



**RIDING THE CABOOSE** ... page 4



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ON THE COVER: Brakeman Robert Stacey (left) and Conductor Dick Olst pose aboard rear-end of caboose as they get ready for trip on Train No. NT-1 from Toledo to Elkhart, Ind.



## How FLEXI-FLO Works...

was the subject of a New York Central display designed for use in the Transportation and Materials Handling Show in Toronto, Canada. The show was the largest of its kind in Canadian history and was attended by more than 20,000 persons. Central's display featured working model of FLEXI-FLO rail car and highway vehicle, plus display items about New York Central's many other progressive activities and services.



## Chicago Wins Flexi-Thon II Award...

for second time this year, for having gained the greatest increase (130.2 per cent above quota) in Flexi-Van volume system-wide in April. Clarence P. Rahn (center), Manager, Flexi-Van Sales & Service, accepts the first-place award from Ralph N. Cramer (second from right), Assistant Vice President-Freight Sales & Service. Also pictured is Mr. Rahn's staff, from left: William Maas, Service Representative; Mrs. Kay Poynter, Stenographer-Clerk; Victor R. Boettler, Assistant Manager, Flexi-Van Sales & Service; Mr. Rahn; Miss Janice Harper, Stenographer-Clerk; Mr. Cramer; Harry W. Finch, Assistant Manager, Flexi-Van Sales & Service.

# NEWS BRIEFS

### SPECIAL MEETING . . .

of the shareowners of the New York Central Railroad will be held in New York City on Thursday, July 21, at 2:00 P.M. in the Hotel Commodore.

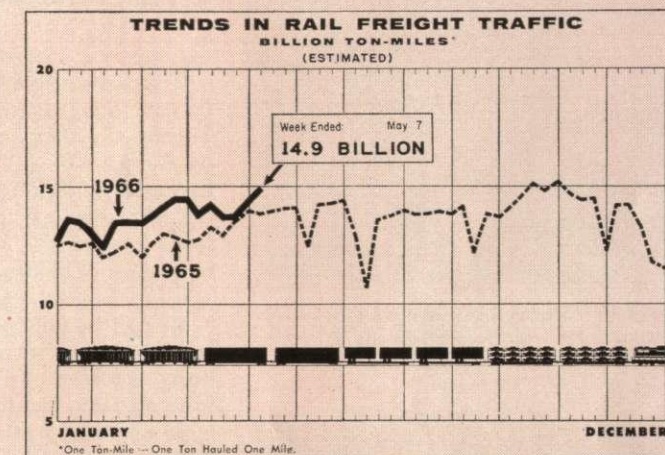
In a statement, Alfred E. Perlman, NYC President, told shareowners the "consummation of our merger with the Pennsylvania offers, we believe, the prospect of substantial savings and improved earnings. It will enable us to create the third of three competitively balanced rail systems in the East and provide necessary resources to withstand the challenge of the two systems already in operation (the C&O-B&O and the N&W-Nickel Plate-Wabash)."

Merger of the New York Central and Pennsylvania railroads received the Interstate Commerce Commission's unanimous approval, subject to certain conditions, on April 27, 1966. The most important of these conditions involves inclusion of the New Haven and Susquehanna railroads in the merged system.

The Boards of Directors of both railroads accepted the ICC's conditions at separate meetings on May 26, subject to shareowner assent to the conditions for inclusion of other railroads.

Mr. Perlman "strongly urged" the company's shareowners to indicate their approval "so that the merger may be consummated." The railroad's proxy statement declares: "It is presently contemplated that, upon such favorable vote of the shareowners of the two companies, the merger of Central and Pennsylvania will be made effective on August 1, 1966."

over 1958. Railroaders have managed this opposite trend, according to the Association of American Railroads, by pushing widespread efficiency measures permitting a gathering overhaul of the rail price structure. The reductions are the end-product of the industry's \$22-billion post-war modernization program, merger-induced efficiencies, gradual updating of the Iron Horse-era work rules and new customer services. One measure of the national benefit: The 13 per cent reduction in average rail freight charges will mean savings for American rail shippers this year alone of nearly \$1.5 billion.



### CARLOADINGS ON U.S. RAILROADS . . .

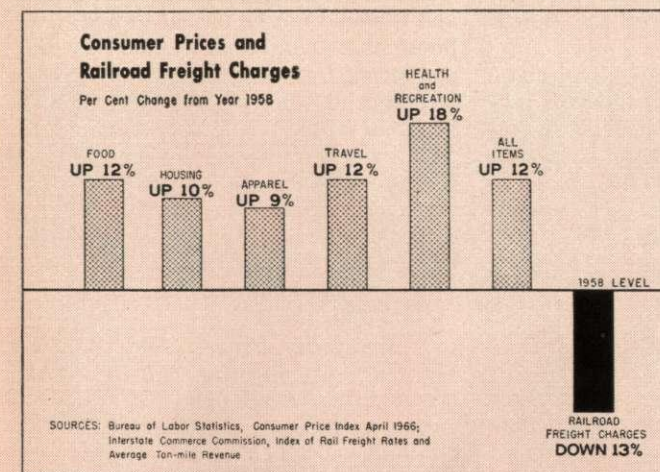
in the week ending May 7 produced an estimated 14.9 billion ton-miles of freight traffic volume—7.2 per cent higher than the corresponding 1965 week\* and the highest since last year's peak week of October 30—the Association of American Railroad reported.

The week's volume brought cumulative ton-mileage for the year to an estimated 247 billion, an increase of 7.3 per cent over the 230.2 billion ton-miles in the same 1965 period.

The latest week's total of 602,244 carloadings was 28,151 cars or 4.9 per cent above the preceding week and 1.9 per cent over the corresponding 1965 week.

\*(As shown on the above chart comparing current and 1965 traffic levels.)

### EXPANDING RAILROAD EFFICIENCY: COUNTERFORCE AGAINST INFLATION



Creating one of the nation's major counter-inflationary forces, average railroad freight charges have been reduced for seven straight years and are now 13 per cent below the 1958 level. In contrast, all major categories of the Bureau of Labor Statistics Consumer Price Index continue to rise, with the latest government report showing the over-all Index up by 12 per cent

### REVENUE CAR LOADINGS . . .

For the New York Central totaled 263,139 cars during the month of May, 1966. The total represents an increase of 2,693 revenue cars loaded (for a percentage increase of 1.0 per cent) over May, 1965. During the five month period from January 1st through May of 1966, cumulative car loading figures reached a total of 1,220,446 revenue loadings for the Central. This represents a decrease of 17,773 revenue cars (1.4 per cent) under the five month period in 1965.





Brakeman Stacey uses two-way radio to communicate with train dispatcher.



A long line of the freight cars they are responsible for stretches behind them, as Dick Olst and Bob Stacey walk toward their "home" away from home.

# RIDING THE CABOOSE

*This article was written by Cliff McIntyre, Staff Writer for The Blade, Toledo, O., after he rode in the caboose on Train No. NT-1 from Toledo to Elkhart, Ind. Photos were taken by Tom O'Reilly. The article is reprinted here by special permission of The Blade. "Copyright 1966 Toledo Blade Company."*

Riding the tail end of a million dollars is akin to mounting an unpredictable bronc that starts with a jolt, lulls you into false security, and then asserts itself with a bone-jarring crash.

But, in spite of its disadvantages, this is the way a large number of Toledo area men earn their living every working day. These are the crewmen who ride the caboose, a \$20,000 railroad car that serves as a control tower for freight trains.

From his upholstered, high-backed chair in the caboose, the conductor presides over a string of freight cars, that may number more than 100, each conservatively valued at \$10,000, excluding contents.

Prodded by a curiosity carried over from a childhood spent in a house by the railroad tracks, this reporter recently made the 133-mile run from Toledo to Elkhart, Ind.,

Thomas J. Dowling, Elkhart Trainmaster, said that many railroaders don't like to ride in the caboose. "Once they get enough seniority," he explained, "they try and get up in the locomotive or onto a regular passenger run."

A reporter with enough seniority might also forgo the pleasure of riding in a caboose. It's not the most comfortable ride on the railroad.

The caboose normally carries just two men—the conductor and the rear brakeman. The caboose of today, however, is

not like its red, wooden-sided predecessor that quickened a child's pulse many years ago.

The quaint, boxy caboose, with the cupola on top, that trailed behind the steam-powered trains of yesteryear was a different item entirely. Then a caboose was almost the personal property of the conductor, Mr. Dowling recalled. Each conductor had a caboose assigned to him and it went wherever he would go on the railroad.

Conductors with enough seniority to guarantee their position, would add personal touches to the interior of their "home away from home." Mr. Dowling observed that some cabooses even had carpeting. The conductor's chair, he said, would often be comfortably upholstered and it would not be unusual to find a caboose that had been insulated by the conductor to suit his own tastes.

Frequently the conductor would convince a railroad paint shop employee that it might be personally rewarding if he were to paint the interior of the caboose. The conductor would then have someone else, usually a low-seniority brakeman, varnish the newly-painted walls so they would shine.

"The brakeman with the lowest seniority was really a slave in those days," Mr. Dowling explained. Because of his lowly status, he was obligated to do the conductor's bidding. Often this meant cleaning out the caboose with soap and water every few days, Mr. Dowling said.

Railroading has changed, however, and the caboose has undergone a face-lifting. The caboose that goes to Elkhart today could be anywhere on the New York Central System tomorrow. It is assigned to no one individual.

Conductors often stored canned goods and other supplies in the old cabooses,

because they were sure they would always be on hand. Conductors today seldom bring more than a few sandwiches with them, and sometimes not even that if it is to be a short run.

Clean restrooms with soap, running water, and paper towels are found on today's cabooses. Cold drinking water is available. The conductor sits in a high-backed chair that was upholstered when the caboose was manufactured. A seat belt protects him from injury during the sharp jerking caused by the train's starts and stops. The rear brakeman has identical facilities across the aisle.

There are two tables, four bunks, an oil heating stove, and steel lockers. A two-way radio keeps the conductor in split-second contact with the dispatcher and the engineer.

Some old, wooden-sided cabooses are still around, but usually they are limited to work in the rail yards only. On the New York Central System the average caboose leaving the yards is only three years old. It is constructed of steel, the cupola on top is gone, and any housework to be done is carried out by special maintenance crews in the yards.

They say you can tell how a caboose will ride by checking the axle. Mr. Dowling checked the axle on the caboose of our freight train, NT-1, and decided the

ride would be better than most. I would hate to ride "most."

Inside the caboose, Brakeman Robert Stacey settled into his chair and placed his feet against the steel wall in front of him.

"Better brace yourself," Dick Olst, our Conductor, warned.

The warning was none too soon. NT-1 started with a bone-jarring jerk. A few minutes later there was another warning, and a second jerk as the four husky Diesel locomotives strained to pull NT-1 out of Toledo.

As the train gained speed, the caboose began swaying with a wild abandon not usually noticed by those standing on the ground. Traveling over soft spots in the track bed, the caboose would come crashing down on its axles as this reporter wondered why he ever thought up this enterprise.

Mr. Dowling explained that passenger cars ride smoothly because they have a wheelbase 2½ times as long as that of a caboose and are better able to stand the shock.

Approximately every 15 minutes, Mr. Olst and Mr. Stacey opened the bay windows on their respective sides and carefully observed the long line of cars ahead. In just a short time, their expe-

(continued on next page)



Brakeman's gestures are a form of sign language in railroad yard.

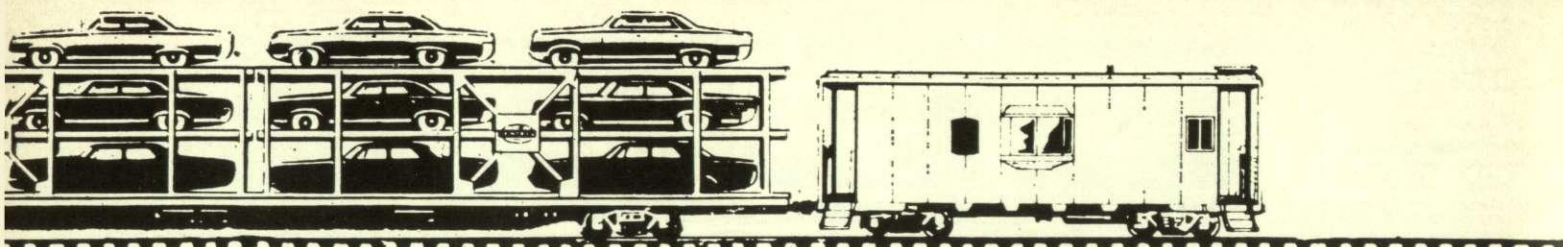


Brakeman Stacey evokes memories of another era as he kindles a fire in the stove of his rolling "home".



Conductor Olst tackles his paper work while Bob Stacey watches train.





## RIDING THE CABOOSE (continued)

rienced eyes told them there were no hot boxes.

A hot box occurs when a journal box, which holds grease to lubricate the axles, catches fire because the lubricant has become exhausted. This can cause a derailment if not detected in time.

A hot box can be detected by either the smoke or smell. Until recently, the train crew was solely responsible for detecting hot boxes on moving trains. Now the railroad has hot box detectors installed in the track bed. These are electronic devices that signal the dispatcher. The dispatcher will then radio a warning to the train crew.

The two-way radio has become one of the most important tools in modern railroading. NT-1 had several cars that were of extra width. About halfway between Toledo and Elkhart, the dispatcher radioed that an oncoming, eastbound freight, also had several oversize cars.

NT-1 was stopped until the other train passed safely. There was a chance, however slight, that if both trains had kept moving, the swaying cars might have collided, causing a traffic accident.

Traveling with a train crew is like getting a Cook's tour.

"These fellows know everything that's going on along the line," Mr. Dowling observed.

Indeed, Mr. Olst pointed out an old steam locomotive that had been pur-

chased from the railroad and rebuilt. "The owner, a wealthy man, wants to lease an unused portion of our line to run it on," he added.

As we traveled, Mr. Olst and Mr. Stacey pointed out an old interurban car that had been refurbished, and was now sitting on a siding along the right-of-way. Near the Indiana line there was a children's playhouse that had been constructed to resemble a large shoe.

"See that house over there," Mr. Olst said. "That fellow keeps his airplane in the garage."

"He sure gives some fine parties in the summer," Mr. Stacey added.

Neither of the men had ever been to the man's house, but had observed all these things from their passing train.

The rest of the trip into Elkhart was uneventful. The train crew was met by a New York Central station wagon that provided transportation to the New York Central YMCA, which is located in the yards.

At the YMCA, Mr. Olst and Mr. Stacey would wait until they were called to work on a train headed back for Toledo. The railroad pays the men each \$1.50 a day for meals and also subsidizes the YMCA for any deficit the restaurant may incur.

The YMCA also contains shower rooms, clean beds, a reading room, and a television room. Even to the neophyte it becomes apparent railroading isn't what it used to be.



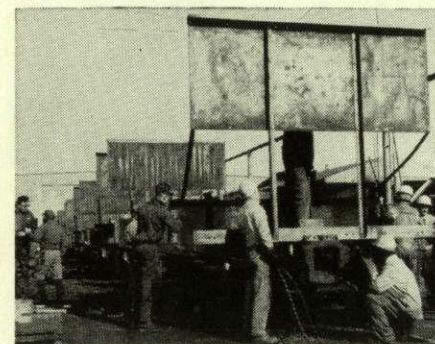
Brakeman Stacey makes certain all is in order before the train rolls.



Bob Stacey and Dick Olst get the word from the office on the train's makeup.

# CENTRAL REBUILDS HOPPER CARS

**HOPPER CAR DELIVERY** — Three of a fleet of 300 rebuilt 66-ton New York Central hopper cars are delivered by NYC to Huntington National Bank of Columbus, O., which purchased the cars, financed their rebuilding and then leased them back to the railroad for a 12-year period. Left to right: Heaton L. (Mike) Bullock, NYC Division Freight Sales Manager, Columbus; Raymond C. Harrison, Ohio Central Division Superintendent; Edward A. Huwaldt, Huntington National Executive Vice President, and Clair E. Fultz, President.



**THE END IS THE BEGINNING**—Bolting end sheets, end posts and angle supports into place is done near the start of the assembly line process for production of 66-ton hopper cars at Beech Grove.



**FINISHED PRODUCT** rolls out of the paint shop ready to serve New York Central freight customers.

► Beech Grove Shops, near Indianapolis, began its 66-ton hopper car conversion program in June, 1964, and passed the 3,000-car production mark in April of this year. Total production ultimately will be 4,000, including 150 ballast cars, equipped for side dumping. The remaining 3,850 cars are center-dumping. Production by calendar year: 1,000 cars in 1964; 1,450 in 1965 and 1,550 scheduled in 1966.

The cars, which began service in 1948 and 1949, and were originally 55-ton hoppers, were expanded to 66-ton capacity when rebuilt. Cubic capacity also was increased from 2,210 cubic feet to 2,387.

All the cars were equipped with new hoppers, floor sheets, sides, draft gears and couplers. Trucks were overhauled and new cast steel wheels installed.

The original 55-ton cars were of inside-stake construction. Rebuilt, they are outside-stake design.

The Beech Grove program is under the direction of Shop Superintendent Gordon L. Zeider; Don Tutko, Production Manager; Stewart Cederholm, Production Planning and Control Coordinator and George Schmidbauder, Freight Shop General Foreman.

First three of a fleet of 300 rebuilt hopper cars were recently delivered to Huntington National Bank of Columbus, O., who purchased the cars, financed their rebuilding and then leased them

back to NYC for a 12-year period.

The new cars have been assigned to unit coal train service between mines in the Charleston, W. Va., area and NYC's Lake Erie coal docks at Toledo. Hence some of the cars are stenciled with the identifying letters, TOC, since their service area is the route of the old Toledo & Ohio Central Railroad, now part of the New York Central.

Delivery and inspection of three TOC cars was attended by both NYC and bank officials.

"These cars represent a significant earnings asset for our bank and we are proud to be the owner of them," said Huntington National President Clair E. Fultz.

Other bank officials who participated in inspection of the three cars were Executive Vice President Edward A. Huwaldt; Paul A. Henderson and Arthur D. Herrmann, Vice Presidents.

NYC was represented by Heaton L. Bullock, Division Freight Sales Manager, Columbus; Raymond C. Harrison, Ohio Central Division Superintendent, and A. L. Clark, Division Transportation Superintendent.

The unit train movement to which some of 300 Huntington National cars were initially assigned began operation in April on a five-day-a-week basis. Coal transported by this train is ultimately destined to Algoma Steel Corporation of Sault Ste. Marie, Canada.



N.Y. Central Inaugurates

# COACH BUFFET CAR SERVICE

► New York Central has inaugurated a special coach-buffet car service which enables passengers on inter-city trains to enjoy hot meals at their seats or at a serving area in the car.

Designed to appeal to the budget-minded traveler, the car has been placed in service on an experimental basis between New York City and Buffalo.

The coach-buffet alternates on "The Cayuga" (Trains #39 and #40 with New York Central's automatic Meal-A-Mat restaurant car.

With a seating capacity of 60 passengers, the car has been completely refurbished to provide a 14½-foot serving area where hot meals, sandwiches and refreshments, including alcoholic beverages, can be purchased at moderate prices. An attendant is on duty to serve passengers at all times.

A special feature of the new service is a microwave oven which reconstitutes frozen foods in 2½ minutes and heats hamburgers and frankfurters in 30 seconds. The menu offers such meals as a casserole of macaroni and cheese for 85 cents and a dinner of chopped sirloin of beef, vegetables and potatoes for \$1.00.

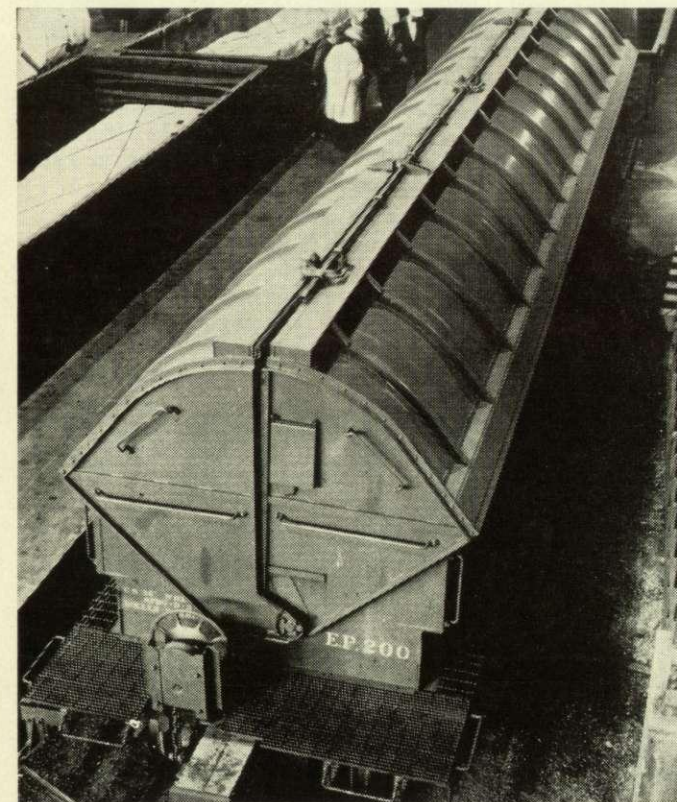


CHEF Homer Chaney demonstrates how easily coach attendants will be able to serve passengers in coach-buffet car.

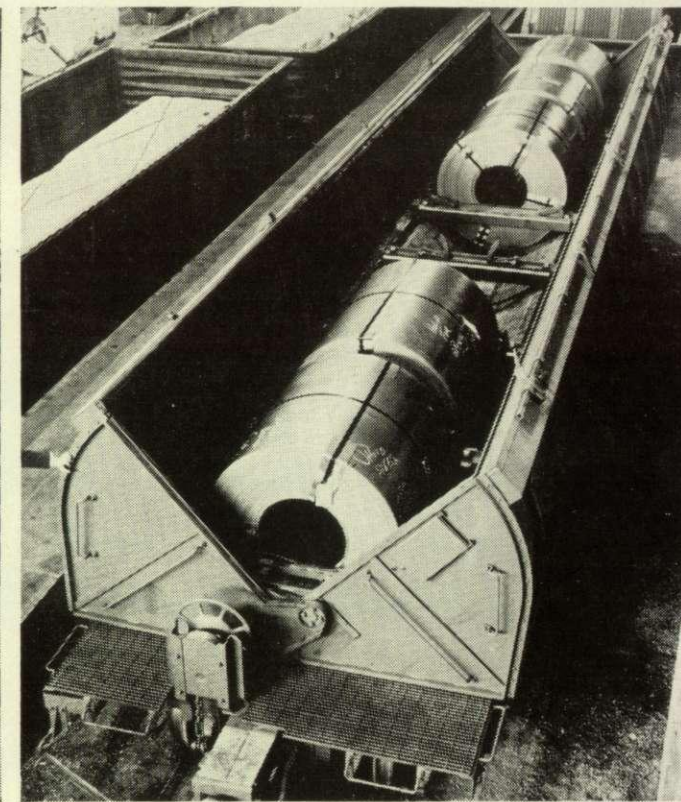


New York Central Headlight

# P&LE ORDERS 50 BREAD-BOX CARS



A CLOSED CASE—Built-in hood on Pittsburgh & Lake Erie's new "breadbox" car for coiled steel can be opened—and fully closed—in minutes by one man. Unique car was developed by Evans Products Company and the New York Central.



OPEN SESAME! New "breadbox" car is shown in fully opened position with load of coiled steel. Continuous trough permits heavier loadings and greater flexibility for shippers. Fifty of these cars were ordered by P&LE at a cost of \$1.2 million.

► The Pittsburgh & Lake Erie recently became the first railroad to order production models of a "new generation" of rail cars to serve the steel industry and receivers of coiled steel.

The cars have been dubbed "breadbox" cars, and according to Curtis D. Buford, President of the P&LE, represent "the first major advance in rail coil cars in 10 years."

Mr. Buford revealed that the 125-ton capacity cars are the result of five years of continuous study by Evans Products Company (see HEADLIGHTS, November, 1965), and the New York Central of which the P&LE is an affiliate.

"The New York Central played a vital role in the development of the cars through intensive marketing, technical, sales and equipment research efforts," he said. The P&LE is buying 50 of the cars, which are manufactured by Evans, at a

cost of \$1.2 million as part of a pilot program.

Mr. Buford said that the P&LE expects to expand its penetration of the coil steel market by giving present and potential customers "a revolutionary car that can be loaded and unloaded with greater convenience and less cost per ton of steel than the highway trailer, which presently handles over half of all coiled steel movements."

The breadbox car has a steel hood that opens like the lid on a breadbox—hence its nickname. One man can open the hood in one and a half minutes and close it in the same amount of time.

The P&LE president explained that conventional coil steel cars come with removable covers that are lifted off by an overhead crane. The covers then must be placed on the floor—taking up valuable space in steel mills and on receiving

docks. With its integral cover, the breadbox car takes up no floor space for hood lay-down, and requires less overhead clearance for cranes that load and unload coiled steel.

Another advantage of the breadbox car is a 52-foot-long, continuous trough loading area. This trough permits heavier loading and greater flexibility in the widths and weights of coils which may be loaded. It is estimated that the breadbox car will handle twice the volume of steel carried by conventional 70-ton capacity coil car.

Other features of the breadbox design include all-weather sealing, cushioned underframe and adjustable cross members. These provide maximum load protection.

The Pittsburgh and Lake Erie expects deliveries of the new cars to start in July, 1966.

July-August, 1966



## Pittsburgh & Lake Erie WINS SAFETY AWARDS

► All these photographs have a common theme — *safety*. In more specific terms, each photo is the result of safe work practices somewhere along the right-of-way of the P&LE.



**TOP SAFETY AWARD** in recognition of outstanding achievement due to having the lowest accident ratio on the NYC System was presented Curtis D. Buford, President, P&LE by A. W. Laskoske (right), NYC Vice President-Operation.



**SAFETY AWARD PLAQUE** for best reduction in casualty ratio on the P&LE, was presented to J. J. Eash, Chief Engineer, winner of interdepartmental competition, by Curtis D. Buford (right), President, Pittsburgh & Lake Erie Railroad.



**OUTSTANDING SAFETY PERFORMANCE** in P&LE's departments was highlighted as C. D. Buford (left), P&LE President, poses with top award and A. W. Laskoske, NYC Vice President-Operation presents awards to J. E. Walther, Chief Signal & Communications Inspector; P. A. Patacca, Line Gang Foreman; R. F. McConnell, General Yardmaster, Pittsburgh; L. E. Gray, General Yardmaster, McKees Rocks, Pa.

## Modern Freight Car Equipment Displayed

► Representatives of industries in the Pittsburgh-Youngstown districts visited the East Carson Street Yard of The Pittsburgh & Lake Erie Railroad recently to view some of the nation's most modern freight car equipment.

The four cars on display were representative of the 1,625 new freight cars being acquired by the New York Central affiliate during 1965 and 1966 at a cost of over \$30 million.

On exhibition were:

- A 125-ton coil car, 57 ft. inside length, equipped with two-section removable covers, and cushion underframes. This car was especially designed for the handling of huge steel coils, up to 84" in diameter.
- A 100-ton covered gondola, with three-section removable roof, bulkheads, cushion underframes and roller bearings, for the damage-free handling of heavy bar stock steel, pipe and tinplate.
- A 70-ton steel flat car, 53 ft. 6 in. in length, with fixed end bulkheads and cushion underframes,

**VIEWING DISPLAY**, left to right: Curtis D. Buford, P&LE President; P. L. Tietjen, Vice Pres. Traffic, Jones & Laughlin Steel Corp.; R. S. Buzza, Traffic Supervisor, Pittsburgh Forgings Co.; A. S. Waters, Traffic Mgr. Pittsburgh Steel Co., and W. G. Felton, Asst. Vice President International Purchases & Traffic, Pittsburgh Steel Co.



for handling transformers, heavy machinery and other shipments requiring the flat-bed type of car.

- A 70-ton heavy duty box car, equipped with cushion underframes and 10 ft. doors.

P&LE and New York Central System marketing experts worked closely with traffic and engineering representatives of local industries in developing design

features of the new cars.

With loadings becoming increasingly heavier and need for damage-free handling becoming more and more important, a whole new breed of modern freight cars is required to satisfy industry requirements.

The cars on display are typical of the "new look" in today's sophisticated railroad stock.

## Foreign Freight Office Gets New Name

A sales staff with a new name reflects the growing importance of international trade to the New York Central System, John G. Patten, Vice President-Freight Sales, announced recently.

The Central reorganized its foreign freight activities into an International Freight Sales department in keeping with "the steady expansion of marine Flexi-Van containers in international trade," Mr. Patten said. He also noted that the Trans-European Road Rail Express train, scheduled to begin operation early next year, will be carrying Flexi-Van containers exclusively between the Benelux countries and northern Italy.

"Central, a prime proponent of the through-van concept, is encouraged by the announcement of several steamship lines that they will introduce all-container ships in the North Atlantic Ocean in 1966," Mr. Patten said.

Central's Flexi-Van service, inaugurated in April 1958, has handled more than one-half million units in domestic and foreign trade. Flexi-Vans are a common sight in many areas of Africa, Asia, Australia, South America and Europe. In July 1965, Flexi-Vans were approved for bond-free and examination-free crossing of national borders in Europe.

A variety of products has been



**EUROPE'S INTERNATIONAL FLEXI-VAN TRAIN APPROVED**—Agreement was signed in Brussels by representatives of seven West-European railways and operators of TERRE (Trans-European Road-Rail Express). Michael C. Kluge (left), President of Integrated Container Service, Inc. of New York City, signs for TERRE and Georges Bruyere of Belgian Railways signs for seven National Railway Administrations. European transportation officials witness approval of new service.

handled in Flexi-Vans, both east and west-bound, including such shipments as beef to Paris, gin and Scotch whisky from England, staples to Scotland, ovens to Italy, tractors and truck parts to France and the Netherlands, TV tubes to Italy, and pastry from Denmark.

Latest statistical data reveals domestic and international Flexi-Van container

service volume reached a new record of 122,081 vans handled in 1965, an increase of 18.7 per cent over 1964.

NYC maintains International Freight Sales offices at its headquarters in New York City and a branch office in Chicago, under the direction of Bernard P. O'Connor, Director of International Freight Sales.

## Government Transport Outlays Reach Record High In 1966

Federal government spending for highway, air and water transport facilities will hit a record \$5.8 billion this year, a study by the Association of American Railroads disclosed recently.

The spending total, now nearly five times such federal outlays of 10 years ago, represents an increase of more than \$400 million over 1965. Yet, more than half of the increase, the study shows, could be recovered by Congressional approval of President Johnson's Budget Message recommendations for new or increased user charges as a first step toward relieving the Treasury and the taxpayer of part of the burden of federal spending on transport facilities.

Transport spending at all levels of government—federal, state and local—climbed from \$15.9 billion in 1965 to \$17 billion in 1966 for another record, according to the study.

Continuing an unbroken upward trend that has averaged well over three-quarters of a billion dollars in spending increases each year over the past decade, the all-government total for 1966 will push total outlays at all government

levels in all years of record to nearly \$260 billion.

Construction and maintenance of highways will account for \$4.4 billion of the \$5.8 billion in federal spending in support of road, water and air transportation. The federal airways system will get \$818 million; \$87 million will

go for airport development, administration and research; and \$78 million is earmarked for cash subsidies to domestic airlines.

A total of \$232 million will also be spent for inland and intracoastal waterways, with \$201 million going for other water transportation.

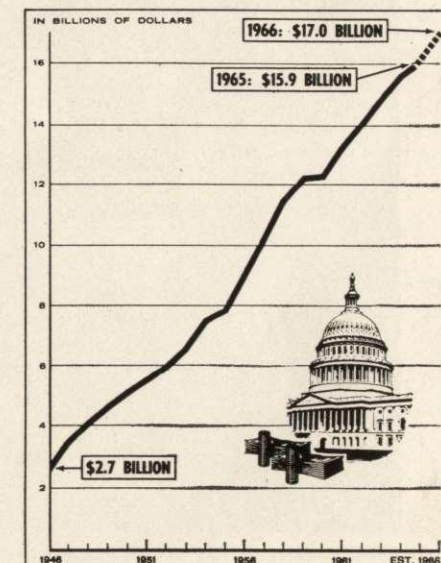
Federal spending for highways is reported by the U.S. Bureau of Public Roads for calendar year 1966, while air and water facility expenditures are for fiscal 1966.

Today, barge lines pay nothing and airlines make only a limited payment for using tax-built transportation facilities. Truckers and bus lines make substantial user charge payments to the federal government, but authorities consider these taxes inadequate to cover the extra costs such heavy vehicles impose on road construction and repair programs.

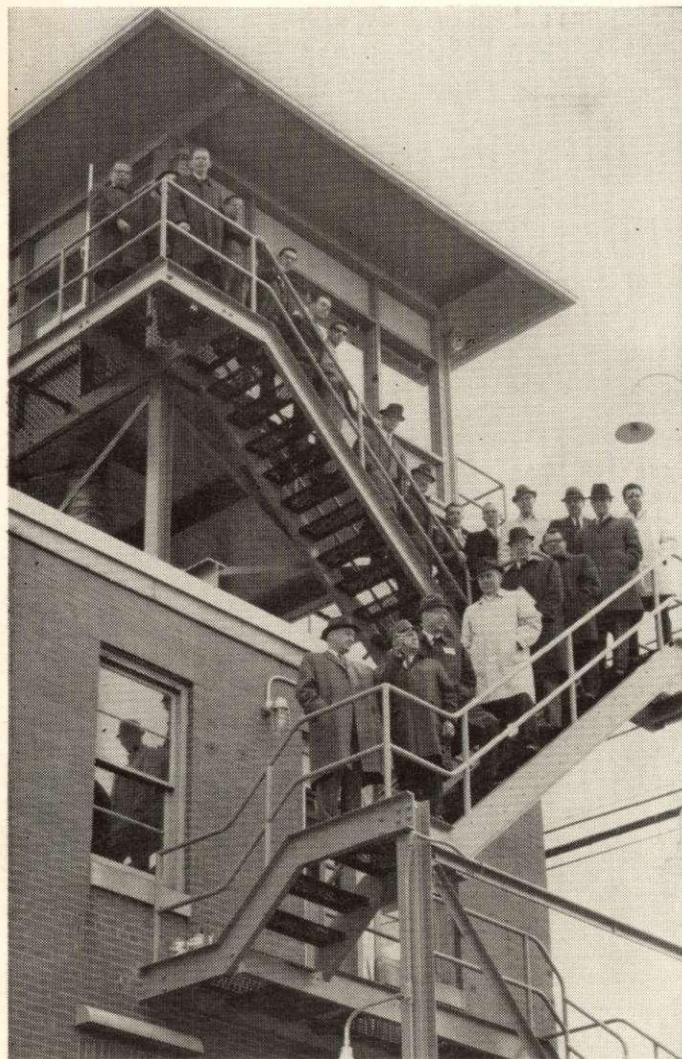
The AAR study said the Budget Bureau's \$7 million estimate of the waterway user charge yield in fiscal 1967 represents about 3 per cent of annual federal spending for inland waterways or less than one-seventh of federal outlays for waterway maintenance and operations alone.

Meanwhile, NYC and other railroads continue to pay their own way.

### GOVERNMENT SPENDING FOR HIGHWAY, AIR AND WATERWAY FACILITIES







#### Bird's Eye View . . .

of Central's new Freight Service Center in DeWitt Yard at Syracuse, was observed by twenty-two NYC Freight Salesmen from thirteen states, who visited Central's new Yardmaster's Tower, atop the Yard Office building, to watch the classification of freight cars. They were attending an informative tour planned to provide sales personnel with an opportunity to further increase their knowledge of various phases of Central's operations so they will be better able to serve NYC customers. Host for the group were Albert J. Wayne (bottom left), Terminal Superintendent at DeWitt and Richard C. Cohea (third from bottom), Division Freight Sales Manager at Syracuse.

#### Boy Scouts and Cub Scouts . . .

over 800 strong, were given a train ride, plus a tour of the world famous Air Force Museum at Wright-Patterson Air Base, courtesy of the Cincinnati Railroad Community Service Committee. Part of the Scout contingent, (right) waves goodbye from the gangway of a New York Central diesel locomotive as the "Scout Special" prepares for departure from Cincinnati Union Terminal. Standing behind the Scouts are John E. Norwood (right), NYC's Assistant Vice President-Freight Sales and Chairman of the Cincinnati Committee, and Juvenile Court Judge Benjamin S. Schwartz, who was a special guest.



#### Dining Car Excellence . . .

was highlighted for the sixth consecutive year by the U. S. Public Health Service, as the New York Central received a special commendation for "excellent sanitation" maintained in NYC's dining and kitchen car fleet during 1965. George V. O'Brien (left), Assistant Regional Director of the U. S. Department of Health, Education and Welfare, presents certificate to A. H. Smith, before he retired as Manager of Dining and Sleeping Car Service. Present at the ceremony were (left to right) Theodore Landecker, Public Health Service, Paul E. Kenney, Superintendent Food Standards, Mr. O'Brien, Ira L. Austin, NYC's new Manager of Dining and Sleeping Car Service, Mr. Smith, I. P. Ruisi, Public Health Service, Robert F. Martin, Supervisory Chef, Ralph J. VanDerweker, Public Health Service and William R. Main, Assistant Vice President-Passenger Sales & Service.

HEADLIGHT

## Highlights



#### Champion Bowlers and Team Members . . .

of the Big Four Railroad League in Indianapolis are presented trophies by NYC Southern District General Manager, Richard B. Hasselman (left). Receiving the awards are left to right: Charles W. Cox, Thomas Murray, Roger Randall, Marion Fisher, and T. L. Kilander. Messrs. Cox, Murray, Randall and Fischer each won trophies as members of the championship team in the 12-team league. Mr. Cox also won a trophy for posting the high season average score and high series score. Messrs. Kilander and Fischer, who tied for rolling the highest actual game score, were awarded duplicate trophies. The Big Four League is comprised of NYC employees in the Indianapolis area.



#### Merchants Despatch Transportation . . .

shop employees from Cudahy, Wis. won an award for their 920,000 man-hours without a lost-time accident. H. C. Beaman of Chicago, Ill., MDT Vice-President and General Attorney (second from left), watches as Norman J. Orlinski, General Foreman (center) accepts award from Greg Glynn, Loss Prevention Engineer, Liberty Mutual Insurance Co. of Milwaukee. Others pictured are Mayor Lawrence P. Kelly (far right), of Cudahy, and W. H. Keleher, Manager of Equipment, Chicago (far left). MDT Corp. is a subsidiary of the New York Central.



#### Safety Program Was Highlighted . . .

by Donald A. Swanson (center), new Superintendent of the Buffalo Division, as he presented the first awards in a safety program that he launched while Superintendent of the Western District's Western Division. The program includes monthly contest for the best safety suggestion in the Chicago area, and an Action Committee whose chairmen nominate candidates for contest awards. Receiving awards are left to right: Joseph Depta, Brakeman, and his nominee, John S. Harville, Yard Conductor; Mr. Swanson; Donald Vander Pleog, Sr., Yard Conductor, and his sponsor, Harold R. Cussmeyer, Locomotive Engineer.



# Employees Move into New Posts on NYC

## MARKETING DEPARTMENT

**Charles V. Sheriff** has been appointed to the newly created position of Assistant Vice President-Pricing with headquarters in New York.

In his new position, Mr. Sheriff will direct all freight pricing activities, except coal and iron ore traffic. He began his railroad career with the NYC in 1923 and held various positions in the Pricing Department in Cincinnati and was named General Freight Agent in 1951, and Freight Sales Manager in 1958. He moved to New York when he was appointed Director of Rates in 1958. In 1963, he was named General Manager of Pricing, the position he held prior to his present appointment.

**Joseph M. Ostrow** has been appointed to the position of General Manager of Pricing with headquarters in New York.

Mr. Ostrow joined the Central in 1956, as a Research Assistant, and was appointed Director of Market Research in 1960. He was named Manager of Pricing for Agricultural and Food Commodities in 1964, and Assistant General Manager of Pricing in January, 1966, the position he held prior to his present assignment.



Charles V. Sheriff



Joseph M. Ostrow

**Don P. Ainsworth** has been appointed to the position of Director of Market Research with headquarters in New York.

In his new position, Mr. Ainsworth will be responsible for the development of research projects to define and analyze specific NYC transportation markets.

He joined the Central in 1964 as an Industry Planning Analyst specializing in the food industry. In 1965, he was named Assistant Director of Market Research, the position he held prior to his present appointment.

**John F. Battel** has been appointed to the position of Manager of Paper Industry Services.

In this newly created position, Mr. Battel will be responsible for expanding the activities of the Industry Planning Department to the paper industry and its products. He will concentrate on pro-



Don P. Ainsworth



John F. Battel

grams to analyze the logistics of production and distribution in specific areas in order to plan, recommend and assist the NYC in meeting current and future needs of this important industry.

Mr. Battel was associated with the International Paper Co. for 11 years where he specialized in the area of physical distribution of paper, paperboard and converted products.

## COMPUTER SERVICES DEPARTMENT

**Frank J. Zazo** has been appointed to the position of Manager of Transportation Systems Development with headquarters in New York.

Mr. Zazo started his career with the Central in 1962 as a Data Processing Analyst in New York. In 1963, he was promoted to Systems Analyst and in 1964 was appointed Chief Systems Analyst, the position he held prior to his present appointment.

**Kenneth F. McMahon** has been appointed to the position of Assistant Manager of Transportation Systems Development with headquarters in New York.

Mr. McMahon, a native of New York, started his career with the Central in 1956 as a Clerk in the Operating Department in New York, where he held various clerical positions. In 1963, he transferred to the Computer Services Department as Systems Analyst, and in 1964 was promoted to Senior Systems Analyst, the position he held prior to his present appointment.



Frank J. Zazo



Kenneth F. McMahon

**John R. Durand** has been appointed to the position of Assistant Manager of Transportation Systems Development with headquarters in New York.

Mr. Durand started with NYC in

1947, as a Student Telegrapher in the Transportation Department at New York, where he held various clerical positions. In 1964 he transferred to the Computer Services Department as Systems Analyst, the position he held prior to his present assignment.

**Andrew L. Telfer** has been appointed to the position of Project Manager with headquarters in New York.

Mr. Telfer started with NYC in the Equipment Department at New York in 1950, where he held various clerical positions. In 1961 he transferred to the Purchasing Department as a Buyer, and in 1962 went to the Computer Services Department as Systems Analyst. In 1964 he was promoted to Manager of Computer Center, the position he held prior to his present assignment.



John R. Durand



Andrew L. Telfer

**William E. McGee** has been appointed to the position of Manager of Computer Center with headquarters at New York.

Mr. McGee joined the Central in 1941 as a Messenger in the Communication department at New York. After discharge from the Armed Forces, he returned to the Transportation Department in 1945 as a Clerk, and in 1946 was promoted to a Teletype Operator. In 1956 he was appointed Supervisor of Mechanized Car Reporting System Service Bureau and in 1959 was promoted to Assistant Manager of MCR Systems. In 1962 he became Assistant Data Processing Analyst and in 1963 was promoted to Senior Systems Analyst, the position he held prior to his present appointment.

**Charles P. Hughes** has been appointed to the position of Systems Coordinator with headquarters in New York.

Mr. Hughes entered the service of the Central in 1955 as a Messenger in the Passenger Department at New York. He held various clerical positions in the Operating, Freight Sales and Marketing Departments and in 1963 he transferred to the Computer Service Department, as Systems and Procedures Analyst, and in 1964 was promoted to Systems Planning Analyst, the position he held prior to his recent appointment.



William E. McGee



Charles P. Hughes

## FREIGHT SALES DEPARTMENT

**John C. Rideout** has been appointed Manager of Industrial Development with headquarters in Cincinnati.

Mr. Rideout, a native of Toledo, joined NYC at Detroit in 1960, in the Management Training Program. Upon completion of the program he was appointed Industrial Development Engineer in Detroit. In 1963 he was promoted to Assistant Manager of Industrial Development at Detroit, the position he held prior to his present assignment.

## TRANSPORTATION DEPARTMENT

**Ira L. Austin** has been appointed Manager of Dining and Sleeping Car Service with headquarters in New York. Mr. Austin will report to David T. Hart, Director Passenger Train Operation, whose jurisdiction is extended to include responsibility for the Dining and Sleeping Car Service.

Mr. Austin joined the Central in 1925 as a Rate Clerk in the Freight Department in New York. He held various clerical positions in the Claim Department and the Board of Pensions and in 1946 became Superintendent Personnel Dining Service. In 1954 he was promoted to Assistant Manager Dining Service and in 1958 was appointed Assistant Manager Dining and Sleeping Car Service, the position he held prior to his present appointment.



John C. Rideout



Ira L. Austin

**John W. Hobb** has been appointed Manager of Freight Train Operation with headquarters in New York.

Mr. Hobb joined the Central in 1928 as a Messenger in DeWitt Yard. In 1942 he was promoted to Yardmaster and in 1950 became Trainmaster. In 1954 he was appointed Assistant Superintendent at Syracuse, and in 1957 he became Assistant to General Manager. In 1958 he was appointed Supervisor of Freight Transportation and in 1965 was pro-

moted to Superintendent of Freight Transportation, the position he held prior to his present appointment.

## MECHANICAL DEPARTMENT

**Gordon L. Zeider** has been appointed to the position of Superintendent of Shop at Beech Grove Car Shops with headquarters at Beech Grove, Ind.

Mr. Zeider started his career with the Central in 1929 as a Machinist Apprentice at Gibson, Ind., and after holding various positions in the Mechanical Department, he was promoted to Gang Foreman at Englewood, Ill., in 1945 and in 1946 moved to Gibson, Ind. in the same position. In 1956 he was appointed Assistant Superintendent of Shop at Collinwood, O. and in 1958 was promoted to Superintendent of Diesel Shop at Collinwood, the position he held prior to his present assignment.



John W. Hobb



Gordon L. Zeider

**Joseph S. Fadale** has been appointed to the position of Superintendent of Shop at Collinwood Diesel Locomotive Shop with headquarters at Cleveland, O.

Mr. Fadale joined the Central in 1942 as a Laborer at DeWitt, N. Y. In 1949 he was promoted to Gang Foreman and in 1952 went to Syracuse in the same position. In 1953 he was appointed Terminal Foreman at Buffalo and in 1956 returned to DeWitt as General Foreman. In 1958 he was promoted to Master Mechanic at Buffalo and in 1960 moved to Chicago in the same position. In 1962 he was appointed General Superintendent of Shop at Harmon Diesel-Electric Shop at Harmon, N. Y., the position he held prior to his present appointment.

**Robert L. Kohl, Jr.** has been appointed to the position of General Superintendent of Shop at Harmon Diesel-Electric Shop with headquarters at Harmon, N. Y.

Mr. Kohl started his career with NYC as an Electrician at Collinwood, O. in 1949. In 1952 he became Assistant Foreman and in 1956 was promoted to General Foreman at Stanley, O. In 1958 he went to Englewood, Ill. and in 1959 came back to Collinwood as General Foreman. In 1962 he was promoted to Superintendent of Diesel Terminal at Collinwood, the position he held prior to his present assignment.



Joseph S. Fadale



Robert L. Kohl, Jr.

## SECURITY DEPARTMENT

**Joseph B. Greco**, Patrolman, New York District, has been promoted to the position of Lieutenant of Police at Chicago.

**Emmett J. Feeley**, Lieutenant, Rochester, has been transferred to East Syracuse.

**John L. Bevington**, Sergeant, Cleveland, has been promoted to the position of Lieutenant of Police at Springfield, Mass.

**Albert C. Blevins**, Lieutenant, Springfield, Mass. has been transferred to Rochester.

## NEW YORK DISTRICT

**Jeremy Taylor** has been appointed to the position of District Transportation Superintendent with headquarters in New York.

Mr. Taylor started with the NYC in 1952 as a Transportation Department trainee at New York. He moved to Indianapolis the following year, serving in various capacities in the Transportation Department. In 1956 he returned to New York where he held various other positions in the Transportation Department. In 1962 he went to Sandusky, O. as Assistant Trainmaster. In 1963 he was promoted to Terminal Superintendent at East St. Louis, Ill., and later the same year became Transportation Superintendent at Chicago. In 1964 he became Transportation Superintendent at Buffalo and in 1965 was appointed Division Superintendent at Buffalo, the position he held prior to his present appointment.



Jeremy Taylor



James T. Sullivan

**James T. Sullivan** has been appointed to the position of Division Superintendent, River Division, with headquarters in Weehawken, N. J.

Mr. Sullivan joined the Central as an Assistant Engineer at Indianapolis in

(continued next page)



1947. In 1953, he became Assistant Division Engineer at Mattoon, Ill., and was promoted to Division Engineer of Track in 1961. He was appointed Division Engineer at Utica, N. Y., in 1962, and was promoted to Transportation Superintendent at New York in 1965, the position he held prior to his present appointment.

**Leland C. Lytle** has been appointed to the position of Transportation Superintendent of the Hudson Division with headquarters in New York.

Mr. Lytle joined the Central in 1940 as Machinist Apprentice at Indianapolis. He has held various positions in the Operating, Transportation and Mechanical Departments. In 1956 he was appointed Master Mechanic at Buffalo and in 1957 transferred to Chicago in the same position. In 1958 he was appointed Assistant Mechanical Superintendent at Cleveland, and in 1959 moved to Buffalo as Transportation Superintendent, and in 1963 to Utica, N. Y., in the same position, which he held prior to his present appointment.



Leland C. Lytle



Donald A. Swanson

#### EASTERN DISTRICT

**Donald A. Swanson** has been appointed to the position of Division Superintendent with headquarters in Buffalo.

Mr. Swanson joined the Central in 1949 as a Car Inspector and Repairer at Toledo. Following various promotions in the Mechanical Department, he was assigned to a special task force of the Association of American Railroads on January 1, 1960. In October of that year, he was named District Car Inspector at Syracuse, and in 1962 was appointed Master Mechanic at Chicago. In January 1965 he was appointed Transportation Superintendent of the Lake Division at Cleveland. In August, 1965, he was promoted to Division Superintendent at Chicago, the position he held prior to his present appointment.

**John L. Stanek** has been appointed to the position of Transportation Superintendent of the Mohawk-St. Lawrence Division with headquarters at Utica, N. Y.

Mr. Stanek started with the Central as a Freight Transportation Inspector at New York in 1961, he moved to Detroit the following year as Assistant



John L. Stanek



William R. Walker

Trainmaster and was promoted to Terminal Trainmaster at Indianapolis in 1962. Named Trainmaster at Newberry Junction, Pa. in 1963, he was transferred to Utica as Trainmaster in 1964. He became Dock Superintendent at Ashabula, O. in 1965, Division Engineer of Track at Detroit later the same year, and has been Trainmaster at Beacon Park, Boston, since January, 1966, the position he held prior to his present appointment.

**William R. Walker** has been appointed to the position of Master Mechanic with headquarters in Springfield, Mass.

Mr. Walker joined the Central in March, 1966 as Supervisor Car Maintenance-Freight at New York, the position he held prior to his present assignment.

**Ralph A. Burt, Jr.** has been appointed to the position of District Supervisor of Contracts with headquarters in Syracuse.

Mr. Burt started with NYC as a Machine Operator in the office of the Auditor of Expenditures at Detroit in 1957, he was appointed Contract Clerk there later in the same year. In 1964 he was made Contract Investigator the position he held prior to this present assignment.



Ralph A. Burt, Jr.



John F. Lewis, Jr.

**John F. Lewis, Jr.** has been appointed to the position of Trainmaster at Beacon Park with headquarters in Boston.

Mr. Lewis joined the Central in 1962 as a Signal Helper at Allston, Mass. In 1964 he was appointed Freight Train Inspector at New York and in 1965 he became Assistant Trainmaster. In February, 1966, he was promoted to Trainmaster at Jackson, Mich., the position he held prior to his present assignment.

#### WESTERN DISTRICT

**J. Robert Clark** has been appointed to the position of Western Division Superintendent with headquarters in Chicago.

Mr. Clark joined the Central in 1953 as a student engineer in the Maintenance of Way Department at St. Thomas, Ont. In 1959 he became Supervisor of Track at Jackson, Mich., and has held the position of Division Engineer of Track in Detroit and Utica, N. Y., and Division Engineer in Chicago. In 1965 he was appointed River Division Superintendent at Weehawken, N. J., the position he held prior to his present assignment.



J. Robert Clark



Warren K. Levenson

**Warren K. Levenson** has been appointed to the position of Master Mechanic with headquarters at Collinwood, O.

(Continued on page 18)



## RAIL QUIZ

Answers on page 18

1. The material used to protect or support freight in or on cars and vessels is called—back haul, dunnage, or adhesive factor?
2. Which department of the railroad is especially concerned with personal injury claims—Accounting, Law, or Sales?
3. Would you find a trunnion in a Diesel-electric locomotive, a crossing frog, or a drawbridge?
4. In what year was it first possible to travel all the way from the Atlantic to the Pacific by rail in the United States—1859, 1869, or 1879?
5. The longest continuous electrified railroad in the world, which extends from Trelleborg, Sweden, to Narvik, Norway, is a distance of 437 miles? 837 miles? 1,370 miles?
6. Does track circuit relate to curvatures in track, the circuitous routing of freight cars, or signaling?
7. What department of the railroad makes use of plumb bobs—accounting, engineering or law?

New York Central Headlight



# Centralines



**Harold Longden**, (left) is shown above receiving his certificate as a Journeyman Machinist on the completion of his apprenticeship. Making the presentation is **E. A. Anesi**, Shop Manager DeWitt Diesel Terminal at DeWitt, N. Y. Looking on are left to right: **Mike Hubish**, Boilermaker; **Benjamin Knowls**, Machinist; **Charles Wilson**, Sheetmetal Worker; **Don Lyman**, Electrician and **W. J. O'Donnell**, Apprentice Instructor. Mr. Longden was named "Outstanding Machinist Apprentice of the Year" by the National Railroad Apprenticeship Conference last fall.

**John G. Patten**, NYC's Vice President-Freight Sales is currently Third Vice President of the Traffic Club of New York. Mr. Patten also served as a member of the Advisory Planning Committee and as a conference moderator for the third annual executive management program in distribution and transportation at New York University. The conference stressed studies in techniques for increasing profitability in transportation and distribution of goods.



**Frank M. Adams**, NYC's Transportation Superintendent, 33rd Street, New York City, (picture above) prepares to give blood to the New York Central Blood Bank at the Grand Central YMCA. Over 300 New York Central employees donated blood during this year's campaign.

July-August, 1966

The 759th Railway Operating Battalion Veterans Reunion, will be held in Cleveland August 18-20, 1966, at the Hotel Cleveland. For information write to **Henry Wieler**, 120 Oneida, Elmhurst, Ill., 60126—or **Ralph Denney**, 19970 Upper Valley Dr., Euclid, O. 441177.

\* \* \*

Alumni (retired) employees of District Auditor of Expenditures' Office at Detroit will hold their next meeting, July 14th, at 1 p.m. in Carl's Chop House in Detroit. Movies taken of the various desks or groups in the Consolidated Office, year 1939, will be shown. Outing at Camp Dearborn, August 11th will be discussed.

## Transportation Department Makes Organization Changes

**Harold J. Slavin** has been appointed to the position of Director of Freight Train Operations with headquarters in New York.

Mr. Slavin will be responsible for assisting in the development and implementation of policies, plans, and procedures affecting freight train, yard, and terminal operation, and will report directly to the Assistant Vice President-Transportation. Reporting to Mr. Slavin will be the following: Supervisor of System Operations Bureau, Manager of Freight Train Operation, Clearance Engineer, General Road Foreman, and Supervisor of Locomotive Performance.

Mr. Slavin started his railroad career in NYC as a Messenger in the Transportation Department in 1929, where he held various clerical positions. In 1943 he was promoted to Trainmaster at Buffalo and in 1945 he returned to New York as Chief Supervisor of Freight Service and in 1955 was appointed Manager of Freight Train Operations. In 1961 he became Director of Freight Train Operations Car Utilization, the position he held prior to his present appointment.

**Robert C. Marquis** has been appointed to the position of Director of Freight Car Utilization with headquarters in New York.

Mr. Marquis will supervise and coordinate the utilization and general distribution of all types of freight car



**Ralph N. Cramer** (left), NYC's Assistant Vice President, Freight Sales, Chicago, Ill., received a surprise award from two Indiana Mayors for his work as Chairman of the Railroad Community Service Committee in Cleveland. Presenting him with a golden spike is Mayor Edward C. Dowling of Hammond, Ind. as Mayor Joseph B. Grenchik of Whiting, Ind. looks on.

equipment between operating districts, and will report directly to the Assistant Vice President-Transportation. Reporting to Mr. Marquis will be the following: Chief Freight Transportation Inspector, Manager of Car Distribution Systems, Manager of Freight Car Distribution, and Manager of Coal and Ore Transportation.

A native of Hammond, Ind., he joined the Central in 1946 as a Telegrapher. Subsequently he held various positions in the Operating Department, leading to his appointment as Division Superintendent at Cleveland in 1959 and later at Buffalo. He became District Transportation Superintendent at Indianapolis in 1961. In 1963 he was appointed Director of Service Planning in the Market Department at New York, and in 1964 he became Executive Assistant to the Executive Vice President. In 1965, he was appointed District Transportation Supt. at Detroit, Mich., the position he held prior to his present appointment.



Robert C. Marquis



Harold J. Slavin



Letters Bring **Pats on the Back** for NYC People

Edward F. Kuhn, Manager, Suburban Sales in New York, has received many letters of praise from happy commuters, quoted below are some of the latest.

"Please consider this as notice to cancel all future mailings of commutation tickets to us at this address. We expect to be moving soon to Connecticut and will no longer be using NYC. In this connection we wanted to tell you that leaving the Central's very good service behind is our only regret in leaving Westchester. We wish we could take that with us."

"I have recently been employed by the IBM Corporation in Armonk, N.Y. and now drive to work, so I feel that this is an appropriate time to say that, while I read of many complaints about Central's commuting service, I emphatically disagree with these views. For four years I have ridden New York Central trains twice a day. I have found the service efficient, comfortable, and above all on time.

"There have, to be sure, been delays, there has been heat in the summer and lack of heat in the winter, but on the whole the service has been superb. Now that I drive to work, I especially appreciate the comfort of riding to work every day on a train.

"Take heart. Not all commuters hate the Central. The trouble is that those of us who like it seldom take the time to say so. This is my opportunity of doing so."

"I am retiring after having ridden the New York Central for 18 years. I want to take this opportunity to tell you that the commuting service from Scarsdale to New York has been excellent and I wish to thank those who have worked so hard to take care of your commuter customers."

"After commuting on the Central since 1926, first on the 'Old Put' and then on the Hudson Division from Dobbs Ferry, I will not need any more commutation tickets as I am retiring.

"I have fond memories of all these years of commuting and will say that the service was highly satisfactory. I have never been involved in a wreck or even seen one on the Central. I would like to thank all those responsible for this long stretch of service and will now say 'so long' to the Central."

"I am sure that you generally receive so many brickbats that I thought I would

give you a word of praise from one of your harried commuters. Both your recent scheduling changes and your more recent pamphlet announcing your car realignment show somewhat more imaginative and logical approach to running a commuter operation than seems to be evident in other commuter lines around the metropolitan area.

"You are at least trying to do something tangible about equating services to needs."

"I am returning my commutation ticket as I have retired after 28 years' service with my company.

"I wish to thank the Central for giving me good service during my many years of commuting."

"Since I am retiring, will you please take my card from your monthly ticket files.

"After almost thirty years as a Central commuter I'm firmly convinced that you do a really great job of running a railroad. Thank you."

PROMOTIONS—continued

Mr. Levenson joined the Central in 1958 as a Special Apprentice at Selkirk, N. Y. and in 1960 was promoted to Junior Engineer in New York. In 1962 he moved to Cleveland, O. as Assistant District Supervisor Car. In 1963 he was appointed Assistant Master Mechanic at Bellfontaine, O. and in 1964 was promoted to Master Mechanic at Jackson, Mich., in 1965 he moved to Springfield, Mass. in the same position, which he has held until his recent appointment.



Edward P. Frasher



Harold P. Levernosh

NORTHERN DISTRICT

Edward P. Frasher has been appointed to the position of District Transportation Superintendent with headquarters in Detroit.

A letter of praise was received from one of New York Central's commuters, who wrote, "I wish to take this opportunity to commend Patrolman Richard Bucarelli for his excellent assistance in helping me to retrieve an attache case which I had left on a commuter train. His kindness rendered during the search for my attache case was in itself comforting and his persistent efforts to locate the case for me (which was of considerable importance to me) created a lasting impression of superior workmanship.

"It is service of this kind that makes riding the New York Central trains the finest and most enjoyable commuting in the city."

Answers

... to Rail Quiz on page 16

- 1. Dunnage. 4. 1869.
- 2. Law. 5. 1,370 miles.
- 3. Drawbridge. 6. Signaling.
- 7. Engineering.

Mr. Frasher joined the Central at Watertown, N. Y. in 1942 as an operating employee, receiving a series of promotions including service as Division Superintendent at Toledo, O. and most recently as District Transportation Superintendent at New York, the position he held prior to his present appointment.

Harold F. Levernosh, has been appointed to the position of Mechanical Superintendent with headquarters in Detroit.

Mr. Levernosh started with the Central in 1950 as an Electrical Worker in DeWitt, N. Y. In 1952 he was appointed Assistant Foreman at West Springfield, Mass. and in 1953 returned to DeWitt as Diesel Locomotive Inspector. In 1955 he was promoted to Terminal Foreman at Brewster, N. Y. and in 1956 he moved to Harmon, N. Y. as Assistant General Foreman. In 1958 he became General Foreman at Selkirk, N. Y. and in 1959 went to Syracuse as Superintendent Diesel Terminal and in 1960 became District Locomotive Inspector. In 1963 he was promoted to Master Mechanic at Columbus, O. and in 1964 went to Cleveland in the same position, which he has held until his recent appointment.

SAFETY

10 little Indians on vacation  
started out just fine  
One blew a tire and  
then there were nine  
Have your car safety checked

9 little Indians  
had a swimming date  
One swam by himself and  
then there were eight  
Practice the buddy system  
wherever and whenever  
you swim

8 little Indians  
found a camping heaven  
One was careless with  
his fire and then there  
were seven  
Never use gasoline  
or a similar product  
to start a fire

7 little Indians  
with a house to fix  
One misused his power saw  
and then there were six  
Keep guards in place  
when using workshop tools

6 little Indians  
watched a storm arrive  
One stood under a tree  
and then there were five  
Avoid trees and hilltops  
during a thunderstorm

5 little Indians  
joined a hiking corps  
One fell from exhaustion  
and then there were four  
Keep your pace easy—  
don't overdo—plan  
time to relax

4 little Indians  
took a boat to sea  
One forgot his life preserver  
and then there were three  
Don't overload boat—  
head for shore well  
before storm

3 little Indians  
enjoyed a roadside brew  
One drove off a bridge  
and then there were two  
Never mix driving  
and alcohol

2 little Indians  
tanning in the sun  
One stayed out too long  
and then there was one  
Time your exposure to  
the sun. Get your tan  
in slow stages

1 smart little Indian  
happy and content  
He practiced safety  
wherever he went.  
Be a smart little Indian.  
Make yours a safe and  
happy vacation





## Like Money in the Bank

Maybe a safe person isn't always courteous. And maybe a courteous person isn't always safe. But have you ever noticed how alike the two are—courtesy and safety?

For one thing, you can't go wrong with either, and the more you make use of them as a team the better off you are.

Another thing is that courtesy, like safety, is in many respects a habit—a habit that has to be cultivated and applied, like a conditioned reflex, to be effective. And it is more effective when it is instinctive in all that we do and say.

To be safe speaks for itself. To be sound of limb is a personal comfort that simply can't be measured, particularly when viewed in the light of what a safe worker means to loved ones at home.

To make it a practice, also, to be courteous, on and off the job, is another comfort with its own full share of dividends. If nothing else, courtesy contributes to a reservoir of good will that is like money in the bank.

Certainly it is not always easy to be a pleasant and understanding person, and anyone who pretends it is, is doing just that, pretending. But it is often when the practice of courtesy comes hardest that it reaps the greatest satisfaction.

If you're a ticket or station agent and a cantankerous traveler gives you a bad time, but you hold on to your patience, and stay polite, and you send him away unable to find any criticism of railroads and railroad people, even if he is the kind who can't say "thank you"—isn't this an accomplishment? You bet it is! And every railroader up and down the line has good reason to say the "thank you" the traveler forgot.

## How Betty Bumpkins Lost Her Job

She was a charmer, otherwise, And quite a doll (just ask the guys!) — But Betty Bumpkins used to groan When answering the telephone. She wouldn't even touch the thing Until the sixth or seventh ring, And when she did she'd snap "Hello" As though to say "I've gotta go." She did that every single day On every call that came her way. She cost the railroad so much bizz That soon she was gone—and still is.

## RAILROAD BRIEFS

The "unit" train, shuttling coal directly from mine to user at sharply reduced freight rates, is saving coal-burning electric generating plants an estimated \$100 million in annual fuel costs, according to the National Coal Policy Conference.

Railroad spending for new plant facilities and modern train equipment set an all-time record of more than \$1.6 billion in 1965—15 per cent more than the previous high reached in 1964.

U. S. railroads' 640,000 employees averaged about \$7,400 in annual salaries in 1965, nearly 5 per cent more than last year, 57 per cent better than 10 years ago and almost double that of 15 years ago.

U. S. railroads carried an estimated 297 million passengers a total of 17.3 billion miles in 1965—the equivalent of moving more than 15,000 people from New York to Los Angeles every day of the year.

American railroads' 214,000 miles of rail right-of-way are five times the length of the Interstate Highway System and equivalent to a separate transcontinental railroad every 17 miles from Mexico to the Canadian Border.

American railroads installed about 1,500 new diesel locomotives in 1965—almost 50 per cent more than in 1964.



"First we announce our engagement, Betty. Then we get married; then we quit. Three collections ought to give us a good start."

## Pats on the Back

The 20th Century's crew and equipment have received high praise from many of its users. Quoted below are some of the latest comments.

"I travelled on the 20th Century to New York, and was overjoyed with the improvement of the train, the condition of the equipment, the attitude of the personnel, the clean cars, and the pleasing atmosphere in the diner, all made it seem like the 'good old days.'"

"Since this is one preferred mode of travel, I want you to know how much the improvement is appreciated, and hope you will continue a policy of caring for the comfort and enjoyment of your patrons. I think it will pay."

A woman from Westchester wrote, "Two friends and myself took the 20th Century to Chicago recently.

"We had both our dinner and breakfast served by Waiter-in-Charge **Jesse Buck**. He was helpful, courteous, and everything a traveller could wish for and a railroad could desire."

Steward **H. L. Jenkins** and his crew on the 20th Century were complimented recently on the excellent dining service provided. The traveller wrote:

"The delicious food and wonderful hospitality of the employees was outstanding. The food was the most well prepared of any on my trips, including hotels of the best rating."

Sleeping Car Porter **Emile Harrison** was the subject of a warm letter of appreciation from a contented customer, who recently rode the "New England States" she wrote. "Mr. Harrison was cheerful, courteous and helpful, and it was evident that he considered his work to be more than "just a job." He brought to it forethought and imagination. He introduced himself and made us feel welcome aboard the train.

"May I congratulate you in having on your staff such an excellent representative of your railroad."

**Russell S. Tabor**, Passenger Sales Representative at Detroit, received a "Pat on the Back" from two special groups he escorted recently. First was Cadette Troop 184 from Lincoln School, Ypsilanti, Mich., who experienced their first train ride on a trip to Niagara Falls and return. The second group was from the Hawthorne Recreation Center in Detroit, who enjoyed a trip to Kellogg Co. at Battle Creek, Mich. Both groups thanked Mr. Tabor for all his help in setting up and handling the trips so efficiently.

## Travelers Insurance Company Appointed Medicare Intermediary For All Railroad Employees

The Railroad Retirement Board has appointed the Travelers Insurance Company of Hartford, Connecticut, as the sole intermediary for handling claims of railroad employees and annuitants under the medical services part (part B) of the medicare program which includes the payment of doctor bills. This arrangement will apply to all qualified railroad employees and members of their families, as well as to all railroad retirement beneficiaries in the country. The appointment was made under powers delegated to the Board by the Department of Health, Education, and Welfare (HEW). The selection of Travelers as the nationwide intermediary was made by the Board pursuant to a joint recommendation by railway management and labor.

The Travelers Insurance Company is well equipped to handle the duties assigned to it by the Board since it has wide experience in the area of health and welfare benefits for railroad workers. This company has been handling a variety of insurance programs for the great majority of railroad workers in the nation over a number of years. Thus, railroad workers became accustomed to look to Travelers as the main provider of health insurance benefits for them.

Under this arrangement, Travelers will handle all claims for doctor bills benefits coming from railroaders and members of their families who are or will be enrolled for this coverage. The company will administer this program through a network of offices scattered throughout the country. A list of these offices together with other information on this program will be supplied to all enrollees by July 1, 1966.

The Travelers Insurance Company will be responsible to the Board for the discharge of the functions entrusted to it in accordance with the same standards established by HEW for all medical insurance intermediaries. The Board will have the same supervisory and enforcing powers with respect to this company as HEW will have for intermediaries acting directly on its behalf. The Board's offices will assist railroad workers and railroad retirement beneficiaries in every way possible in connection with the program entrusted to the Travelers Insurance Company. These offices are also well equipped to give help and advice in connection with any other phase of the medicare program.

The powers delegated to the Board by HEW include, among other things, the authority to collect premiums which nonretired enrollees are required to pay

in cash for the voluntary medical insurance coverage. The Board is making special arrangements with interested insurance companies and other organizations to receive from them bulk premium payments on behalf of certain groups of enrollees. Sufficient grace periods have been established so that no person should lose coverage because of the manner in which the bulk premiums will be paid to the Board.

The powers of the Railroad Retirement Board in the area of medicare as authorized by law or delegated by HEW give the Board a major role in the administration of the medicare program. The broadening of the Board's functions in this area will entail no additional costs to the railroad retirement system because the Board will be directly reimbursed for all extra administrative expenses it will incur in connection with its functions relating to part B of the medicare program.

## Retirement Board Urges Prompt Filing to Avoid Loss of Sickness Benefits

Howard W. Habermeyer, chairman of the Railroad Retirement Board, points out that last year about 25,000 railroad employees lost some \$3 million in sickness benefits because they filed their applications late.

The law requires that sickness applications reach the Board within 10 days after an employee gets sick. Benefits are lost unless the employee has a sound reason for late filing. The fact that he did not know about the 10-day filing requirement or did not have an application handy is not a valid excuse.

Chairman Habermeyer also states that in a great many cases the payment of benefits is delayed because the application is not filled out correctly. The two most common mistakes made are a wrong social security account number and illegible handwriting.

In order that the Board can promptly pay all benefits due, Mr. Habermeyer asks employees to take the following steps:

1. Always keep on hand for use when needed an application form to which is attached a statement of sickness in the envelope which is provided. Put into the same envelope the right half of the Certificate of Service Months and Compensation (BA-6) which is distributed annually to employees.

2. Print name, address (including ZIP code), and social security account number clearly on both forms. The social security number should be copied from (a) the social security card or (b) the Board's BA-6 certificate.

3. When sick, fill out the rest of the application and get the doctor to complete the statement of sickness. Mail both forms together with the BA-6 certificate in the same envelope to the Board immediately. If these forms cannot be sent soon enough to reach the Board within the required 10 days, include a full explanation for the delay.

4. An employee unable to take any of the foregoing steps himself should have someone do them for him.

Chairman Habermeyer strongly urges employees to help each other in getting sickness applications filed properly and promptly. Also, employees should always carry with them the address and telephone number of the nearest Board office and feel free to call for assistance at any time. The Board, in turn, will do its best to speed up the payment of benefits.

## New York Central and Pittsburgh and Lake Erie Employees Draw Annuities

About 33,600 retired employees whose last railroad service was with the Central were receiving annuities from the Railroad Retirement Board at the end of 1964. Their annuities average \$140. Some 13,500 of these employees had spouses who were also receiving \$56 monthly, on the average.

During 1964, 2,900 former Central employees were added to the Board's retirement rolls. Their annuities averaged \$152.

On the Pittsburgh & Lake Erie 2,200 retired employees were receiving annuities from the Railroad Retirement Board at the end of 1964. Their annuities averaged \$143. Some 910 of these employees had spouses who were also receiving \$58 monthly, on the average.

During 1964, 200 former P&LE employees were added to the Board's retirement rolls. Their annuities averaged \$159.







CONGRATULATIONS were in order as Melville Schaefer (left), Purchasing Agent was presented his retirement certificate by Malcolm P. Richards, Vice President-Purchases & Stores, after more than 48 years' of New York Central service.



VETERAN RAILROADER RETIRES after 50 years of service with the New York Central. Harry F. Tighe, Passenger Conductor on THE SOUTHWESTERN, poses with two sons, a daughter, a daughter-in-law and 11 grandchildren who rode with him from Galion, O. to Cleveland on his final run. Adults in the picture, left to right, are Mrs. Robert Gump, his daughter; Mr. Tighe; son Robert; Mrs. James Tighe and son James. Only one of Mr. Tighe's 12 grandchildren was not present.

# They Retired

Compiled by  
Leonard H. Rose, Director of Employee Benefits

## NEW YORK DISTRICT

Beach, O. H., Agent, River Division  
Clayton, E. J., Conductor, River Division  
Demattia, A. B., Chief Clerk, New York  
Dubin, J. J., Clerk, Weehawken, N. J.  
Engell, C. T., Conductor, New York  
Fitzpatrick, M. A., Telephone Operator, New York  
Fowler, E. F., Watchman, Weehawken, N. J.  
Gesseli, A. A., Mail Handler, New York  
Gregory, S. J., Sheet Metal Worker, Mott Haven, N. Y.  
Hagen, C. J., General Agent, New York  
Hagerman, F. C., Assistant Director Labor Relations, New York  
Hardy, G. S., Attendant, Grand Central Terminal  
Huott, A. E., Clerk, New York  
Jones, T. B., Mail Handler, New York  
Jungman, T., Systems and Procedures Analyst, New York  
King, L. H., Attendant, Grand Central Terminal  
Lake, A. G., Checker, Weehawken, N. J.  
Larson, J., Doorman, Grand Central Terminal  
Lemke, W. R., Conductor, Hudson Division  
Link, W. S., Agent, Miller-ton, N. Y.

Loranger, J. A., Clerk, Electric Division  
MacDowell, C. A., Laborer, River Division  
May, K., Clerk, Weehawken, N. J.  
McCullough, J. H., Engineer, Grand Central Terminal  
Montgomery, R. H., Patrolman, New York  
Muldoon, W., Machinist, North White Plains, N. Y.  
Quigley, W. J., Conductor, New York  
Reisinger, W., Patrolman, New York  
Scott, H. J., Waiter, New York  
Seixas, A. E., Ticket Clerk, Electric Division  
Sheridan, J. J., Bridge Foreman, New York  
Sweeney, J. F., Laborer, White Plains, N. Y.  
Ubrich, C. W., Brakeman, Hudson Division  
Wasco, J. F., Car Cleaner, White Plains, N. Y.

## EASTERN DISTRICT

Billion, W., Conductor, Syracuse Division  
Boyer, C. L., Brakeman, Lockport, N. Y.  
Brooks, J. S., Brakeman, Selkirk, N. Y.  
Cahill, W. A., Signalman, Boston, Mass.  
Chiperano, J. A., Laborer, Syracuse, N. Y.  
Clark, S. E., Signal Maintainer, Buffalo, N. Y.  
Clark, N. E., Fireman, Mohawk Division

Dodd, P. J., Brakeman, Buffalo Division  
Dombres, P. B., Engineer, Syracuse Division  
Donovan, J. A., Conductor, Buffalo Division  
Evangelisto, P., Trucker, Syracuse, N. Y.  
Fairchild, A. E., Assistant Stationmaster, Albany, N. Y.  
Fleming, E. M., Road Foreman Engines, Watertown, N. Y.  
Franklin, F. F., Signal Maintainer, Schenectady, N. Y.  
Gallagher, J. M., Stoner, Allston, Mass.  
Geary, R. H., Agent, Buffalo, N. Y.  
Gee, S. A., Conductor, East Rochester, N. Y.  
Gladysiewicz, J. E., Inspector and Repairer, Utica, N. Y.  
Glor, M. G., Clerk, Buffalo, N. Y.  
Grieb, C. H., Chief Clerk, Syracuse, N. Y.  
Grow, W. R., Machinist, De Witt, N. Y.  
Guyer, E. J., Laborer, Utica, N. Y.  
Heftka, J. S., Porter, Buffalo, N. Y.  
Higgins, L. M., Electrician, Boston, Mass.  
Hogan, L. S., Conductor, Boston Division  
Holland, J. B., Waiter, Boston, Mass.  
Houle, A. J., Engineer, St. Lawrence Division  
Kertchner, C. B., Train Baggage, Syracuse Division

Knaack, R. F., Fireman, Mohawk Division  
Lowe, O. C., Red Cap, Rochester, N. Y.  
McCree, J. L., Trainman, Boston, Mass.  
McLean, F. E., Stoner, Boston, Mass.  
Morrison, P. E., Painter, East Rochester Carshop  
Mozoluk, J. M., Assistant

Baggage Agent, Utica, N. Y.  
Murphy, J. J., Brakeman, Albany Division  
Pachak, G., Conductor, Syracuse Division  
Packer, L., Carman, East Rochester Car Shop  
Paladino, J. J., Caller, Utica, N. Y.



VETERAN CLEVELAND GIRLS retire, left: Elsie Smith, Steno-Clerk, Labor Relations Department, center: Ethel Waters, Sales Representative, right: Mildred Taylor, Sales Representative, both worked in NYC's Cleveland Ticket Office.



THREE VETERAN EMPLOYEES of New York Central have retired, left: John Billion, Brakeman, Eastern District, center: Chalmers E. Miller, Assistant Director of Stores, New York, right: Frank W. Ryan, District Supervisor of Contracts, Syracuse, N. Y.



BEST WISHES were in order as John C. Kenfick (left), Assistant Vice President-Operation, congratulates Abram H. Smith, Manager of Dining and Sleeping Car Service, who retired after 48 years' service with New York Central.

Peece, E. T., Machinist, Suspension Bridge, N. Y.  
Prins, R. E., Conductor, Hudson Division  
Proctor, O. E., Signalman, Boston Division  
Purdy, F. L., Trucker, East Syracuse, N. Y.  
Putz, M. L., Agent, Jamesville, Mass.  
Reed, W. E., Inspector Repairer, Fonda, N. Y.  
Rheault, O. V., Towerman, Boston Division  
Schnurr, S. F., Conductor, Syracuse Division  
Seumaci, J. N., Carman, East Rochester Car Shop  
Sheedy, J. J., Engineer, Syracuse Division  
Stephanoff, L., Trucker, Syracuse, N. Y.  
Wilder, D. J., Towerman, Chatham, N. Y.  
Winiarski, J., Brakeman, Buffalo Division  
Wojcik, E., Carman, East Rochester Car Shop

## WESTERN DISTRICT

Bergin, E. J., Checker, Cleveland, O.  
Birce, G. A., Head File Clerk, Cleveland, O.  
Bugg, V. F., Brakeman, Toledo Division  
Churchill, W. L., Trucker, Cleveland, O.  
Clemmons, L., Laborer, Collinwood Diesel Terminal  
Foss, C. H., Leverman, Cleveland, O.  
Heaman, H. H., Switchman, Cleveland, O.  
Huffman, A. E., Brakeman, Western Division  
Izzi, N. S., Inspector Repairer, Ashtabula Harbor, O.  
Kamp, S. E., Brakeman, Elkhart, Ind.  
Keller, J. W., Assistant Baggage Agent, Cleveland, O.  
Kope, M. A., Clerk, Cleveland, O.  
Lewis, L., Trucker, Cleveland, O.  
Martucci, G. B., Lampman, Cleveland, O.  
McCallister, J. P., Yardmaster, Englewood, Ill.

Mitchem, D. D., Laborer, Collinwood, O.  
Muniz, E., Laborer, Chicago  
Nelson, C. L., Nelson, Leverman, Cleveland, O.  
Pankowski, R. F., Leverman, Lake Division  
Phillips, C. C., Assistant Chief Operator, Chicago  
Richards, M. M., Conductor, Lake Division  
Russ, A. H., Machinist Inspector, Elkhart, Ind.  
Schaefer, C. W., Patrolman, Chicago  
Schellhorn, W. A., Machinist, Collinwood Diesel Locomotive Shop  
Scott, E. T., Fireman, Minerva, O.  
Shell, R. L., Foreman, Ligonier, Ind.  
Skaruppa, A., Laborer, Ashtabula, O.  
Sorce, V. J., Foreman, Collinwood, O.  
Walsh, J. M., General Foreman, Chicago  
Wheatling, E. W., Laborer, Toledo, O.

## SOUTHERN DISTRICT

Anderson, F. O., Clerk, Indianapolis, Ind.  
Anstine, B. H., Caller, Bellefontaine, O.  
Archer, F. R., Car Repairer, Columbus, O.  
Bartels, M. B., Assistant Coal Sales Manager, Terre Haute, Ind.  
Brown, C. U., Boilermaker, Beech Grove Locomotive Shop  
Brunton, W. J., Cashier, Zanesville, O.  
Cahill, W. M., Yard Clerk, Columbus, O.  
Campbell, W. B., Laborer, Indiana Division  
Devee, C. A., Engineer, Indianapolis, Ind.  
Faber, E. A., Foreman, Ohio Division  
Fluckey, G. B., Agent, Illinois Division  
Gosnell, W. H., Hostler, Duane, Ind.  
Haggerty, E. C., Clerk, Hobson, O.

## GOLD PASS AWARDED 50-YEAR SERVICE VETERAN



50-YEAR VETERAN Ransom W. Randall (center), Freight Conductor on New York Central Beech Creek Local is presented Gold Pass by Lawrence A. Baggerly (left), Division Superintendent, Rochester, as Ernest A. Missigman, Trainmaster, Newberry Junction, Pa. looks on. Mr. Randall is still on the job.

## NORTHERN DISTRICT

Chatain, F. J., Assistant Accountant, Detroit, Mich.  
Eddy, F., Clerk, Detroit, Mich.  
Foland, G. G., Fireman, Jackson, Mich.  
Fulton, K. A., Accountant, Detroit, Mich.  
Killarney, C. J., Machinist, Kalamazoo, Mich.  
Macesic, D., Laborer, Canada Division  
McCullough, J. L., Laborer, Albion, Mich.  
Ricker, C. G., Foreman, Welland, Ontario  
Ross, C. H., Conductor, Michigan Div.  
Schonbok, J. M., Signal Foreman, Niles, Mich.  
Schrumpf, O. B., Engineer, Niles, Mich.  
Wills, A. U., Clerk, Detroit, Mich.  
Wilson, E. M., Clerk, Detroit, Mich.  
Winkworth, J. H., Foreman, Canada Division

## INDIANA HARBOR BELT

Buck, G. R., Yardman, Gibson, Ind.  
Coffenberry, V. R., Yardman, Gibson, Ind.  
Davis, D. A., Machinist, Norpaul, Ill.  
McGowan, J. L., Switchman, Norpaul, Ill.  
Rogan, L. V., Yardman, Gibson, Ind.  
Sherman, F., Switchman, Norpaul, Ill.  
Teutemacher, W. B., Clerk, Gibson, Ind.  
Vanslyke, G. A., Yardman, Gibson, Ind.

## CHICAGO RIVER & INDIANA

R. Cerrato, Laborer, Chicago  
Clough, F. L., Engineer, Chicago  
Davis, A. R., Engineer, Chicago  
Egan, C. J., Engineer, Chicago  
Gasper, W. L., Engineer, Chicago  
Ihme, A. C., Engineer, Chicago  
Jilek, F. W., Engineer, Chicago  
Kluska, M. H., Engineer, Chicago  
Palmer, J. T., Engineer, Chicago  
Peters, W. R., Engineer, Chicago  
Stoll, B. T., Engineer, Chicago

## PITTSBURGH & LAKE ERIE

Bragaloni, A., Engineer, Harsco, Pa.  
Devassie, R. L., Car Inspector, East Youngstown, O.  
Gehardt, F. F., Foreman, McKees Rocks, Pa.  
Sampson, A. A., Crane Operator, College, Penna.  
Sauder, W. J., Trainman, McKees Rocks, Penna.

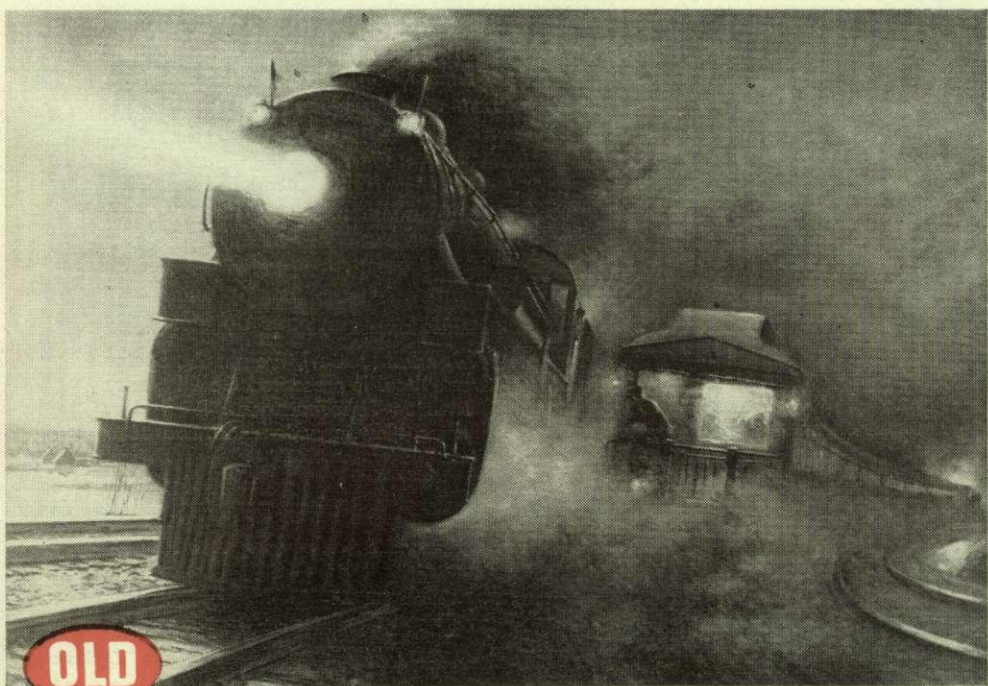
AMONG RECENTLY RETIRED New York Central employees are (left to right): 1. Bart H. Hoyer 2. Hayden D. Maroney 3. Charlie Metzler and 4. A. M. Arvidson,

Passenger Conductors on the Harlem Division 5. Fred Hotchkiss, Assistant Passenger Conductor, Harlem Division 6. James H. Collins, Conductor, St. Lawrence Division 7.

James Murphy, Substation Operator, New York District and 8. Thomas J. Helahan, Chief Substation Operator, New York District.



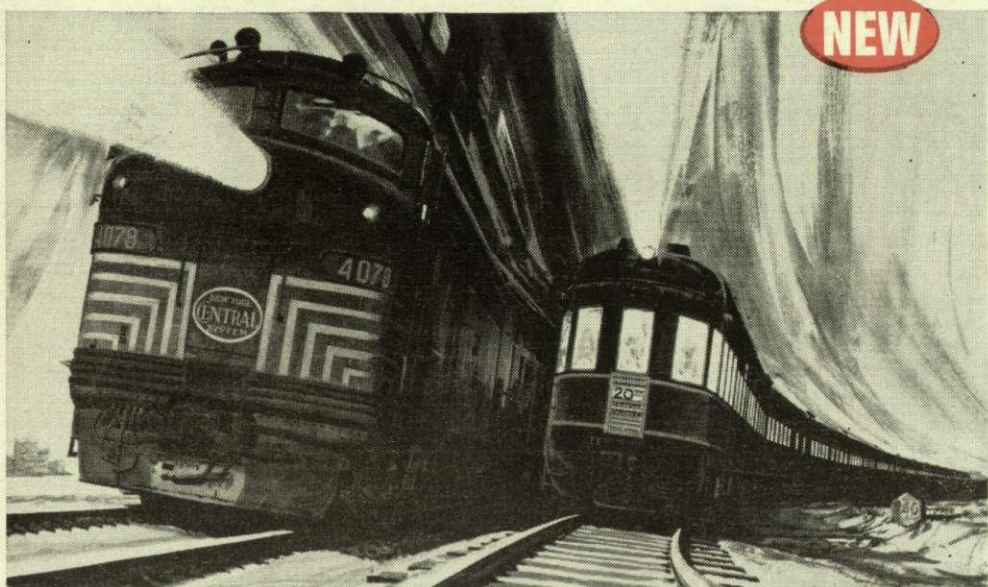




**OLD**

Pictured above is one of New York Central's most famous calendar paintings executed by artist William H. Foster in 1923 for use on NYC's 1924 calendar. Below is a reproduction of an artist's drawing of a similar situation of today showing NYC's famous Centuries passing each other. New drawing was used as the cover for New York Central's mainline timetable this spring and summer.

## As the 'Centuries' Pass in the Night



**NEW**