes and their families. All communications should be addressed to the HEADLIGHT editorial office: Room 464, 466 Lexington Avenue, New York 17, N. Y.

Member: American Railway Magazine Editors Association; House Magazine Institute; and International Council of Industrial Editors.




# Short Lines from Rail News Ticker

### Auto-Carrying Rail Cars Leased to Meet Demand

New York Central Railroad is expanding its automobile transport fleet by 150 tri-level rail cars.

The new equipment brings Central's total of auto rack cars in operation to 851.

New York Central leads the nation's railroads in transportation of assembled automobiles. Tri-level cars can transport 12 standard or 15 compact automobiles. Boxcars, once used to carry automobiles, usually hold only four cars.

The new cars are being leased from Central's wholly owned subsidiary, Merchant's Despatch Transportation, Inc. One hundred of the cars were built by Pullman Standard. The 50 remaining cars were manufactured by American Car and Foundry Division of ACF Industries. The tri-level racks for the 150 cars were produced by Whitehead and Kales, Inc., Detroit.

### 'Umbrella' Rates Decried

"We should not hold up umbrellas on any mode of transportation in order to protect another mode," Chairman Oren Harris (D. Ark.) of the House Interstate & Foreign Commerce Committee said recently at a hearing on two key bills in the Kennedy Administration's transportation program. Rep. Harris' remarks were made in connection with testimony of a waterway spokesman who expressed the thought that the proposed legislation might drive barge lines out of business. At this point, Chairman Harris stated: "Neither Congress nor the public will permit one mode of transportation to drive another out of business." He observed, "I can't see how waterways are jeopardized by this legislation."

Mr. Harris commented that he was disturbed by the approach of the water carriers to the legislation and pointed out that water carriers enjoy exemptions and are free from many regulations that are imposed on other modes of transport.

### Railroads Are Spending More for Improvements, Says ICC

Capital expenditures by the nation's railroads for improvements and betterments in 1962 are running substantially above those of last year, according to an Interstate Commerce Commission report.

Such expenditures in the first half of this year were almost $407 million, compared with $342 million in the same period of 1961. It is estimated that capital improvements for the full year of 1962 will total $838.5 million, a rise of almost 30 per cent above last year.

### Annual Awards Program Again Opens for Rail Women

The second annual Kate Shelley Public Service Awards for railroad women has been announced by *Modern Railroads* magazine, which launched the program last year.

Purpose of the awards is 1. To spotlight effective methods of working toward better public understanding of the railroad industry's problems; 2. To help motivate public action for a sounder and more equitable national transportation policy, as is presently spelled out in the Magna Carta for Transportation and in President Kennedy's Transportation Message to Congress; and 3. To give national recognition to railroad women employes for outstanding work done in motivating such public action and support. Awards will be made in a number of categories and presented at the annual meeting of the National Association of Railroad Business Women next spring.

Elinore Prize, a New York Central employee in Cleveland, was one of those cited in the first year of the awards program. Miss Prize is serving this year as local chapter president of the Cleveland unit of the Railway Business Women's Association.

Full details of the awards program, including entry rules, may be obtained from Modern Railroads, 201 North Wells Street, Chicago 6, Ill.

### Shock-absorbing Boxcars Added to NYC Fleet

A $919,750 purchase of 50 box cars was announced today by the Central Railroad.

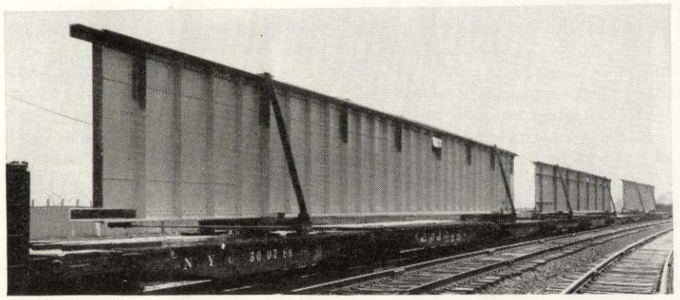
The new cars will be built by the General American Transportation Corporation, East Chicago, Indiana. Delivery of the cars is to begin this month.

The 70-ton, insulated box cars are specially equipped for shock absorption. Under-frames running down the center of each car will cushion freight in transit.

Malcolm P. Richards, NYC Vice President-Purchases & Stores, describes this car acquisition as a "further step in our constant program to tailor freight service to shipper's needs."

### More Lady Railroaders

The significant role of women in the railroad industry is indicated by recent statistics from the Railroad Retirement Board, Women railroaders numbered 70,000 in the most recent compilation, about one-third higher than they did 20 years ago. Fourteen per cent of the lady railroaders have 30 years' service or more.

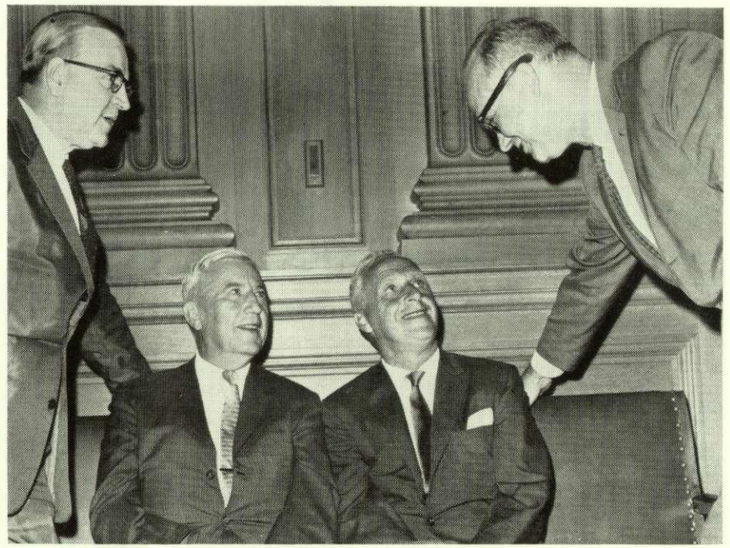


**Really big . . .**

shipments may be tough for others to handle, but not the railroad. Pictured are three huge structural steel forms, loaded on the Pittsburgh & Lake Erie. Each unit is 16 feet high, two feet, eight inches wide, and 146 feet long. The forms weigh in at 136,446 pounds apiece! Individual forms were spread over three flat cars for movement by rail. They were first half of a shipment of six such units destined for the Pennsylvania State Department of Public Highways.

# ICC Hearings Held on Merger Plan For NYC-Pennsy

**Officials of both roads present details of consolidation proposal**



READY for opening of hearings before Interstate Commerce Commission on proposed NYC-Pennsy merger, key figures in proceedings exchange last minute views. From left to right: W. F. Cousins, General Solicitor of the Pennsy; James M. Symes, Pennsylvania Board Chairman; Alfred E. Perlman, NYC President; and James B. Gray, NYC General Counsel.

On August 20, 1962, hearings on the joint merger application of the Pennsylvania Railroad and the New York Central Railroad began before the Interstate Commerce Commission at Washington, D.C.

The hearings are being conducted by Jerome K. Lyle, the Commission's chief hearing examiner and Henry C. Darmstadter, hearing examiner. Making their appearance on the first day were more than 40 intervenors who either support or oppose the application or are biding their time, as the hearings proceed, to determine where their interests lie.

Alfred E. Perlman, President of the New York Central, and James M. Symes, Chairman of the Board of the Pennsylvania, offered direct testimony in support of the merger and were cross examined extensively by a host of lawyers, including representatives of the New Haven Railroad, Railway Labor Executives' Association and the U.S. Department of Justice.

### Merger Is Logical

In more than two hours of testimony, Mr. Symes detailed the merger plans of the two railroads. He said he had studied the subject of mergers for the past 30 years and is convinced that merger of the Pennsylvania and Central is a logical step in the East from the standpoint of all interests.

He testified merger of the two railroads would preserve and strengthen them in the public interest, arrest their physical deterioration and avert possible bankruptcy that could lead eventually to nationalization of all American railroads.

### Best Interests of Employees

Mr. Symes told the Commission it was his considered opinion that a merger would be to the best interests of the employees of both railroads. He attributed the severe drop in employment on the Central and Pennsylvania during the past 10 years to "entirely too much plant for the volume of traffic available under prevailing conditions."

He attacked statements made publicly by labor that railroads are being forced into mergers by their bank connections in order to improve their earnings, dividends and return on investment at the expense of labor. "Over the years I have had close contact with many investment firms, and I can truthfully say that there has never been an attempt on the part of any of them to persuade me that railroad mergers should be undertaken for the reasons mentioned."

He said there are no two railroads in the country in a better position than the Central and Pennsylvania to consolidate their operations, substantially increase efficiency, and improve their service at lower cost.

He testified that the overall capacity of the merged railroad will not be reduced. On the contrary, he said, the road capacity of the new system, as the result of improved service and facilities will be greater than it is now, or was during World War II.

### Three Party Plan

In his testimony, Mr. Symes sketched in broad outline how most eastern railroads could be aligned into a balanced "three party plan" of consolidation which could assure better service at a lower cost. He noted that three competitively balanced systems were taking shape in the East around the Chesapeake & Ohio-Baltimore & Ohio, Norfolk & Western-Nickel Plate-Wabash and the Pennsylvania-Central.

"There is no question in my mind but that they (the three systems) would be competitively balanced and that all of them would be able to provide better service at lower cost." He repeated his conviction that railroad mergers must be entered into voluntarily and "cannot be accomplished by governmental compulsion."

### ICC Has Unique Opportunity

Mr. Perlman followed Mr. Symes to the stand and declared that the Commission now has the unique opportunity to approve a voluntary consolidation of eastern railroads into the best attainable, balanced competitive systems.

He said the ICC, when it considers the applications of the three major systems now pending, will be able to measure the competitive impact of each system upon the other two. Approval of the Central-Pennsylvania, C&O-B&O, and N&W-NKP-Wabash applications, he said, would permit eastern railroads to regain their financial and physical strength.

### Genuinely In The Public Interest

Mr. Perlman stressed that a Central-Pennsylvania merger would be genuinely in the public interest since it would eliminate a tremendous amount of duplication and waste, assure better service to the public, permit genuine economies, and assure, for the time being, the preservation of competition among all forms of transportation.

"Of the 28 communities of over 50,000 population now served jointly by the Pennsylvania and Central, none will be reduced to single railroad service. In every case, the community will have the service of another carrier by rail."

He noted "this merger application seeks to preserve competition, its denial may well destroy competition."

### Size Is Not Strength

Addressing critics of the proposed merger who have expressed concern at the sheer size of the merged company, Mr. Perlman said they are confusing size with strength since "a combined Central-Pennsylvania would be no larger than either railroad has been as a single company in the past. Measured in net income, the Pennsylvania-Central company would be far less strong or prepossessing than either the C&O or the N&W systems."

He pointed out the difficult traffic, service and financial problems which faced the Central during the last eight years and said the railroad had refused to relax and accept the inevitable. Instead, the Central applied new service techniques, modernized its plant through capital investment and reduced its long term debt by a net of almost $200 million in the last five years.

"Had we not modernized and mechanized and automated to the extent we have, the question of Central's participation in these proceedings would be academic. We would be involved in bankruptcy, not merger, proceedings."

### Highlights of Cross Examination

During the cross examination of Mr. Symes by Joseph V. Gallagher, attorney from the U.S. Department of Justice, he was asked if marginal lines, such as the Erie-Lackawanna, could continue to operate in the face of the competition which would come from the three major systems. Mr. Symes replied there is no doubt these marginal railroads are a problem. However, the three eastern systems should be approved and then the inclusion of other eastern railroads could be brought about in an orderly fashion.

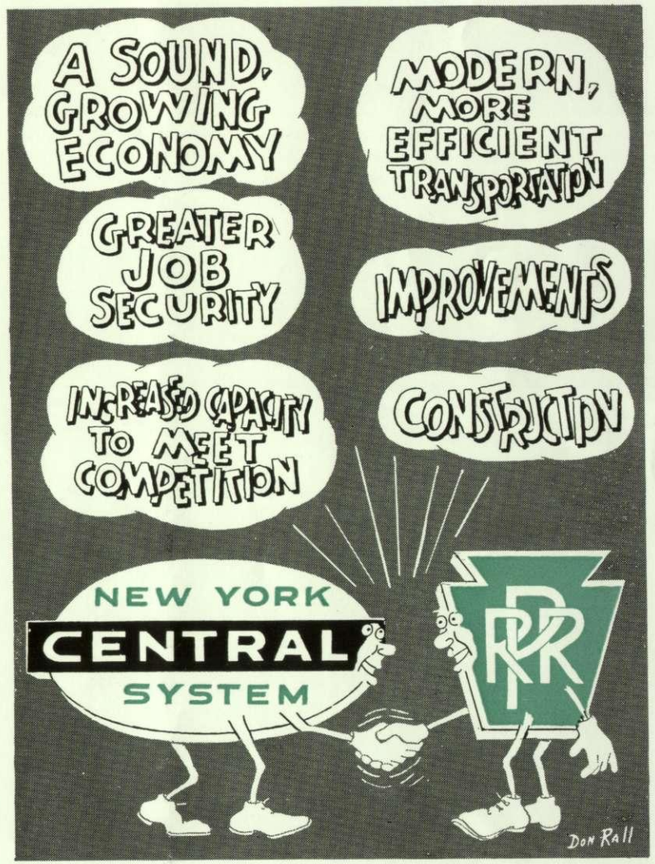
Mr. Symes told the counsel for the New Haven Railroad that, rather than include the New Haven in the Pennsylvania-Central merger, it would be more advantageous for all parties concerned if the three trunk lines now forming in the East had equal access to a merged New England system that would include the New Haven. He regretted that the New Haven trustees have refused to participate in a merger study with the Boston & Albany and the Boston & Maine.

Mr. Perlman denied the contention of Albert D. Brandon, counsel for the Pennsylvania Federation of Labor, AFL-CIO, that the Central had been forced into resuming merger studies with the Pennsylvania because it feared the competition that might develop from the C&O and N&W systems. He said the reason for resuming the studies had been his realization that the point finally had been reached where balanced systems in the East were possible.

Under cross examination by William G. Mahoney, counsel for the Railway Labor Executives' Association, Mr. Perlman testified the proposed merger would enable the Pennsylvania and Central to regain freight traffic from private motor carriers. Asked how much traffic might be diverted from other railroads to the Penn-Central, Mr. Perlman replied, "Our principal objective is to increase the efficiency of all these railroads so we can take business away from other modes."

### Hearing Recesses

On August 31, the first session of the hearings were recessed until October 15, 1962. Following completion of testimony by all of the Central and Pennsylvania witnesses, regional hearings were started in several cities on both railroads and will continue through next month.




THINKING ABOUT the proposed merger of New York Central and the Pennsylvania Railroad, Don Rall, Sheet Metal Worker at NYC's Harmon, N. Y., Shops, started to put some of his ideas down on paper. For Don this means drawing paper, because he is an artist. He was a full-time greeting card illustrator before becoming a railroader. This drawing is the result of Don's consideration of some of the benefits to be gained from the proposed merger of the two railroads.

# NYC OPENS A NEW STATION

FORMAL opening of station was signalled by cutting of ribbon at entrance by Mayor Michael D. Wrenn (left) of Village of East Syracuse and Mayor William F. Walsh of Syracuse, backed by John F. Nash, NYC Vice President-Operation, and William T. Alexander, Jr., (right), Eastern District General Manager. Station was then opened to public use.

SPECIAL FEATURE of new development at Syracuse is big parking lot across the street from new station's main entrance. It has 177 spaces for free parking of NYC customers' cars. At right of station are additional new buildings for mail and baggage handling.

***Modern facility built by Central in mid-State metropolis***

▶▶▶ Passengers using New York Central services in Syracuse now arrive and depart from a completely new station. The new structure was formally dedicated Aug. 29, with ribbon-cutting ceremonies presided over by John F. Nash, Vice President-Operation, and William T. Alexander, Jr., Eastern District General Manager. On hand to represent the communities served by the new facility were William F. Walsh Mayor of the City of Syracuse, and Michael D. Wrenn, Mayor of the Village of East Syracuse.

Closing of NYC's old passenger station in the central New York State city came about from the acquisition of the railroad's 26-year old elevated main line through the city for use as a link in Interstate Highway 690. The new station is at ground level and is located in East Syracuse.

One of the principal attractions at the modern NYC station is its 177-car parking lot, available without charge to Central customers.

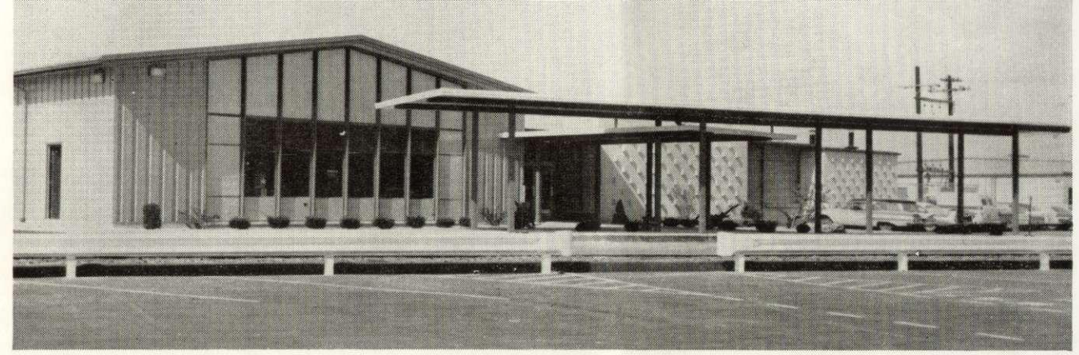
Arrangements have been made with local taxi and bus lines to provide frequent, convenient service between the new station and downtown Syracuse at special rates.

The new station includes an attractive waiting room with a seating capacity of 70, lunch counter, news stand, ticket and passenger sales offices, baggage room and dormitory quarters for train crews. Waiting room seats are arranged informally in groups, rather than in old-style rows.

Adjacent to the station building is another modern facility for special handling of mail and baggage, directly served by rail spur and docks for highway vehicles.

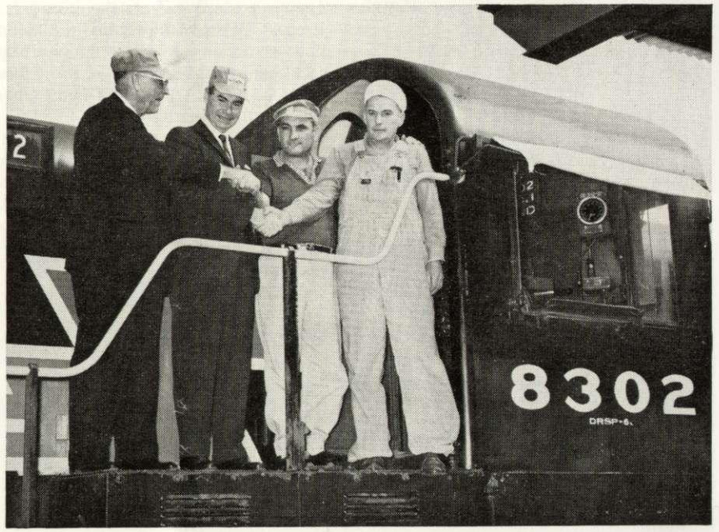
Everything in the new passenger service center is on one floor, eliminating the inconvenience of stairs to reach train platforms when boarding, leaving or meeting trains.

Total estimated cost of Central's Syracuse relocation project is $2¼ million. In addition to the new buildings, considerable track relocation work on signals and communications facilities had to be carried out. The new building was erected by the Ellington Miller Co. of Chicago. Other work was done by NYC forces.



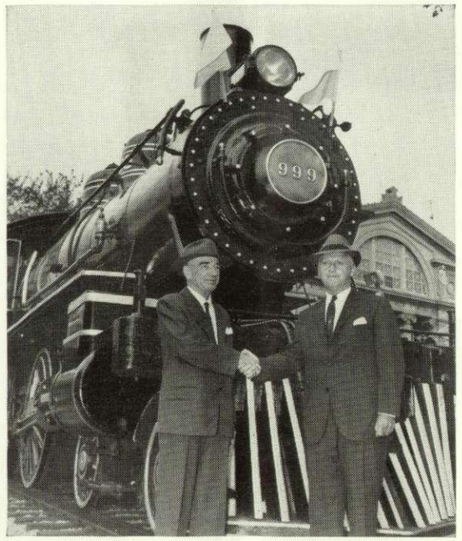
MODERN FRONT of passenger station greets users of Central services from street side in East Syracuse, where new structure is located. All facilities for passengers are located on a single floor, avoiding necessity for using stairs to reach any of them.

STRETCHED across track, ribbon is held by John F. Nash, (left) Vice President-Operation, and William T. Alexander, Jr., Eastern District General Manager, ready to be broken by eastbound Pacemaker (Train No. 2), first train to use the newly dedicated station.




GREETED on engine by Engineman Robert Wolber (right) and Fireman James Lombardo, are General Manager Alexander and Syracuse Mayor Walsh, whose father was a New York Central Locomotive Engineer. Both NYC men were firemen for the elder Mr. Walsh.

# Old 999 Given to Museum



FAMOUS engine changes hands in Chicago as NYC President Alfred E. Perlman (right) presents 999 to Maj. Lenox R. Lohr, President of Chicago Museum of Science & Industry after ceremony.

▶▶▶ The world's most famous locomotive, New York Central's 999, completed a cycle of almost 70 years as it returned to stay at the Chicago Museum of Science and Industry.

NYC President Alfred E. Perlman formally presented the famed engine, the first thing on wheels to go over 100 miles an hour, to the Museum at a luncheon ceremony on Sept. 25.

Engine 999 ushered in the era of speed on May 10, 1893, when it hit 112½ miles an hour in a speed run made to draw attention to the Chicago World's Fair of that year. Immediately after the sensational achievement the locomotive was exhibited to cheering thousands at the World's Columbian Exposition in Chicago.

In making the presentation, Mr. Perlman said 999 will serve as a "symbol of American vision, ingenuity, and determination – driving us always onward toward the ultimate in perfection."

### Looks to future

"Maybe in a few decades, one of our diesels will be on display next to 999, having been technically surpassed by a revolutionary new motive power–possibly atomic energy. Maybe not so long from now, a new generation will grow up in an age of super trains, moving at *average* speeds greater than 999's record, needing to be refueled every ten years or so, and transporting men and material without the aid of human hands.

"I believe we will someday operate crewless trains," he continued. "Certainly, just as 999 was the natural development of the technology of those years, crewless trains are the next logical step with today's technology."

Maj. Lenox R. Lohr, President of the Museum, said in accepting the engine on behalf of the Museum, that it will continue to be viewed by over two million people annually. He also pointed out that 999 would be added to the outdoor display of Santa Fe's "2903" steam engine and the Burlington's Zephyr. Other famous railroad engines are on display within the Museum, he added.

Major Lohr has had a close affiliation with 999 for the last 30 years. He was General Manager of the Century of Progress World's Fair when the locomotive was exhibited in Chicago starting in 1933. He was President of the Chicago Railroad Fair in 1948 and 1949 when it was featured in that pageant.

The Chicago World's Fair was held on the same grounds where the Museum of Science and Industry stands today, and adjacent to the same buildings built in 1893 for the exposition and which now house many of the world's treasures the Museum has on display.

Today's ceremony ends nearly 70 years of travel for 999. It was built by the New York Central's own employes at the West Albany, N. Y. shops. After winning lasting fame with its successful speed run has been on frequent exhibition as the greatest single attraction in railroading. No one can estimate how many millions have viewed it and passed through its cab. It has also been the most photographed engine of all time, by both amateurs and professionals.

"It is fitting that she is now to remain in the city where she made her debut 69 years ago," Mr. Perlman said.

# 'Y' Member Drive Held

The annual Continental Membership Campaign of the Railroad YMCA was launched again during the month of October. The year 1962 marks the beginning of the organization's ninth decade of service to railroad employes and members of their families.

From a humble origin in a small New York Central railroad station in Cleveland in 1872, this arm of the Young Men's Christian Association now includes 125 Association units reaching across the United States and Canada. During the ninety-year history of the Railroad "Y", American railroads, their employes and friends, have made funds available for the construction of buildings and facilities having an estimated value of more than $25,000,000.

Originally founded to provide havens of rest, recreation and spiritual comfort to employes isolated in remote junctions and crew-change points, the "Y" today encourages greater family participation in its programs. The popularity of these family programs in recent years has resulted in large gains in the categories of membership which include family members. The number of such members reached 60,261 in 1961, or slightly more than half of the total Railroad "Y" membership.

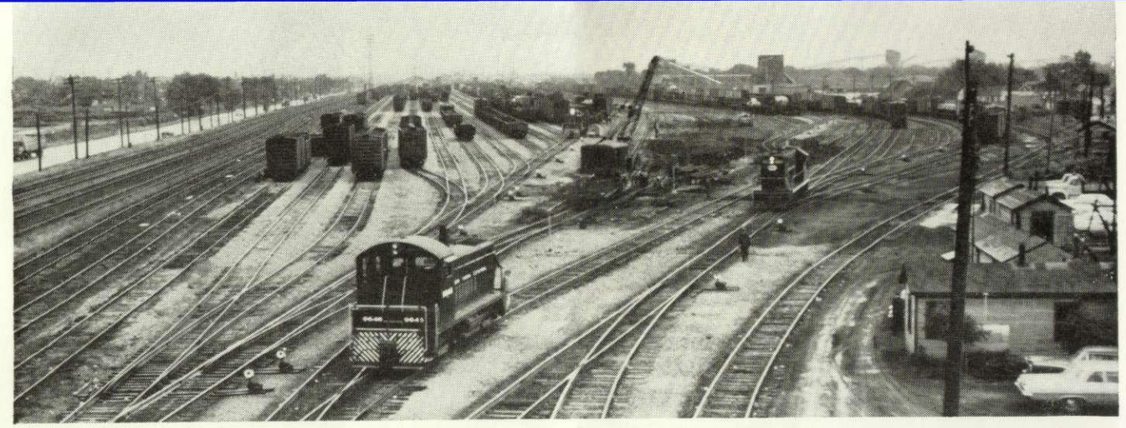
Although members of the Railroad YMCA vary widely in age, educational background and religious affiliation, all have found in the "Y" a home away from home attuned to their physical and spiritual well-being.

Employe interest and activity in the "Y" continues to run high, An average of more than seven per cent of the membership serve on Association boards and committees. This record of volunteer leadership compares favorably with that of the entire YMCA movement.

In recent years, total membership has declined slightly, with the general decline in average railroad employment, but the number of "Y" members compared to total employment has shown a gradual but consistent increase. In 1952, 132,176 members represented only 8.6 per cent of all railroad employes. Last year, 119,980 members represented 12.7 per cent of average employment.

The Railroad YMCA of today, as always, are working partners with rail management and labor, dedicated to practical, cooperative fellowship. The directors of the membership drive encourage all employes to join the Railroad "Y" and, after joining, to increase the value of their membership to themselves and others, by becoming active in the programs and services of the Association.





MODERNIZATION OF JUNCTION YARD AT DEROIT NEARS COMPLETION IN PROGRAM TO IMPROVE SERVICES TO NYC CUSTOMERS

# Detroit Yard Gets Face-lifting

**Major expansion project nears completion**

▶▶▶ The nerve center of central's Northern District freight operations–Junction Yard at Detroit–has been undergoing a face-lifting over the past 15 months which has resulted in great improvements in the efficiency of services for NYC customers in that area.

When the project was begun in the spring of 1961, the Detroit operation was carried on in two yards. The Westbound Yard offered superior facilities, but for a long time this yard had been troubled with an unsatisfactory descending grade which resulted in impact problems as cars were coupled.

The initial step in redevelopment was discontinuance of the old Eastbound Yard. Part of it was used as a receiving yard for the westbound hump. Some of the trackage in this area was taken up and a modern car washing facility, capable of spotting 100 cars, was located there. This has resulted in making a better grade of car available to shippers, not only in Detroit, but throughout the entire Northern District.

Another portion of what was the Eastbound Yard is now being used as a central inspection point for cars requiring clearance from United States Customs. This change has resulted in speeding up classification and dispatch of released cars by as much as 24 hours.

Next, the Westbound Yard, with mechanical retarders and round-the-clock operation, was placed in use for all car classification both east and west. The key was installation of vital crossovers to provide a second lead track to the apex of the hump. Two hump engines can now be used without interfering with each other. All repair work can now be taken care of in a single area with a spot repair system.

Necessary renewal of trackage in the Westbound Yard provided the opportunity to make a change in grade, including the lowering of retarders to better control speed and minimize coupling impacts.

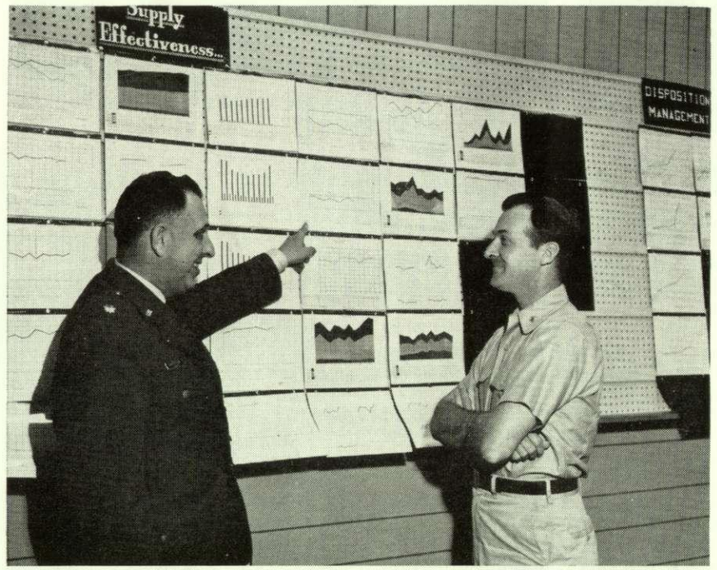
At the opposite end of the yard all leads were rehabilitated for increased efficiency of movement in both speed and safety.

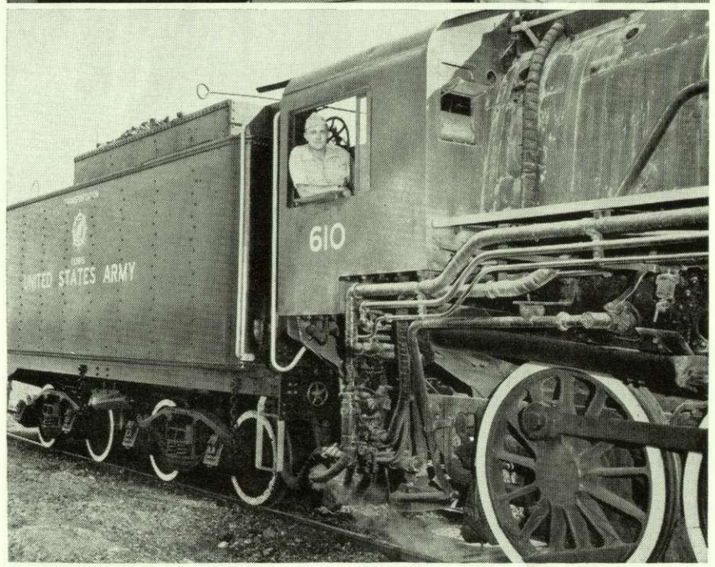
The yardmaster's quarters were moved to a higher tower, providing complete vision throughout the yard. In addition, use of radio, with a talk-back system, insures improved and faster communications.

Still to come are several additional projects that will complete the Detroit Yard's modernization, enabling the Central to improve its services. Among these are a new terminal area for swift handling of Flexi-Van and other piggyback operations; facilities for LCL traffic; and development of sites to attract new industries to locations along the Central's nearby right of way.

NEW TOWER (right) gives view of entire yard; talk-back radio aids communication. Below, new equipment speeds car cleaning.

# HEADLIGHT Hilites




**Joining Forces . . .**
with Uncle Sam are two NYC engineers. Lt. Col. Robert Lather (top, right), part-time Air Force Reservist and full-time NYC Southern District engineer, is briefed on activities by Lt. Col. J. A. Gardiser at recent training session. While on two-week tour of duty, Major Carl G. Remmel (bottom), NYC Western District engineer, could be seen perched in a familiar spot, lending his professional talents to the U.S. Army Transportation School in Ft. Eustis, Va.

**On their way . . .**
to a gala celebration of the Girl Scouts' 50th anniversary are these Westchester County (N. Y.) scouts seen boarding a special NYC train at Yonkers, N. Y. Mary Stone (right), wife of NYC Superintendent of Police Robert Stone, led the girls on the junket to Vermont, where they participated with some 8,500 other girls from the U.S. and 21 foreign countries in one of biggest Scout birthday celebrations on record.

**Bronze plaque . . .**
is presented by Southern District General Manager William B. Salter (right) to Joseph P. Gagen, who won 1962 Toastmasters International speech contest in Indianapolis area. A ??-year NYC man, Mr. Gagen represented area's Railroad Community Service Committee in contest.

**Lending . . .**
professional touch to presentation of a model train layout at the Noble School for Retarded Children, Indianapolis, is Trainsmaster William A. Armond (left). Eyeing the iron horse are Harriet Reichel, President, Railway Business Women's Assn. chapter in Indianapolis, and Steve Chiovaro, school director.

**Central's finest . . .**
is exemplified by Patrolman Joseph Zaccaro accepting an American Red Cross Certificate of Merit from Raymond Fleck, Chairman of the Red Cross First Aid program, for saving the life of a passenger at Grand Central Terminal. The beneficiary of Zaccaro's police training was an elderly man who suffered a heart attack and whose life was saved only through the patrolman's rapid administration of artificial respiration. Beaming their approval of the award are George Coates (left), General Superintendent, Property Protection and Freight Claims, and Harold Randall, Chief of Police at New York.

**Customer needs . . .**
is the key to a new freight salesman service kit recently developed by this task force of NYC officials. Chairman of the committee, J. D. Murphy, District Freight Salesman, N. Y., (seated at left) points out an important fact to (from left) L. A. McCabe, District Freight Salesman, Detroit, and M. E. Krenzel, District Freight Salesman, Cleveland. Peering over his shoulder are, from left: D. E. Harbaugh, District Freight Sales Manager, Omaha, Neb.; J. C. Maurer, District Freight Salesman, Jacksonville, Fla.; H. V. Francis, District Salesman, Youngstown, O.; W. R. Wallworth, Supervisor of Training.

## NYC Will "Computerize" Communications System

New York Central plans a new $1.5 million electronically controlled communications system. The new system, to be installed next spring, will be the first railroad application of electronic equipment for automatic assembly and distribution of messages and data information. It is being developed by Central's Communications department and Collins Radio Co., of Dallas, Tex.

Nerve center of the system will be a computer-type device called *Data Central*. This electronic "brain" acts as a classification and distribution point for all messages and data transmitted throughout Central's 10,300-mile System.

Initially, NYC will utilize 67 circuits, each capable of handling more than 144,000 words per day. The system is to be equipped with 105 two-way circuits, and can be expanded to accommodate 256 circuits.

The system, in addition to its message switching capability, will also keep complete message-records in any code or format; railroad traffic data can thus be stored for funneling to the railroad's Freight Service Bureau. NYC will then be able to more rapidly provide shippers with increased information on freight car location as well as dates and times of train arrivals.

### *First Flexi-Van shipment . . .*

of sheet steel on new type of container moved via NYC System from United States Steel Corp. plant in Pittsburgh to Briggs Manufacturing Corp. in Detroit. On its arrival, shipment was checked over (top photo) by F. E. Charipar, Manager-Flexi-Van Sales & Service (on car) and Joseph D. Gunther, Assistant Vice President-Freight Sales & Service, both Detroit. In bottom photo, these two Central men view container safely coupled to highway motive power for final delivery. In cab is Driver Arthur Kingston; on car is Charles Hammontree, both of New York Central Transport Co., NYC subsidiary which handles highway side of Flexi-Van service.

## More Flexi-Van Flatcars Ordered for NYC Fleet

A $1,263,000 purchase of 100 Flexi-Van rail cars was announced last month by the Central.

Discussing the new equipment, John G. Patten, Vice President-Freight Sales, said "This acquisition is prompted by the enthusiastic acceptance of the Central's coordinated rail-highway-air-water Flexi-Van service. The immense potential of this service is well illustrated by its phenomenal growth patern."

The new Flexi-Van flatcars will be built by the Greenville Steel Car Company, Greenville, Pa. Delivery is to begin this month.

Central's Flexi-Van service is the only freight container system entirely compatible with all modes of transportation. Without wheels, loaded Flexi-Van containers can be shipped via rail, air, or water carrier. At destination points, the container can be delivered over the highway via truck.

Flexi-Van railroad flatcars are 86 feet, 9 inches long and are equipped with two turntables, onto which vans are glided. Then entire loading or unloading operation takes four minutes and can be performed at any location provided a road adjacent to the railroad tracks is available.

Flexi-Van also permits simultaneous loading of any number of vans at one time. It combines the advantages of low cost rail transportation with the flexibility of highway operation and the convenience of door-to-door deliveries.

Flexi-Van service was introduced by Central in 1958 between Chicago and New York and has since been expanded to encompass all major points on the 10,000-mile New York Central System, as well as to points on the Atchison, Topeka and Santa Fe; Chicago, Burlington & Quincy; Chicago and North Western; Chicago, Rock Island and Pacific; Chicago, Milwaukee, St. Paul and Pacific; Frisco; Louisville & Nashville; Missouri Pacific; The New York, New Haven and Hartford; Southern Pacific; and Southern Railway.

## Third Quarter Figures Show NYC Loss So Far in Year

For the first nine months of this year, Central sustained a net loss of $8,521,460, compared with net loss of $24,774,646 in the same months of last year.

NYC reported for the three quarters of 1962 ending Sept. 30, that it had a gross operating income of $466,900,392 in the nine-month period, compared with $447,484,595 for the same period of 1961.

## What Others Say

"The notion that all we need to do to solve national problems is to set up commissions and regulatory agencies is dangerous, as the condition of the railroads, probably the most regulated of all industries, proves."

—Great Falls, Mont., *Tribune*



## NEW YORK DISTRICT

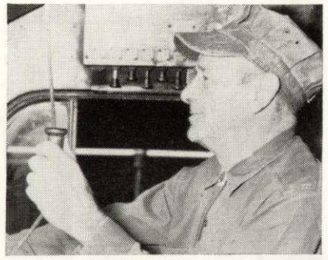
Arena, A., Foreman, New York 34
Attard, J. J., Electrical Helper, Bronx, N. Y. 19
Bagby, R., Freight Handler, New York 12
Baldwin, G., Foreman, New York 43
Benson, R. L., Crossing Watchman, Kingston, N. Y. 20
Boyle, J. J., Passenger Engineman, New York 46
Brearton, J. F., Passenger Conductor, New York 49
Brosnan, J., 3rd Railman, Grand Central Terminal, N. Y. 18
Brown, C. C., Watchman, New York 13
Buck, L., Engineman, New York 46
Butler, A. A., Machinist, Harmon, N. Y. 44
Callocchio, P., Stevedore, New York 38
Campbell, K. L., Supervising Matron, New York 34
Capillo, J., Inspector Repairer, New York 42
Carr, T. P., Stevedore, New York 20
Christen, W. H., Steward, New York 36
Ciarletto, C., Laborer, Harmon, N. Y. 20
Collins, F., Waiter, New York 25
Commins, A., Trucker, New York 36
Connors, E. A., Sub Station Operator, New York 49
Cook, R., Stevedore, Yonkers, N. Y. 12
Crowley, C. E., Manager of Building, New York 34
Costello, C. A., Machinist, Harmon, N. Y. 45
Dabney, C. M., Safety Engineer, New York 38
Dagostino, A., Laborer, New York 19
DeBernard, G., Car Cleaner, Mott Haven, N. Y. 36
Devaney, J. M., Clerk, Weehawken, N. J. 38
De Caro, L., Carman, Harmon, N. Y. 40
De Figlio, V., Track Foreman, Peekskill, N. Y. 35
De Luca, J., Laborer, Weehawken, N. J. 21
Devlin, J. J., Painter, New York 19
Di Renno, A., Boilermaker, Harmon, N. Y. 42
Dinolfo, G. A., Car Repairer, Harmon, N. Y. 38
Dodd, W. E., Yard Brakeman, New York 48
Dyer, A. H., Machinist, Harmon, N. Y. 11
Effertz, W. L., Master, Weehawken, N. J. 49
Eickler, J. F., Laborer, Harmon, N. Y. 18
Elmendorf, C. E., Painter, Weehawken, N. J. 38
Falco, L., Baggageman, New York 16
Fallacara, G., Stationary Fireman, New York 31
Ferris, M. P., Car Cleaner, G C T 32
Finkle, M. G., Boilermaker, Harmon, N. Y. 37
Gall, R. A., Supervisor Joint Facility, New York 42
Gillespie, E. M., Wire Chief, New York 37
Goran, G. P., Clerk, New York 43
Gorshkoff, E., Charwoman, New York 31

TRIO of retired NYC officials gathered at party for J. W. Miller when he retired as Southern District Freight Transportation Supervisor. From left: E. J. Gibbons, former Southern District General Manager; Fred Dawson, retired Eastern District Vice President; Mr. Miller; and Dwight Fawcett, retired Vice President at Chicago.

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

Gosney, R., Freight Handler, New York 20
Gow, N. W., Lighterage Supervisor, Weehawken, N. J. 37
Gullo, R., Stevedore, New York 30
Gunther, C. G., Conductor, Weehawken, N. J. 49
Hafer, H. C., Assistant Auditor, New York 50
Hoey, F. L., Information Supervisor, Grand Central Terminal, N. Y. 38
Healey, J. J., Construction Inspector, New York 36
Howroyd, C., Road Brakeman, New York 36
Husing, G. J., Mechanic Foreman, New York 45
Hyatt, E. L., Supervising S. & T. Mechanic, New York 45
Iarusso, P. A., Laborer, Yonkers, N. Y. 29
Jamieson, J. M., Assistant Bridge Foreman, New York 36
Jensen, A. C., Foreman, New York 52
Jimenez, P., Car Cleaner, New York 17
Johns, P., Lift Truck Operator, Harmon, N. Y. 16
Johnson, T. O., Bookkeeper, New York 20
Johnston, J., Head Comptometer Operator, New York 48
Jordan, J. M., Carpenter, Weehawken, N. J. 40
Keenan, F., Clerk, New York 16
Kralich, P., Barge Captain, Weehawken, N. J. 39
Lamp, H. F., Stevedore, Jersey City, N. J. 29
Lamb, J. R., Engineman, New York 51
Livingstone, A. K., Yard Conductor, New York 37
Larkin, M. C., Chief Clerk, Mt. Vernon, N. Y. 44
Lawrence, C. E., Foreign Freight Salesman, New York 48
Lebert, L. H., Engineer, Weehawken, N. J. 45
Lynt, H. N., Foreman, Harmon, N. Y. 44
MacKinnon, M. N., Assistant Conductor, New York 46
Marra, G., Boilermaker Helper, Bronx, N. Y. 19
Martin, W., Boilermaker, Harmon, N. Y. 32
McCann, J. P., Electrician Helper, Harmon, N. Y. 16
McCormack, R. B., Laborer, Harmon, N. Y. 20
McCoy, L., Stevedore, New York 22
McKeown, E. J., Painter, New York 33
Morelli, L., Stevedore, New York 42
Messenger, C. R., Telegraph Operator, Weehawken, N. J. 45
Means, E., Brakeman, New York 35
Miele, S., Gangleader Carpenter, Grand Central Terminal, N. Y. 40
Miller, L. W., Mail Handler, New York 18
Mitchell, C. B., Laborer, Harmon, N. Y. 18
Moczydlowski, F., Boilermaker, Harmon, N. Y. 38
Mule, I., Sheet Metal Worker, New York 40
Murray, J. F., Conductor, Selkirk, N. Y. 50
Nadalin, P., Stevedore, New York 35
Nee, M. T., Mail Handler, New York 15
Nichtern, V. J., Repairman, Mott Haven 20
Opkins, A., Sub Station Operator, New York 40
Patane, S., Mason, Weehawken, N. J. 15
Pavelchak, D., Car Cleaner, New York 18
Pearston, R., Brakeman, Weehawken, N. J. 48
Perkins, H. O., Brakeman, New York 46
Perri, F., Trucker, New York 25
Pino, S., Painter, G C T 32
Riecker, C. T., Yard Brakeman, New York 43
Pierce, A., Mail Handler, New York 20
Pinckney, R., Trackman, Bronx, N. Y. 31
Powers, T. J., Passenger Conductor, N. White Plains 51
Price, J. W., Locomotive Engineer, Weehawken, N. J. 52
Reid, J. F., Sweeper, New York 18
Ricciardi, F., Electrical Helper, No. White Plains, N. Y. 19
Ritz, H. P., Store Keeper, Mott Haven, N. Y. 39
Rotchford, M. H., Executive Assistant, New York 45
Ryan, T., Elevator Operator, Grand Central Terminal, N. Y. 34
Rydell, C. F., Engineman, Grand Central Terminal, N. Y. 44
Broadfoot, E. E. S., Gangleader, New York 49
Salis, W. V., Crane Engineer, Weehawken, N. J. 16
Salter, J. J., Mail Handler, New York 22
Schmid, J. L., Engineer, New York 42
Schwarz, A., Clerk, New York 21
Shea, C. A., Machinist Helper, Harmon, N. Y. 18
Shields, J. E., Porter, G C T 19
Sivels, C., Stevedore, New York 16
Schnirring, H. A., Chief Clerk, New York 39
Scholding, W., Assistant Manager, New York 37
Schoonmaker, D. C., Electrician, Harmon, N. Y. 38
Slattery, J. J., Passenger Conductor, New York 49
Smith, C. S., Car Inspector, New York 49

THREE TOP HANDS received retirement certificates at Harmon, N. Y. Joining in friendly ceremony (from left to right): E. S. Mustain, Shop Superintendent; Carl F. Miller, Gen. Superintendent of Shops; retirees F. Moczydlowski, Boilermaker; J. J. Walsh, Carman; A. DiRenno, Sr., Boilermaker; his son, also a Central man; and S. Chesari, Local President, Boilermakers' union.



CLEAR BOARD is signaled by Claude B. Cole as he makes final fast freight run from Elkhart to Jackson. This 42-year NYC veteran has 21 grandchildren.

BESIDE diesel he recently throttled on his final run, Engineer R. F. Pearce (center) is greeted by other crew members on his Newberry-Cherry Tree run in Pennsylvania. They are (from left) G. C. Hunter, Head Brakeman; R. Hemsley, Fireman; G. P. Musheno, Flagman; and L. S. Yaeger, Conductor.

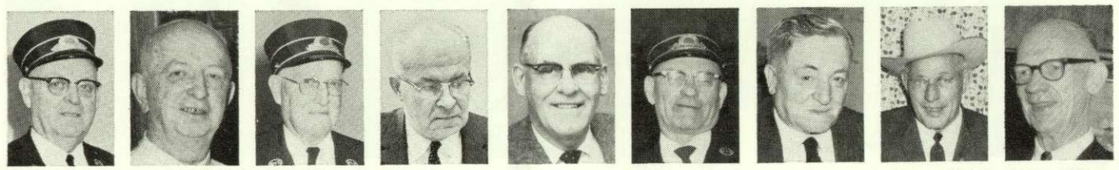
BEFORE leaving Selkirk, N. Y., Fueling Station, Machinist V. V. Wagoner (second from right) bids goodbye to fellow Central men. From left: R. W. Lear, Jr., General Foreman; J. H. Schultz, Clerk; L. Dieffenbach, Diesel Inspector.

## RECENTLY RETIRED

Sowek, A. H., Porter, Selkirk, N. Y. 46
Srickland, C. C., Laborer, Allston, Mass. 37
Stay, F. E., Sr., Conductor, Selkirk, N. Y. 37
Suhr, A. C., Brakeman, Rochester 42
Sweeney, P., Messenger, Boston 34
Szelagowski, H., Machinist, East Buffalo 34
Taber, R. A., Telegraph Leverman, Buffalo 34
Tartaglia, R., Sheet Metal Worker, Rochester 45
Tanner, C. S., Yard Brakeman, Syracuse 48
Theoret, J. N., Train Dispatcher, Utica, N. Y. 32
Thayer, J. M., Clerk, Buffalo 40
Tobola, J. V., Brakeman, Poughkeepsie, N. Y. 33
Tomasetti, G., Trackman, Framingham, Mass. 31
Tracy, C. G., Inspector Repairman, Albany 49
Traeger, C., Engineer Rensselaer, N. Y. 46
Travis, G. H., Brakeman, Selkirk, N. Y. 21
Vaine, E., Inspector Repairer, Selkirk, N. Y. 50
Van Patten, W. C., Stores Helper, Selkirk, N. Y. 36
Vasiloff, G., Sheet Metal Worker, Syracuse 21
Wagoner, C. V., Machinist, Selkirk, N. Y. 46
Walrath, L. A., Brakeman, Syracuse 44
Weaver, F., Extra Gang Foreman, Fondan, N. Y. 41
Weber, G., Carman, E. Rochester, N. Y. 15
Wesolowski, I., Trackman, Buffalo 45
Whalen F. R., Train Dispatcher, Utica, N. Y. 43
White, F. J., Sr., Checker, E. Boston, Mass. 20
Whorrall, L., Brakeman, Syracuse 42
Woislaw, S., Main Handler, Springfield, Mass. 11

## WESTERN DISTRICT

Abila, G., Section Laborer, Toledo 35
Adams, W. L., Machinist, Elkhart, Ind. 14
Amon, E. C., Brakeman, Ashtabula, Ohio 45
Anderson, G. M., Conductor, Cleveland 44
Annetti, F. X., Assistant Sales, Chicago 42
Armstrong, P. R., Relief Foreman, Ashtabula, Ohio 42
Bacon, O., Waiter, Chicago 26
Barr, W. F., Signal Inspector, Englewood, Ill. 43
Behymer, C., Chef, Chicago 47
Bey, B. A., Freight Handler, Chicago 17
Binkley, T. K., Truck Operator, Toledo 26
Brandenburg, E. F., Locomotive Engineer, Cleveland 45
Branisel, F., Carpenter, Collinwood, Ohio 42
Bryant, L., Chore Boy Operator, Cleveland 38
Bushong, C. C., Yard Clerk, Elkhart, Ind. 18
Cassidy, R. F., Inspector Repairman, Kensington, Ill. 46
Clark, J. E., Car Repairman-Gang Leader, Chicago 44
Coleman, A. M., Clerk, Cleveland 40
Cherry, E. A., Telegrapher, Toledo 45
Coffey, J. F., Ticket Clerk, Cleveland 43
Dechruch, J. M., Machinist Helper, Ashtabula, Ohio 44
Deck, D. A., Laborer, Goshen, Ind. 31
DeMauro, C., Section Foreman, Elkhart, Ind. 46
Dennis, W., Chef, Chicago 23
Dirks, T. C., Checker, Kankakee, Ill. 19
Engstrum, M. J., Sheet Metal Worker, Englewood, Ill. 30
Evans, I. G., District Freight Sales Manager Denver, Colo. 38
Falvey, J. F., Assistant Baggage Agent, Cleveland 49
Fenner, R. H., Laborer, Collinwood, Ohio 15
Ferguson, G. A., Telegraph Operator, Chicago 16
Finch, D., Engineer, Elkhart, Ind. 48
Frankle, N., Steward, Chicago 20
Frayer, R. K., Clerk, Cleveland 18
Germany, F., Laborer, Collinwood, Ohio 15
Gifford, J H., Assistant Foreman, Ashtabula, Ohio 36
Gilmore, F. H., Section Foreman, Knox, Indiana 40
Gleason, J. E., Passenger Conductor, Toledo 46
Glanz, H. E., Switchtender, Collinwood, Ohio 47
Gordon, W. H., Chief Clerk, Toledo, Ohio 45
Green, T. R., Conductor, Toledo 45
Groves, C. J., Checker, Cleveland 36
Guest, T. W., Engineer, Buffalo 53
Gunner, J. M., Yard Conductor, Toledo, Ohio 40
Hall, E. D., Road Brakeman, Dunkirk, N. Y. 42
Hall, C., Inspector Repairman, Cleveland 41
Haney, J., Crossing Watchman, Toledo 42
Hanley, L. J., Locomotive Engineer, Chicago 44
Harris, C. J., Waiter, Chicago 36
Harris, W., Laborer, Collinwood, Ohio 40
Harris, W., Laborer, Collinwood, Ohio 40
Haskell, F. N., Locomotive Engineer, Buffalo 45
Hearne, W., Conductor, Toledo 40
Hocutt, J. A., Crossing Watchman, South Bend, Ind. 24
Heckman, J. C., Switchman, Air Line Junction, Ohio 49
Hodel, J., Checker, Youngstown, Ohio 19
Hoeger, C. A., Machinist, Cleveland 51
Hoffer, S., Machinist, Cleveland 39
Holdeman, L. J., Switchtender, Elkhart, Ind. 43
Holsten, H., Track, Oak Harbor, Ohio 33
Horrom, L. T., Crossing Watchman, La Porte, Ind. 17
Hubbard, J. F., Chore Bay Operator, Cleveland 18
Hughes, F. A., Waiter, Chicago 36
Husted, H. L., Engineer, Toledo 43
Hutchison, A. O., Laborer, Minerva, Ohio 15
Johnson, D. B., Division Passenger Sales Manager, Toledo 42
Johnson, J. A., Signal Maintainer, Chicago 44
Johnson, W., Laborer, Chicago 36
Jones, R., Laborer, Collinwood, Ohio 17
Jusk, F. G., Truck Driver, Englewood, Ind. 39
Kappele, A. S., Machinist, Cleveland 48
Kasunic, P. M., Conductor, Cleveland 48
Klug, G., Signal Maintainer, Chicago 48
Konsut, F. A., Machinist Helper, Collinwood, Ohio 41
Labbe, A. T., Assistant Superintendent, Chicago 35
Landreth, L., Terminal Trainmaster, Western Division 37
Larson, C. F., Gang Foreman, Ashtabula, Ohio 47
Lehman, J. C., Foreman, Oak Harbor, Ohio 43
Lyons, W. L., Rate Clerk, Streator, Ill. 52
Martin, H. O., Car Repairman, Kankakee, Ill. 43
Martinez, C., Laborer, Toledo, Ohio 21
Maxa, F. J., Yard Master, Englewood, Ill. . 42
McCalebb, C., Chore Boy Operator, Cleveland 21
McClaren, W. D., Foreman, Cleveland 41
McCormick, E. O., Store Foreman, Collinwood, Ohio 45
Miller, R. C., Conductor, Toledo, Ohio 43
Mollick, J., Carman Helper, Ashtabula, Ohio 16
Morgan, A. E., Freight Handler, Chicago 19
Morgan, J., Laborer, Cleveland 18
Morris, F. E., Yard Conductor, Engelwood, Ill. 43
Mulder, W. F., Welder, Ashtabula, Ohio 38
Murray, J. P., Machinist, Collinwood, Ohio 19
Nagy, J. J., Baggage and Mail Trucker, Cleveland 24
Nulf, M. L., Conductor, Elkhart, Ind. 43
Nugent, J. H., Chief Train Inspector, Chicago 48
Null, J. T., Car Helper, Ashtabula, Ohio 12
Olsen, A. G., Sergeant, Chicago 39
Opfer, M. H., Gang Foreman, Elkhart, Ind. 16
Park, J. B., Conductor, Collinwood, Ohio 19
Perry, E. L., Car Repairer, Nottingham, Ohio 16
Pfaff, A. A., Telegraph Operator, Ashtabula, Ohio 20
Pieczynski, J. A., Welder, Toledo 46
Pomeroy, C. H., Agent Operator, Litchfield, Mich. 22
Pomeroy, C. H., Agent Operator, Chicago 44
Portillo, J., Laborer, Toledo, Ohio 33
Redman, G. W., Road Electrician, Toledo, Ohio 43
Rider, H. C., Inspector, Collinwood, Ohio 50
Ritter, C. E., Telephone Operator, Erie, Pa. 45
Robertson, J. O., Passenger Conductor, Air Line Junction, Ohio 40
Rodriguez, J. L., Laborer, Toledo 33
Pollmann, E. R., Chief Clerk, Toledo 41
Rooks, J. R., Waiter, Chicago 40
Rohm, L. M., Agent, Kendalville, Ind. 44
Rowe, H. K., Yard Conductor, Elkhart, Ind. 31
Schertzinger, G. P., Machinist, Cleveland 13
Seitz, W. H., Machinist, Cleveland 20
Schiefelbein, H. H., Freight Conductor, Erie, Penna. 38
Schneider, L. C., Telephone Operator, Cleveland 17
Scypinski, S. K., Inspector Repairman, Wesleyville, Penna. 44
Sellnau, H. P., Electrician, Collinwood, Ohio 32
Sierra, F., Track Laborer, Toledo, Ohio 37
Sill, H. J., Carman, Englewood, Ill. 33
Silvia, A., Mason, Cleveland 42
Simmons, W. C., Switchtender, Collinwood, Ohio 13
Sipes, F. W., Locomotive Engineer, Cleveland 46
Stanich, V., Porter, Cleveland 25
Steinbaugh, J., Baggage and Mail Trucker, Erie, Penna. 34
Stewart, R. H., Yard Conductor, Cleveland 38
Tucker, D. E., Laborer, Toledo 45
Turner, L. G., Conductor, Westville, Ill. 44
Urick, A. J., Yard Conductor, Kensington, Ill. 42
Vicari, A., Receiving Clerk, Chicago 50
Walker, R. J., Yard Conductor, Englewood, Ill. 41
Walsh, H. G., Engineer, Buffalo 45



AMONG recently retired Central men are (from left): T. J. Powers, Harlem Division Conductor; Gene Gillespie, Wire Chief, New York; ; Joseph Brearton, Hudson Division Conductor; T. J. Davis, Division Freight Sales Manager, Dayton, O.; Henry J. Scholz, Road Foreman, Michigan Division; James Slattery, Hudson Division Conductor; A. H. Johnson, Interstate Commerce Commission Inspector on leave from NYC; D. Rose, Foreman, Harmon, N. Y. Shops; A. G. Couse, Chief Train Dispatcher, River Division, Weehawken, N. J.



### Central's Safety Activities Cited by National Award

The New York Central Railroad this year won the National Safety Council's Public Safety Activities Award for the third successive year.

Howard Pyle, President of the Council, praised Central's off-the-job safety promotion and "many contributions to public safety in the communities it serves."

He particularly commended the railroad's effort to investigate potential accidents involving school buses or trucks carrying flammable materials.

"The award judges," Mr. Pyle reported, "were also impressed with the work by New York Central officers in preventing juvenile trespassing accidents and their contact with 10,000 parents to warn them of the hazards of allowing children to play on railroad property."

During 1961, the year on which the award was based, Central personnel conducted over 21,000 meetings aimed at developing safety activities both at home and on the job. More than 700 safety film showings were organized by the railroad. Central's police, safety, and protection officers also distributed more than 25,000 booklets to the railroad's employees and members of various organizations in the system-wide safety education program.

### National Transport Policy To Serve Consumer Needs Advocated by NYC Officer

A New York Central officer recently advocated development of a national transportation policy based upon the consumer's desire to secure lower priced goods and services.

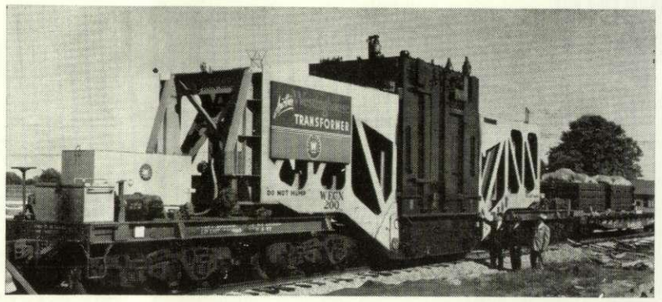
William F. Kirk, Assistant Vice President-Staff, in the railroad's Marketing department, told a meeting of the Delta Nu Alpha Transportation Fraternity in White Plains, N. Y., that such a policy "can only be obtained by permitting private enterprise to operate freely without governmental restraint."

In support of this contention, Mr. Kirk cited the regulatory status of certain freight commodities during the 1950's:

"After poultry and frozen fruits and vegetables were ruled exempt in the early 1950's, truck rates on poultry dropped about ⅓ and rates on frozen fruits and vegetables dropped about 1/5 from their regulated levels while processors reported service improved.

"When frozen fruits and vegetables were regulated under the Transportation Act of 1958, processors reported the application of special charges for pickup and delivery and limits on the number of such stops which did not exist when the exemption applied. This, of course, amounted to an increase in the cost of transportation of these commodities."

Mr. Kirk supervises Central's analysis of the costs and over-all shipping requirements of private and unregulated transportation. "Our objective," Mr. Kirk explained, "is to provide more economical, efficient and dependable service for customers than they, as private carriers, are able to perform with their own equipment and facilities."



*Biggest transformer . . .*

ever built at Westinghouse Electric Mfg. Corp.'s Muncie, Ind., plant is inspected by officials of New York Central and the Indianapolis Power & Light Co. The Transformer, weighing more than 250 tons, was shipped to Indianapolis via New York Central for installation in the lighting company's new $1.5 million Hanna Avenue substation. It will be used by the Indianapolis utility company to receive an additional power supply from Indiana & Michigan Electric Co.'s Lawrenceburg, Ind., generating station. The transformer is 18 feet high and was shipped on a specially equipped flat car called a "Schnabel," 80 feet in length.

Inspection is made by (left to right) Ralph A. Barnett, NYC Assistant Freight Sales Manager; George F. Switzer, Vice President-Engineering of Indianapolis Power & Light; and Roy R. Katterhenry, Vice President-Industrial Relations for the power company.

### Labor-Management Join To Oppose Coal Pipeline

Railroad labor and management have joined to oppose a proposed coal "slurry" pipeline as "nothing more than a sales 'gimmick,' designed to lead people to fall for the old fallacy that something *must* be better because it is new."

In a pamphlet prepared for public distribution and sent to all members of the New York State legislature, the New York State Association of Railroads and five railroad labor unions in the State said that granting the right of eminent domain to coal slurry pipelines "would subvert the historic principle the property may be appropriated only for a public purpose."

The railroad association and the railroad unions charged that construction of a proposed $100 million coal pipeline from West Virginia to New York "would severely weaken the already hard-pressed rail lines serving the same area, and result in the curtailment of service, loss of railroad jobs and possible abandonment of some of the roads affected."

Victor F. Condello, Vice Chairman and General Counsel of the Association, said that "railroad labor and management have put aside their other differences to oppose this threat to their common welfare. We will continue to work together in the future to inform the public and their representatives in government of the great public dangers in allowing coal pipeline builders to appropriate land under the right of eminent domain."

The labor-management pamphlet, entitled "The Coal Facts of Life" also warns of the danger of increased air pollution in the form of sulphuric acid "fall-out" resulting from utilities burning slurry, and the threat to agricultural land and crops in the event such a pipeline should break.

Free copies of the pamphlet are available from New York State Association of Railroads, 466 Lexington Ave., New York 17, N. Y.

### Dr. Plowman Is Named To Commerce Post

Secretatry of Commerce Luther Hodges has announced the appointment

## RECENTLY RETIRED

Stahl, W. J., Clerk, Weehawken, N. J. 36
Steeves, A. L., Machinist, Harmon, N. Y. 37
Stone, J. S., Sr., Group Chief, New York 42
Tacneau, A. W., Cook, New York 26
Tesoro, M. C., Stenographer, New York 44
Thornton, J., Mail Handler, New York 21
Thorpe, M. J., Checker, Weehawken, N. J. 35
Tripoda, J., Car Cleaner, Croton, N. Y. 13
Tripolone, D., Trackman, Poughkeepsie, N. Y. 32
Tuers, F. E., Car Distributor, Weehawken, N. J. 47
Umbach, J. A., Crew Dispatcher, Weehawken, N. J. 41
Unger, T. I., Sales and Service Clerk, New York 26
Van Buren, C. W., Wireman, New York 46
Vincent, J. H., Machinist Helper, Harmon, N. Y. 20
Walker, C. A., Painter, Croton, N. Y. 25
Walsh, J. J., Upholsterer, Harmon, N. Y. 44
Walsh, W. C., Stevedore, New York 27
Ward, R. A., Assistant Foreman, Harmon, N. Y. 46
Ward, S. A., Foreman, Bronx, N. Y. 40
Wetter, C. F., Boilermaker, Harmon, N. Y. 37
Whalen, Jr., S. D., Passenger Conductor, New York 40
Wilkinson, R., Pipefitter Helper, New York 34
Woodin, W. I., Gang Foreman, Brewster, N. Y. 16
Wright, H. G., Red Cap, Grand Central Terminal, N. Y. 38
Wuerdeman, H. J., Brakeman, New York 36

## EASTERN DISTRICT

Abdallah, M. J., Machinist, E. Syracuse, N. Y. 39
Almond, V., Laborer, Selkirk, N. Y. 19
Andes, A. J., Yard Brakeman, Utica, N. Y. 48
Arnold, G. C., Carpenter Foreman, Albany 43
Arsenieau, E. W., Conductor, Buffalo 42
Aubrey, C. R., Yard Conductor, Schenectady, N. Y. 37
Baker, S. E., Messenger Driver, East Syracuse 20
Barasch, M. S., Baggage Foreman, Rochester 46
Barber, A. A., Trainman, Albany 46
Barber, F., Crossing Watchman, Fairport, N. Y. 16
Barber, C. W., Clerk, Schenectady, N. Y. 35
Baker, H. C., Engineer, Syracuse 47
Barry, J. T., Engineer, Syracuse 42
Barrett, L. M., Maintainer, Ratterdam, N. Y. 46
Barrett, R. A., Chief Clerk, Springfield, Mass. 45
Bauer, W. J., Brakeman, Buffalo, N. Y. 45
Beecher, W. E., Train Dispatcher, Rochester 21
Bent, A., Bridge Operator, Albany 19
Bickford, T. A., Fireman, Syracuse 44
Bishopric, W. G., Conductor, Springfield, Mass. 42
Blackett, C. W., Brakeman, Selkirk, N. Y. 19
Bobst, C. A., Trucker, Syracuse 46
Booth, W. E., Conductor, Syracuse 45
Boisselle, E. J., Mail Handler, Springfield, Mass. 15
Bouchard, E. I., Clerk Typist, Utica, N. Y. 20
Boulet, E. E., Laborer, De Kalb Junction, N. Y. 37
Bouton, H., Yard Master, White Plains, N. Y. 39
Bowes, C. G., Brakeman, Clearfield, Penn. 42
Bowes, R. J., Agent, Mill Hall, Penna. 49
Boyer, R. G., Agent, Massena, N. Y. 45
Brankowich, J. F., Laborer, Utica, N. Y. 15
Brault, M. M., Clerk, Utica, N. Y. 43
Brown, P. O., Fireman, Jamesville, N. Y. 45
Buccinna, P., Janitor, Utica, N. Y. 40
Bucher, J. W., Brakeman, Syracuse 18
Budczynski, R. E., Carman, Buffalo 32
Burdick, A. D., Clerk-Steno, Springfield, Mass. 18
Burke, H. M., Locomotive Engineer, Selkirk, N. Y. 25
Campbell, J. J., Engineer, Albany 32
Card, A. A., Telegrapher, Corning, N. Y. 36
Card, E. E., Switchtender, Dewitt, N. Y. 19
Carlo, B., Foreman, Suspension Bridge, N. Y. 42
Carson, L. C., Inspector-Repairer, Newberry, Penna. 40
Chambers, R. D., Engineer, Utica, N. Y. 49
Clayson, A. G., Crossing Watchman, Niagara Falls, N. Y. 16
Colby, C. M., Sorter, Springfield, Mass. 17
Colby, R. C., Mail Handler, Springfield, Mass. 17
Confer, H. R., Car Inspector, Syracuse 44
Cook, G. K., Switchtender, Syracuse 19
Clooman, J. M., Conductor, Boston 46
Copeland, H. H., Patrolman, Rochester 18
Corelli, C., Foreman, Utica, N. Y. 52
Crego, B., Track Laborer, Syracuse 20
Cross, W. G., Brakeman, Boston 45
Czosek, A. C., Car Cleaner, Buffalo 21
Davis, R., Caller, Albany 38
Desmond, D. J., Foreman, Boston 58
Draper, H. A., Stenographer, Rochester 39
Drea, J. T., Clerk, Buffalo 42
Drumm, E. F., Inspector Repairman, Syracuse 49
Dukat, A. B., Carman, Buffalo 33
Duncan, R. G., Locomotive Engineer, Buffalo 48
Durkin, J., Machinist, Syracuse 40
Dutton, M. P., Foreman, Rochester, N. Y. 46
Dwyer, J. L., General Yardmaster, Syracuse 49
Easter, J. R., Foreman, Watertown, N. Y. 48
Elliott, J., Car Repairer, Rochester 42
Elliott, E. V., Agent-Telegraph, Huntingdon, N. Y. 43
Eudora, E. L., Clerk, Utica, N. Y. 44
Farrell, J. J., Chief Clerk, Buffalo 43
Featherly, J. W., Laborer, Syracuse 19
Ferriter, R. T., Foreman, Boston, Mass. 55
Fiermonti, T., Carman, Dewitt, N. Y. 40
Fitzgerald, L. J., Station Master, Albany 45
Fontaine, S., Trucker, Utica, N. Y. 17
Fountaine, G., Crossing Watchman, Troy, N. Y. 18
Fuller, M. I., Conductor, Springfield, Mass. 46
Gaboury, A. E., Agent, Beauharnois, Que., Can. 49
Gale, H. M., Supervisor Track, Pittsfield, Mass. 42
Gallagher, C. E., Conductor, Malane, N. J. 41
Garufi, J. V., Machinist, E. Syracuse, N. Y. 33
George, J. S., Inspector-Repairer, Syracuse 48
Georger, J. M., Engineer, Rochester 46
Ghianni, S., Machinist, E. Syracuse, N. Y. 40
Goerss, L. M., Cashier, Buffalo 49
Grant, J. H., Passenger Conductor, Boston 45
Greene, J. M., Ironworker, E. Boston, Mass. 40
Greenidge, J. O., Car Repairman, Allston, Mass. 43
Gregory, W. F., Switchtender, Rochester 38
Grisel, A. L., Mason, Albany, N. Y. 33
Guaghan, P. F., Brakeman, Buffalo 35
Gutheinz, F. J., Brakeman, Utica, N. Y. 45
Guyotte, R. L., Yard Conductor, Springfield, Mass. 46
Hartzold, J. J., Yard Brakeman, Buffalo 39
Hassett, L. J., Foreman, Buffalo 49
Hearne, D. J., Janitor, Albany 17
Heintz, J. L., Yard Brakeman, Geneva, N. Y 36
Hindes, W. D., Mail Handler, Springfield, Mass. 20
Hinzmann, J., Yard Conductor, Buffalo 42
Hoone, L. J., Signal Inspector, Springfield, Mass. 46
Horth, F. A., Janitor, Utica, N. Y. 43
Holtzinger, L. T., Clerk, Syracuse 44
Isemann, O. H., Station Master, Rochester 44
Jacobs, J. M., Chief Clerk, Rochester 46
Jacobs, H. J., Ticket Clerk, Buffalo 19
Jasnau, A. F., Engineer, Buffalo 42
Jerris, J. J., Assistant Terminal Foreman, Rochester 39
Julius, J., Trackman, Oakfield, N. Y. 34
Jewell, G. J., Leverman, Syracuse 45
Karthaus, C. P., Clerk, Boston 18
Keefe, E. J., Tower, Pittsfield, Mass. 50
Kenyon, H. M., Oiler, Syracuse 46
Kerrigan, T. J., Assistant Baggage Agent, Albany 34
Kettenring, C. A., Signalman, Rensselaer, N. Y. 45
Kittle, C. L., Brakeman, Syracuse 20
Klem, F. B., Brakeman, Syracuse 42
Korb, E. C., Division Passenger Sales Manager, Buffalo 44
Korb, F. A., Brakeman, Syracuse, N. Y. 49
LaClair, E. P., Yard Conductor, Syracuse 46
Laehy, H. J., Claim Adjuster, Buffalo 46
Lancto, S. A., Division Freight Manager, Buffalo 39
Lanfare, F. G., Brakeman, Selkirk, N. Y. 19
Lawson, A., Crane Engineer, Selkirk, N. Y. 28
Lazarczyk, J. P., Janitress, Utica N. Y. 15
Lewis, J. S., Carman, East Rochester 14
Linciurt, G. L., Brakeman, Albany 18
Lohnas, A. R., Train Dispatcher, Utica, N. Y. 42
Lonczak, A., Trucker, E. Buffalo, N. Y. 19
Lorber, L. J., Brakeman, Black Rock, N. Y. 40
Loveless, R., Yardmaster, Syracuse 43
Ludwig, G. H., Carman, E. Rochester, N. Y. 43
Lynch, D. F., District Freight Claim Agent, Boston 47
Lyons, W. J., Yard Brakeman, Rensselaer, N. Y. 44
Manley, M. B., Clerk, Utica.
Mahoney, M. J., Clerk-Steno, Selkirk, N. Y. 39
Maloney, P. J., Cashier, Syracuse N. Y. 45
Maramao, A., Laborer, Minoa, N. Y. 21
Marley, J. T., Electrician, Selkirk N. Y. 29
Martin, W. L., Trucker, Syracuse 13
Matthews, T. M., Clerk, East Buffalo 36
Maurus, J. M., Assistant Cashier, Buffalo 37
McCabe, J. H., Locomotive Engineer, Malone, N. Y. 48
McCann, J. E., Engineer, Worcester, Mass. 44
McCarten, J. D., Machinist, East Rochester 16
McCarthy, N. J., Carman, Allston, Mass. 45
McClure, B. F., Clerk, Buffalo 36
McGraw, J. F., Engineer, Carthage, N. Y. 44
McMurdy, H. D., Engineer, Syracuse 45
McNamara, G. J., Telegraph Ticket Clerk, Niagara Falls, N. Y. 59
McNeil, W. H., Engineer, Syracuse 45
McNulty, D. P., Brakeman, Geneva, N. Y. 20
Megerle, G. W., Engineman, Rochester 46
Mikels, D. H., Trackman, Syracuse 33
Miller, G. N., Engineer, Corning, N. Y. 46
Monteleone, F. A., Car Cleaner, Buffalo 34
Montanarella, J., Janitor, Rochester 35
Morgan, M. T., District Freight Sales Manager, Boston 47
Morrissey, T. W., Engineer, Springfield, Mass. 45
Murphy, F. E., Fireman, Syracuse 18
Musial, A. S., Carman Helper, Buffalo 21
Myers, H. B., Engineer, Syracuse 47
Neff, S. S., Electrical Worker Helper, Utica, N. Y. 40
Neiger, N. B., Clerk Buffalo 43
Nelson H. E., Yard Master, Utica, N. Y. 40
Nicpon, P., Boilermaker, Selkirk, N. Y. 45
O'Brien, W. J., Jr., General Clerk, Boston 11
O'Brien, F. J., Clerk, Corning, N. Y. 47
O'Reilly, A. J., Freight Handler, Black Rock, N. Y. 38
Oot, C. C., Yard Conductor, Syracuse 46
Ostaticky, J., Brakeman, Buffalo 44
Owens, R. W., Brakeman, Utica, N. Y. 25
Pallas, H. E., Clerk, Utica, N. Y. 43
Pajak, J. W., Laborer, Buffalo 34
Parsons, E. A., Crossing Man, New York 26
Passafiume, G., Trackman, Buffalo 35
Paul, D., Machine Operator, Buffalo 33
Pearce, R. F., Engineer, Newberry Junction, Penna. 46
Picarazzi, R. E., Foreman, Corning, N. Y. 46
Pickard, T. E., Laborer, Syracuse 12
Pilawa, J. P., Trucker, Syracuse 22
Polanowski, A., Passenger Brakeman, Buffalo 46
Porter, E. B., Brakeman, Selkirk, N. Y. 20
Powell, V. O., Baggage and Mail Trucker, Syracuse 32
Powell, W. B., Conductor, Albany 46
Price, R. C., Engineer, Buffalo 46
Pristine, M., Station Fireman, Worcester, Mass. 14
Rapp, W. C., Assistant Signal Supervisor, Albany 46
Reichle, E. H., Sr., Engineer, Buffalo 43
Renz, G. H., Carpenter, Poughkeepsie, N. Y. 41
Rice, W., Passenger Conductor, Buffalo 44
Rivett, J. H., Engineer, Syracuse 39
Rogers, W. W., Conductor, Syracuse 45
Roberti, A., Laborer, Lyons, N. Y. 33
Rogers, G. D., Locomotive Engineer, Springfield, Mass. 24
Rooney, W. J., Engineer, Selkirk, N. Y. 45
Roth, W. J., Conductor, Rochester 40
Rummell, L. F., Clerk, Buffalo 26
Ryan, D. A., Conductor, Albany 49
Sanbron, A. A., Clerk, Boston 42
Santo, E. H., Inspector-Repairer, Geneva, N. Y. 40
Santoro, A., Laborer, Rome, N. Y. 17
Schillaci, G., Laborer, Selkirk, N. Y. 19
Scraft, E. A., Machinist, Utica, N. Y. 22
Sheehan, P. J., Cleaner, Allston, Mass. 20
Sheffer, G. C., Agent, Fonda, N. Y. 44
Sheridan, E. W., Laborer, Springfield, Mass. 16
Shetler, H. F., Assistant Foreman, Newberry Junction, Pa. 45
Simmons, A., Chef, Buffalo 34
Sinave, G. G., Switchman, Buffalo 41
Smith, F. W., Brakeman, Buffalo 42
Smith, J. A., Conductor, Boston 46
Snyder, C. J., Laborer, Watertown, N. Y. 36





of Dr. E. Grosvenor Plowman, nationally known transportation specialist, as Consultant for Transportation Research and Planning. Dr. Plowman, who in the past has headed the Traffic department of United States Steel Corp., will work directly in the research and planning responsibilities assigned to the Department of Commerce by President Kennedy in his Transportation Message to Congress.

### Senator Sees Too Many Studies of Rail Problems

Since World War II, the railroad industry has been studied probably more often, more thoroughly and by more qualified authorities, both within government and outside, than any other industry in history! These remarks by Sen. John M. Butler to the U.S. Senate shortly before adjournment this fall, brings to mind the latest request for a study—this one from the Railway Labor Executives Association, calling for a study of the railroad industry and its financial structure.

No great industry lives in such a gold fish bowl as the railroad industry. Detailed financial information is reported to the Interstate Commerce Commission where it is available for congressional scrutiny. What the railroads need is not another study or investigation, but prompt enactment of the pending legislation to carry out the recommendations of past studies.

## Selkirk Man Wins Top Prize In Slogan Contest

PRIZE is presented to contest winner Charles Lawlor (left) by Division Superintendent David B. Fleming in Utica. His was one of 3,000 employe slogans submitted.

▶▶▶ Competing against 3,000 fellow railroad men on the New York Central Railroad, Charles E. Lawlor, Leading Signal Maintainer at Selkirk, New York, has won a system-wide slogan contest as part of an all-out drive to reduce loss and damage to freight and attract more business to the railroad.

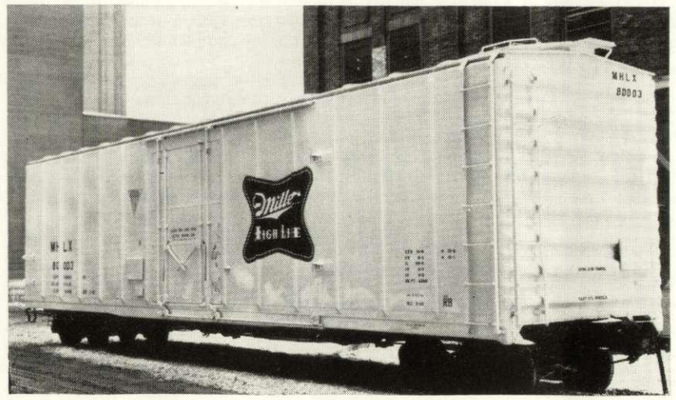
At a luncheon meeting in Utica, N. Y., Superintendent David B. Fleming, of the Mohawk-St. Lawrence Division presented Mr. Lawlor with a $50 U.S. Savings Bond for his prize-winning entry, supplementing a similar prize he had earlier won on his Division.

Mr. Lawlor's slogan, which has been entered in a nation-wide contest for a grand award of $1,000 to be paid by the American Railway Magazine Editors Association is *"Damage is rare when you handle with care."*

The slogan contest was open to all active employes on all divisions of the New York Central and its affiliated companies.

Twenty-one railroad employes, each representing a division or operating affiliate of the Central, won a $50 U.S. Savings Bond for the best slogan on each division. In addition, a $25 bond was awarded to each division runner-up.

Mr. Lawlor qualified for the System prize by winning the Mohawk-St. Lawrence Division $50 award. He has been a member of the Central's railroad Signal department for 37 years.




## *Custom built . . .*

refrigerator cars are now carrying Miller High Life beer around the country from the Milwaukee brewery where it is made. The Miller Brewing Co. has leased 352 of these new cars to speed and improve rail shipments of its product to points throughout the country, many of them located on New York Central lines. Special features of the cars include polystyrene foam insulation for greater temperature control and mechanical improvements for smoother riding. The cars are 50 feet long, compared with the 40 feet of a conventional car. They are painted white with vivid red lettering.

### Mail Early to Beat Holiday Rush

A quick glance at the calendar reveals we are approaching the time of year when the volume of mail rises to its annual peak. The Post Office Department is again reminding all of us to be sure to address mail and parcels plainly, wrap securely, include postal zone numbers and correct addresses and mail early to avoid delay in delivery of holiday gifts and mail.

Another aspect of the Christmas Season mail volume is this: New York Central System people play an important part in this great annual movement of millions of pieces of correspondence and packages since most of it moves by railroad, with the Central playing a leading role as a mail carrier. Central derives a considerable amount of revenue from this source—the Post Office Department is one of the railroad's best customers. Thus, both as individuals who send and receive holiday mail, and also as railroaders who are involved in the handling of this mail, NYC men and women can help make the Christmas Season happier for everybody by the way they perform their New York Central work and by heeding the Post Office's urging to mail early.

# RECENTLY RETIRED

Weaver, H. J., Ticket Clerk, Toledo 43
Wenland, E. H., Crew Dispatcher, Toledo 11
Whalon, E. F., Industrial Clerk, Cleveland 40
White, H. L., Locomotive Engineer, Collinwood, Ohio 42
Wiese, W. L., Coach Carman, Toledo 37
Zaller, J. D., Yard Conductor, Cleveland 38

## SOUTHERN DISTRICT

Agler, J. W., Brakeman, Van Wert, Ohio 36
Alley, W. F., Engineer, Sharonville, Ohio 45
Armentrout, W. M., Foreman, Sharonville, Ohio 46
Armstrong, W. M., Trackman, Miamisburg, Ohio 19
Ash, B. M., Machinist, Beech Grove, Ind. 42
Bodley, R. W., Bridges and Building Carpenter, Ansonia, Ohio 40
Boigt, J. O., Engineer, Mt. Carmel, Ill. 46
Booker, O. E., Trackman, Coldwater, Ohio 20
Beyer, F. J., Janitress, Cincinnati, Ohio 35
Brock, E. K., Yard Conductor, Louisville, Ky. 47
Browning, B. R., Trackman, Lyons, Ill. 44
Bruhn, A., Helper, Beech Grove, Ind. 37
Burchfield, J. B., Machinist, Beech Grove, Ind. 47
Caplinger, T., Conductor, Cleveland 14
Chapman, G. C., Coach Repairman, Beech Grove, Ind. 46
Childers, L. E., Passenger Bag-
Childers, G. W., Coal Sales Manager, Cincinnati, Ohio 44
gageman, Springfield, Ohio 45
Christy, C. F., Carpenter Inspector, St. Louis, Mo. 46
Clark, G. M., General Clerk, Indianapolis, Ind. 38
Clark, H. O., Car Inspector, Hobson, Ohio 45
Clark, A. L., Engineer, Indianapolis 14
Cleland, F. D., Laborer, Hobson, Ohio 45
Cline, S. R., Yard Conductor, Louisville, Ky. 48
Danz, H. H., Electrician, Indianapolis 19
Dare, J. C., Telegrapher, Worthington, Ind. 16
Davis, T. J., Freight Sales Manager, Dayton, Ohio 43
Davis, W. L., Depot Master, East St. Louis, Ill. 36
Delp, A. R., Laborer, Danville, Ill. 33
Denison, F. B., Clerk, Springfield, Mass. 19
Douglas, J. D., Clerk, Detroit, Mich. 46
Driever, E. J., Car Inspector, Sharonville, Ohio 23
Duecker, J. F. Train Dispatcher, Indianapolis 45
Duncan, V. R., Crane Engineer, Beech Grove, Ind. 35
Duncan, V. R., Crane Engineer, Beech Grove, Ind. 28
Farrington, L. H., Conductor, Avon, Ind. 42
Fickeisen, L. E., Assistant Engine House, Sharonville, Ohio 40
Fleenor, J. D., Assistant Foreman, Mattoon, Ill. 44
Frank, C. M., Machinist, Mt. Carmel, Ill. 41
Franks, A. S., Sr., Operator, Maumie, Ill. 18
Frossard, J. L., Operator, Anderson, Ind. 52
Gable, R. J., Fireman, Cleveland, Ohio 19
Gamble, R. E., Conductor, Van Wert, Ohio 44
Garwood, J. W., Signal Inspector, Mattoon, Ill. 37
Geisert, C. C., Engineer, Stanley Yard, Ohio 40
Geiselman, A. K., Agent Operator, Wheatfield, Ind. 43
Goad, J. E., Clerk, Mt. Carmel, Ill. 19
Halton, E. L., Trackman, Greencastle, Ind. 25
Harvey, H. W., Store Helper, Beech Grove, Ind. 48
Hassel, A. E., Laborer, Urbona, Ill. 42
Hawley, S., Elevator Operator, Beech Grove, Ind. 34
Heil, G. F., Engineer, Springfield, Ohio 40
Helderman, O., Yard Conductor, Terre Haute, Ind. 39
Hennosy, W. F., Relief Foreman, West Columbus, Ohio 40
Herzog, J., Carman Helper, Louisville, Ky. 18
Hodel, H. F., Machinist, Beech Grove, Ind. 32
Hoel, C. C., Trackman, Fortville, Ind. 21
Hogue, M. S., Equipment Operator, Bellefontaine, Ohio 20
Hooton, J. E., Hostler, Harrisburg, Ill. 33
Huffman, M. E., Car Inspector, Bellefontaine, Ohio 20
Hurt, S., Machinist, Beech Grove, Ind. 40
Hyland, E. H., Clerk, Cincinnati 28
Jennings, W. H., Passenger Conductor, Indianapolis 44
Jones, E., Passenger Conductor, Indianapolis 33
Karl, F. B., Crossing Watchman, Springfield, Ohio 30
Kelly, E. O., Track Laborer, Galion, Ohio 14
Kimes, F. I., Conductor, Hobson, Ohio 43
King, M. B., Conductor, Terre Haute, Ind. 44
Kline, A. E., Section Laborer, East Alton, Ill. 28
Komin, J. J., Hostler Helper, Collinwood, Ohio 48
Kunheim, E. F., Cashier, Columbus, Ohio 42
Lambert, P. J., Conductor, Mt. Carmel, Ill. 45
Lindsay, C. L., Clerk Steno, Mat-
Little, G. A., Machinist, Beech Grove, Ind. 12
Luebkeman, E. W., Store Foreman, Beech Grove, Ind. 46
toon, Ill. 48
Mahoney, M. K., Chief Clerk, Delaware, Ohio 42
Maley, C. W., Train Baggageman, Cincinnati, Ohio 42
Martin, G., Janitor, Louisville, Ky. 44
McLean, A. J., Engineer, Indianapolis 46
Medcalfe, E. T., Engineer, Indianapolis 39
Miller, R. D., Machinist, Columbus, Ohio 50
Miller, J. W., Supervisor Freight Transportation, Indianapolis 46
Miller, R. L., Foreman, Spring-
Miller, W. A., Storekeeper, Mat-
toon, Ill. 45
field, Ohio 36
Moore, V. L., Laborer, St. Louis, Mo. 11
Nichols, A., Trackman, Lyons, Ill. 17
Otey, E. L., Foreman, Beech Grove, Ind. 50
Painter, H. A., Chief Clerk, Charleston, W. Va. 42
Perkins, L. B., Trackman, Crawfordville, Ind. 23
Pickens, J., Trackman, Columbus, Ohio 10
Powell, H. A., Track Supervisor, Urbana, Ill. 36
Ramsey, J. H., Supervisor Budgets, Indianapolis 42
Russell, E., Trackman, Hobson, Ohio 43
Russell, C., Carman, Beech Grove, Ind. 36
Ruszkowski, W. S., Coach Repairman, Beech Grove, Ind. 40
Ryan, M. C., Cashier, Louisville, Ky. 45
Short, C. R., Operator, Greencastle, Ill. 52
Spaulding, L. W., Engineer, Indianapolis 44
Spitz, R., Clerk, Mattoon, Ill. 49
Ster, L., Car Repairman, Beech Grove, Ind. 42
Smith, J. E., Trackman, Corning Ohio 20
Smith, F. O., Laborer Crane Operator, Alion, Ohio 37
Steele, R. O., Switchtender, Springfield, Ohio 17
Tarver, D. R., Laborer, Sharonville, Ohio 34
Taylor, O. A., Chief Clerk, Mattoon, Ill. 36
Thompson, E. M., Foreman Helper, Columbus, Ohio 20
Tigg, G. S., Laborer, Bellefontaine, Ohio 19
Tomlin, J. E., Car Repairman, Mattoon, Ill. 48
Tomlinson, C., Yard Conductor, Van West, Ohio 39
Turk, C. R., Carman, Beech Grove, Ind. 20
Turner, G. W., Trackman, Indianapolis 41
Vrowley, J. W., Division Inspector, Columbus, Ohio 39
Weber, M. M., Clerk-Typist, Springfield, Ohio 19
Weihing, R. J., Clerk, Louisville, Ky. 49
Whaley, H., Machinist, Duane, Ind. 20
Wilson, E. G., Car Inspector, Corning, Ohio 44
Winans, J., Blacksmith Helper, Beech Grove, Ind. 39
Yocum, G. W., Conductor, Ohio 43
Young, C., Trackman, Findlay, Ohio 45
Zeller, C. M., Clerk, Galion, Ohio 43
Zeiher, H. W., Carman Helper, Louisville, Ky. 40

## NORTHERN DISTRICT

Allen, H., Record Delivery Clerk, Detroit 34
Anderson, M. Y., Clerk, Detroit 42
Andrews, E. W., Mail Handler, Detroit 18

## Retirement Board Advises Prompt Report Of Work Affecting Benefits

Retired railroad employees and their wives or survivors receiving annuities from the Railroad Retirement Board are urged to report promptly any event which may affect the receipt of their benefits. Such events include all paid employment or self-employment. All restrictions on the receipt of benefits are fully explained at the time annuities are awarded. Failure of beneficiaries to report promptly events that would require suspension or reduction of their annuities may result in very large overpayments. By law, these overpayments have to be recovered in full.

The Railroad Retirement Board and the Social Security Administration have completed arrangements for an exchange of magnetic tape records as a basis for checking on the earnings of beneficiaries under both systems. Thus, the Board will receive a periodic report of earnings or entitlement to social security benefits even in cases where such information is not furnished by the beneficiary.

As part of this program, the Board is mailing special questionnaires to beneficiaries who either have no social security numbers, or whose numbers are not included in the records of the Board. The questionnaires are designed to develop the social security numbers already assigned, and otherwise to obtain information about the beneficiaries, which would assist in identifying them if they secure numbers in the future. All beneficiaries receiving this questionnaire are urged to cooperate with the program by completing it and returning it promptly to the Board.

In a recent special check of records on new high-speed automatic data-processing equipment, many cases of overpayments were found. In individual cases, these overpayments ran into thousands of dollars, and their recovery caused considerable hardship to the individuals involved. Nevertheless, the Board must enforce the law.

As a general guide, the events that should be reported to the Board by different beneficiaries are as follows:

1. All retired employees.—Return to service of a railroad or of the last nonrailroad employer.
2. All disability annuitants under age 65.—In addition to item 1, any nonrailroad employment or self-employment, regardless of amounts earned.
3. All wives and dependent husbands.—In addition to item 1, attainment of eligibility for social security old-age or disability insurance benefits on the basis of their own earnings.
4. All survivor beneficiaries.—(a) Any employment for a railroad, and (b) any employment or self-employment if it appears the earnings therefrom may exceed $1,200 for a calendar year.
5. All retired employees, wives, or survivors whose annuities are being paid under the special guaranty.—(a) Attainment of eligibility for any type of social security benefits, and (b) any employment or self-employment if it appears the earnings therefrom may exceed $1,200 for a calendar year.

Beneficiaries desiring more information may write or visit any one of the Board's more than 100 field offices.

# NYC People See How Their Gifts Are Used

During the recent annual fund raising campaign of the Greater New York Fund in New York City, groups of Central employes accepted invitations to visit several organizations which benefit from the Fund's collections. Pictured are NYC people visiting hospital and children's home facilities within easy reach of the railroad's general offices, where they had a first-hand opportunity to see the results of some of their contributions to the welfare organization that conducts a single yearly drive on behalf of more than 400 welfare and charitable organizations. Chairman of the drive this year among Central people was John G. Patten, Vice President-Freight Sales (holding child, top left).

Averitte, H. B., Red Cap, Detroit 32
Babcock, L. R., Brakeman, Niles, Mich. 20
Barnes, G. A., Engineer, Battle Creek, Mich. 43
Bate, R. M., Engine Despatcher, Detroit 55
Borchert, H. P., Chief Clerk, Detroit 49
Burgett, G., Yard Conductor, Jackson, Mich. 42
Burrows, O. T., Engine House Foreman, St. Thomas, Ont., Canada 44
Cartier, J. F., Agent, Niagara Falls, Canada 49
Christoff, G., Car Inspector, Detroit 36
Coffey, C. W., Comptometer Operator, Detroit 40
Cole, C. B., Engineer, Jackson, Mich. 42
Climax, G. C., Clerk, Detroit 48
Dobrotka, J. J., Car Inspector, Niles, Mich. 41
Ettig, E. W., Foreman Carpenter, Detroit 37
Federico, D., Foreman, Saginaw, Mich. 45
Foor, C. A., Relief Operator, Jackson, Mich. 20
Foss, A. E., Trackman, Niles, Mich. 34
Foreman, J., Station Cleaner, Detroit 17
Gamble, C. F., Locomotive Engineer, Jackson, Mich. 42
Gilmore, S. L., Clerk, Detroit 42
Guthrie, R. L., Patrolman, Detroit 35
Handy, E. V., Car Cleaner, Detroit 16
Hodgson, F. C., Locomotive Fireman, Detroit 42
Holocher, C., Special Inspector, Detroit 42
Horr, C. R., Laborer, Jackson, Mich. 47
Htraverse, R. T., Helper Stock Yard, Detroit 12
James, L. F., Tracing Clerk, Detroit 42
Jones, M. G., Clerk, Detroit 39
Keith, D. A., Yardmaster, Detroit 40
Kloss, W., Yard Conductor, Detroit 46
Koziol, J., Machinist, Jackson, Mich. 46
Kuhlman, C. M., Clerk, Detroit 45
Kurzawski, F. P., Yard Conductor, Detroit 19
Limon, F., Trackman, Detroit 13
Maloney, M., Clerk, Detroit 44
Markey, E. M., Passenger Coach Carman, Detroit 47
McCaffery, E. J., Locomotive Engineer, Detroit 45
McConnell, C. A., Machinist, Jackson, Mich. 48
McNeil, I. B., Mail Trucker, Detroit 17
Peterfi, J. M., Car Inspector, Detroit 36
Phillips, G. F., Trackman, Kalamazoo, Mich. 43
Philipp, F. W., General Clerk, Jackson, Mich. 48
Pierce, B. E., Yard Conductor, Battle Creek, Mich. 36
Ray, R. G., Locomotive Engineer, St. Thomas, Ont. 45
Reed, M., Foreman, St. Thomas, Ont. 48
Richardson, R. W., Section Stockman, Jackson, Mich. 35
Riordan, E. V., Real Estate Agent, Detroit 38
Roberts, L. E., Clerk, Detroit 20
Rowse, E. A., Crossing Watchman, Jackson, Mich. 19
Sabourin, F., Engineer, Detroit 42
Scholz, H. J., Road Foreman, Jackson, Mich. 46
Schultz, E. H., Passenger Conductor, Detroit 47
Schiller, P. G., Agent, Monroe, Mich. 38
Shanahan, H. D., Head Comptometer Operator, Detroit 39
Skinner, E. E., Electrical Foreman, Detroit 40
Smith, T. E. C., Yardmaster, Detroit 39
Stebilo, J., Track Laborer, Ontario, Can.
Strausbaugh, G. F., Car Clerk, Mackinaw City, Mich.
Summerhayes, C. J., Trackman, St. Thomas, Ont., Canada 33
Taylor, F. J., Leverman, Welland, Ont. 29
Tinline, A. W., Trackman, St. Thomas, Ont., Canada 44
Vetterly, A. J., Conductor, Detroit 46
Vogt, J. J., Blacksmith, Jackson, Mich. 46
Walker, L., Car Inspector, Jackson, Mich. 44
Webster, W. E., Agent, Tillsonburg, Ont., Can. 43
Welburn, C. W., Agent, Otsego, Mich. 44
Wetzel, J. W., Conductor, Detroit 47
Wilson, O. A., Telegraph Operator, Detroit 54
Winn, M. S., Clerk, Detroit 15
Wozniak, A., Track, Welland, Ontario 19

## PITTSBURGH & LAKE ERIE RAILROAD

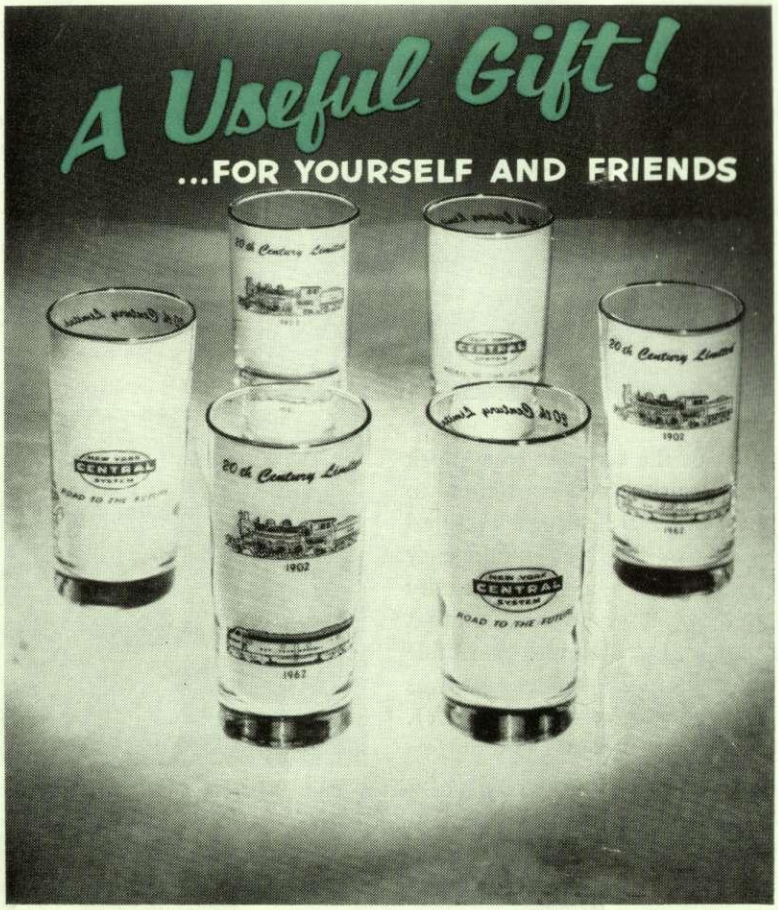
Barth, W. H., Freight Agent, McKees Rocks, Pa. 45
Beight, C. R., Signal Maintainer, New Castle, Pa. 42
Benson, A. D., Laborer, McKees Rocks, Penna. 19
Borres, L. J., Inspector, McKees Rocks, Pa. 39
Brady, J. F., Telegrapher, Pittsburgh 52
Bruni, T., Mason, Glassport, Pa. 20
Burgess, T. R., Car Inspector, Pittsburgh 38
Busti, J., District Freight Salesman, Pittsburgh 38
Chapman, S. C., Car Inspector, Aliquippa, Penna. 44
Clancy, J., Engineer, McKees Rocks, Penna. 40
Colbert, W. M., Trainman, Dickerson Run, Penna. 38
Donsbach, J. G., Carpenter, Pittsburgh Penna. 19
Faull, W. W., Laborer, McKees Rocks, Penna. 18
Frollini, O., Water Supply Repairman, McKees Rocks, Pa. 24
Haller, N. M., Supervision Scrap, McKees Rocks, Pa. 41
Hart, E. C., Conductor, Youngstown, Ohio 39
Heinselman, C. S., Assistant Engine Dispatcher, Youngstown, Ohio 42
Kent, G. J., Pumper, McKees Rocks, Penna. 24
Ladig, C. B., Yardmaster, Struthers, Ohio 44
Lewis, J. E., Pipefitter, Campbell, Ohio 41
Lindauer, A., Sergeant Police, Pittsburgh, Penna. 46
Llewellyn, F. B., Police Officer, Pittsburgh 35
Mars, R., Laborer, New Castle, Pa. 20
Marshall, C. V., Supervisor Stations, Pittsburgh 46
Mayfield, M. L., Clerk, Pittsburgh 18
McMillen, J. R., Carman, Newell, Penna. 35
McQuillan, T. J., Laborer, East Youngstown, Ohio 23
Mendicino, D. A., Foreman, Manesen, Penna. 45
Miller, J. A., Chief Clerk, Pittsburgh 37
Mosely, F. R., Engineer, McKees Rocks, Penna. 41
Murphy, J. W., Car Painter, McKees Rocks, Penna. 16
Parks, J. C., Statistician, Pittsburgh 55
Pastirchik, P., Machinist, McKees Rocks, Penna. 20
Pastre, R. E., Chief Equipment Supervisor, McKees Rocks, Penna. 47
Patterson, E. M., Lumber Agent, McKees Rocks, Pa. 44
Pigoni, A., Car Repairman, McKees Rocks, Penna. 40
Popeka, M., Trackman, McKees Rocks, Penna. 20
Purdy, W. S., Engineer, E. Youngstown 42
Roessing, R. C., Clerk, Braddock, Penna. 18
Shaffer, H. A., Trainman, Newell, Penna. 38
Shingler, H. B., Trackman, New Castle, Penna. 44
Troeter, E. J., Signal Inspector, Beaver Falls, Penna. 44
Vasey, C. C., Car Inspector, Struthers, Ohio 45
Weber, W. J. Inspector, Pittsburgh 40

## CLEVELAND UNION TERMINAL

Ephen, H., Track Laborer, Cleveland 18
George, E., Gateman, Cleveland 38
Willoughby, E. A., Electrician, Cleveland 33
Zorman, H. T., Car Cleaner, Cleveland 20

## INDIANA HARBOR BELT

Nolan, A. G., Clerk, Chicago 19




## *FOR A SOUVENIR OR GIFT...*

...set of six eleven-ounce glasses, attractively etched with design commemorating the 60th Anniversary of The 20th Century Limited, the *World's Most Famous Train*...only $2.50 a set, postpaid anywhere in the United States or Canada. Simply fill out the form below and mail it with check or money order for $2.50 for each set of glasses you want.

---

**Libbey Glass Company**
**20th Century Anniversary**
**P.O. Box 718**
**Toledo, Ohio**

**Enclosed is check or money order for $ ..... . Please send me ..... sets of 20th Century Anniversary Glasses, at $2.50 per set.**

**NAME**_____
Please Print Clearly

**ADDRESS**_____

**CITY**_____ **ZONE**_____ **STATE**_____