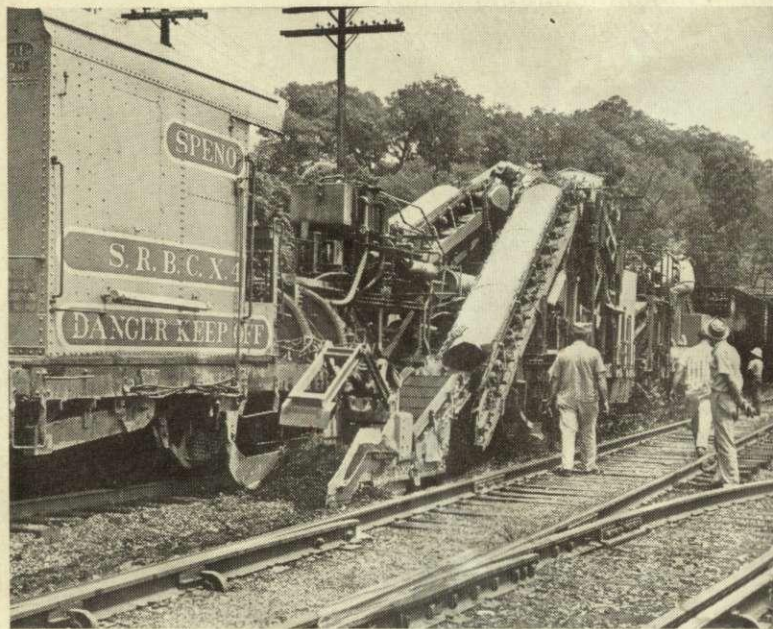




Headlight

NOVEMBER • 1965

Happy Thanksgiving



NYC Cleans House...

in West Virginia with this Speno ballast cleaner. It represents just part of the equipment and manpower that went into the right-of-way renovation program in Charleston, W. Va. this summer. Five miles of main line dual track inside Charleston was rehabilitated and 32 grade crossings resurfaced at a total cost of \$180,000.



Courtesy Award...

was made to Levant Neubecker (left), Gateman at Central Terminal, Buffalo, N. Y. Presenting the Courtesy Pin award is Transportation Superintendent, Robert J. Slater. Mr. Neubecker was cited for his assistance and courtesy by a passenger whom he helped to recover her purse, which she had left in the terminal before boarding the train. She wrote, "I feel that Mr. Neubecker deserves praise for the consideration and courtesy which he showed me at this time. I can't thank him enough."

Headlight

NOVEMBER, 1965

Vol. 26 No. 10

Printed in U.S.A.

IN THIS ISSUE

PRIZES OFFERED IN NEW PICTURE CONTEST . . .	3
BIG FOUR YARD CELEBRATES 5th BIRTHDAY	4
DIESEL REPAIR SHOP BUILT AT BIG FOUR YARD	6
"BREAD BOX" CAR UNVEILED . . .	7
HEADLIGHT HIGHLIGHTS	8
SUPER-VAN SERVICE PROMOTED . .	10
PROMOTIONS	12
TRACK SIGNALLING PROGRAM IN NORTHEASTERN OHIO	13
RETIREMENTS	14
HISTORY	15

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HEADLIGHT is published by the New York Central System for its active and retired employees and their families. All communications should be addressed to the HEADLIGHT editorial office: Room 1446, 466 Lexington Ave., New York, N. Y. 10017. Member: Association of Railroad Editors, New York Association of Industrial Communicators, International Council of Industrial Editors.

ON THE COVER: Sharp knife ready to slice into savory turkey signals time for Thanksgiving dinner on New York Central's dining cars. Chef Henry Franklin is shown getting in practice for the carving chores on the feast day.

New York Central Headlight

PRIZES OFFERED IN NEW PICTURE CONTEST

You don't have to be a professional photographer or painter to win big prizes by picturing what's new on the Central

What's new on the Central? Plenty! Look around . . . you'll find new machines, new methods, new equipment, new facilities, new buildings—all aimed at one thing: to help you do your job better and provide top grade transportation service for Central's customers. If you'll get out the family camera, you may become one of the lucky winners in the HEADLIGHT's picture contest . . . even if you're a rank amateur at taking pictures.

Or if you are handy with a palette and brush you may have a canvas that can be a winner.

It's easy to enter. Simply follow the rules on this page. Just remember that your contest entries must picture a new development on the Central, or your fellow railroaders on the job. It's a big railroad, and many things are happening on it. Your prize-winning picture may be of a big new construction project . . . a new electronic computer at work . . . or something as simple as a new method of filing records. Your pictures can cover broad expanses or be confined to a close-up of a Central man or woman performing a railroad job in a new way.

You may already have a subject in mind. By looking about as you travel to and from work, or right on the job—indoors or out—you may spot the subject that will win a prize. Get your thinking cap out along with the camera or easel and brushes and turn your imagination loose. The only requirement is that your eye be focused on *what's new on the Central*, or on your fellow railroaders at work.

The prizes are ready—one of them may be waiting for you, so don't delay. Get started today on your entry.

Look what you can win!

\$100 U.S. Savings Bond
First Grand Prize

Two Second Prizes
each a
\$50 U.S. Savings Bond

OFFICIAL CONTEST RULES

1. Pictures submitted in the contest must portray a new development on the New York Central System. Subjects in this category include new machines, equipment, facilities and installations, as well as new methods of performing New York Central jobs, or portray a Central employe (or employes) at work on the railroad.
2. The contest is for amateur photographers or artists only. Any employe of the New York Central System (including its subsidiary and leased lines) is eligible. Contest closes Jan. 31, 1966. Time or date on which entry is submitted has no bearing on judges, but all entries must be received at contest headquarters no later than Jan. 31, 1966, to be considered by judges.
3. Developing and printing may be done either by a professional photofinisher or by the entrant. Black-and-white or color photographs, original oil or water color paintings or sketches in any medium are eligible. Those entering pictures in the contest should save the negatives from which the submitted pictures are made. Send no negatives, however, until requested.
4. No photographic print or enlargement more than ten inches in its longest dimension will be accepted. Paintings or sketches must not be larger than 30" x 33". These sizes permit easiest handling, but size has no influence on final judging. Do not mount pictures. No art work or retouching is permitted on photographic prints or the negatives from which they are made.
5. To enter the contest, mail a print or prints of as many pictures as you desire to Headlight Picture Contest, New York Central System, 466 Lexington Avenue, New York 10017. Entries may be sent via U.S. Mail or Railroad Mail. On the back of each picture print your name and address clearly in ink. Pictures will be judged on their quality, overall appeal and the general interest they arouse in connection with the contest theme. Decision of judges is final.
6. Entrants may submit as many pictures as desired at any time during the contest period, but no one will be eligible for more than one prize.
7. Prizes are as follows: First prize, a \$100 U.S. Savings Bond; two second prizes—each a \$50 U.S. Savings Bond.
8. If you snap a picture which you expect to enter in the contest and in which one or more persons appear, be sure to obtain their names and addresses.

November, 1965

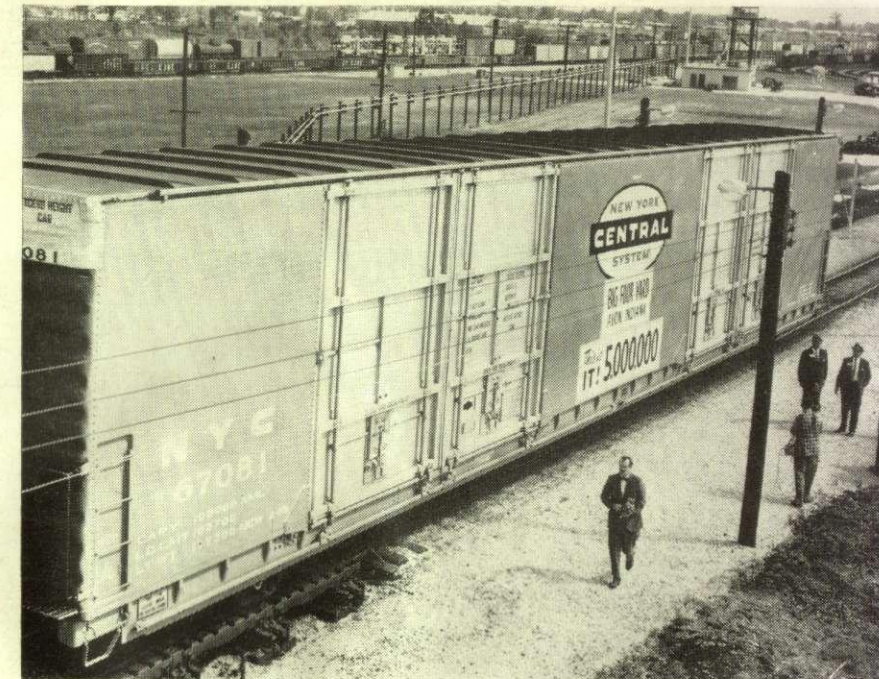
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BIG FOUR YARD

CELEBRATES 5th BIRTHDAY



CAKE CUTTING . . . in honor of Big Four Yard's fifth "birthday" was the highlight of the day as New York Central's President Alfred E. Perlman, slices a five-candled "birthday cake" at an Indianapolis Athletic Club luncheon marking the big event.



THIS IS IT! . . . It was history in the making as the 5,000,000th freight car rolled down the "hump" at Big Four Yard as part of the yard's fifth anniversary observance. Watching the big event are New York Central's President Alfred E. Perlman (left) and Southern District General Manager Richard B. Hasselman. Others in the picture are television cameramen getting a pictorial record of the event. Selected for the 5,000,000th honor was a giant 86-foot hi-cube auto parts car.

► New York Central's Big Four Freight Yard at Avon, Ind., near Indianapolis, was described as "a prime example of 20th century technology applied to railroad operations" by NYC President Alfred E. Perlman at the yard's recent fifth anniversary observance.

"This yard," Mr. Perlman told some 200 Hoosier civic, industrial and government leaders who attended the celebration, "has long ago fulfilled the destiny predicted for it by cutting 24 hours' transit time off freight movements between the Mississippi Valley and the Atlantic Coast. This major transportation hub is scheduled to play an even more important role after merger of the New York Central and Pennsylvania Railroads."

The yard's ultra-modern computer and "pushbutton" controls represent important strides in the forward march of NYC to identify and satisfy the total transportation needs of its customers, Mr. Perlman said. He added that these needs must be met if the rail industry is to succeed in the market place.

"We are making certain that the tremendously increasing fund of technical knowledge is used to reduce transportation cost and provide better equipment," he asserted.

by Farwell C. Rhodes, Jr.

"Thus, Central is now in a position to give its customers improved service. At the same time, the railroad can offer greater job security to thousands of employees and provide the nation with the modern transportation it will need in order to maintain a pre-eminent position in world markets."

NYC's chief executive cited the yard's Flexi-Van, Flexi-Flo and multi-level auto rail car movements as specific examples of advancing rail technology and of Central's new marketing technique of tailoring equipment and services to customer needs.

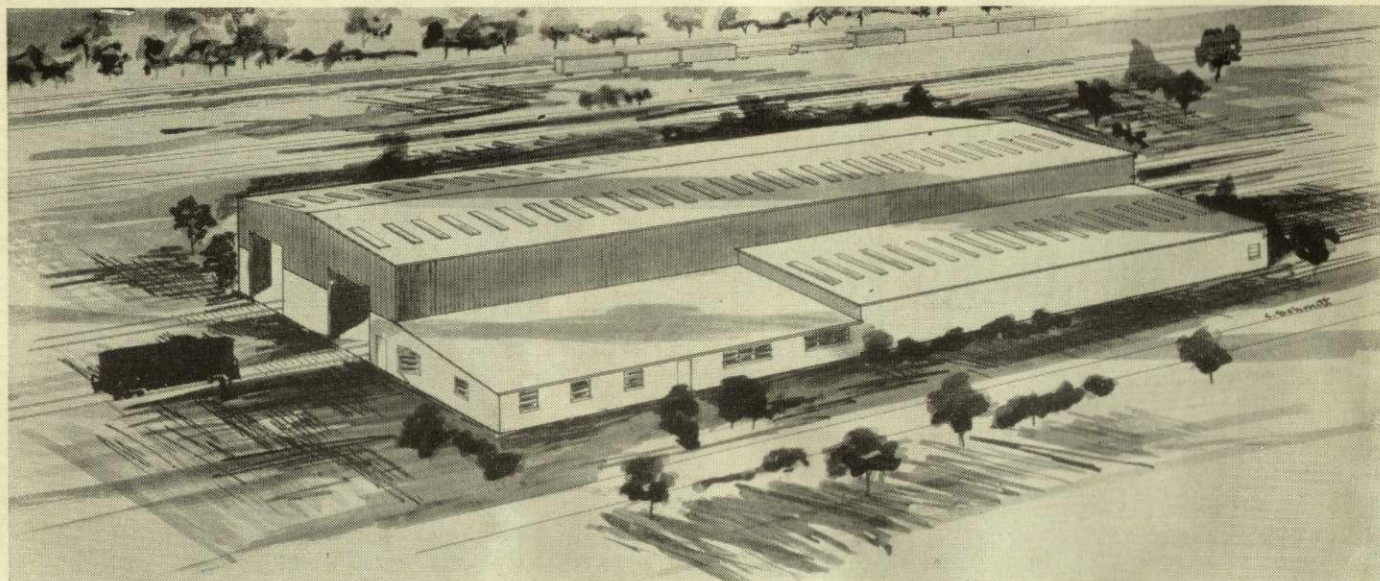
He noted also that two of NYC's four electronic classification yards are in Indiana, giving Central a substantial investment in the Hoosier State's economy. The other Indiana yard besides Big Four is Robert R. Young Yard at Elkhart. NYC paid out more than \$30 million in payroll and purchases of materials and supplies in the Indianapolis area last year and \$3.2 million in property taxes to Indiana governmental units this year, Mr. Perlman said.

The Big Four observance featured a bus tour of the yard for guests, official "humping" of the 5,000,000th freight car and a "birthday party" at the Indianapolis Athletic Club, replete with a five-

candled birthday cake. Mr. Perlman officiated at the cake-cutting, attended by area newspapers.

Dignitaries who attended the festivities included former Indiana Governors Harold W. Handley and Matthew E. Welsh, both of whom attended the yard's 1960 dedication; Lieutenant Governor Robert L. Rock; State Senator Jack H. Mankin; president pro-tem of the Indiana Senate; State Senator David Rogers, Indiana Senate majority conference chairman; State Representative Frederick T. Bauer, Indiana House of Representatives majority floor leader; Otto N. Frenzel, Jr., President of Merchants National Bank & Trust Company and a director of the Pennsylvania Railroad; H. O. Pritchard, Chairman of the Board of the Indianapolis Power & Light Company and a Director of the Big Four Railroad and Frank E. McKinney, Chairman of the Board of American Fletcher National Bank & Trust Company and a former New York Central director.

Southern District General Manager Richard B. Hasselman officiated at the yard ceremony and John E. Norwood, Cincinnati, NYC Assistant Vice President-Freight Sales and Service, presided at the luncheon.



Diesel Shop Built at Big Four Yard

Construction of a \$370,000 diesel locomotive repair shop is near completion at Central's Big Four electronic freight yard at Avon, Ind.

The new facility will eliminate the need for shuttling locomotives from Big Four Yard to New York Central's Beech Grove Shops for repairs. All repair work has been done at Beech Grove.

Approximately 250 locomotives which serve NYC's Southern District will receive regular inspections and maintenance at the new Avon shop instead of at Beech Grove.

The diesel shop has been designed for future expansion following anticipated Interstate Commerce Commission approval of the pending New York Central-Pennsylvania Railroad merger petition.

This project is an indication that the Indianapolis area will continue to occupy a key position on the NYC, a position that would be even further enhanced by merger.

Big Four Yard, which has a 4,680 freight car capacity, is the hub for car sorting and freight train make-up for New York Central's Southern District, which embraces portions of six states including central and southern Indiana. It also classifies freight movements to and from the Southwest via the St. Louis gateway.

The new shop will be a combination of concrete block and prefabricated metal construction, encompassing 18,000 square feet of floor space. Dual tracks will run the length of the building and

there will be stations for servicing six locomotives simultaneously.

One of the main pieces of equipment to be utilized will be a \$28,000 mobile crane with telescopic boom capable of moving traction motors, wheel trucks, generators and other heavy locomotive parts. The new building will also be equipped with locomotive servicing pits and gangways which will permit repairmen to work alongside diesels at five feet above floor level.

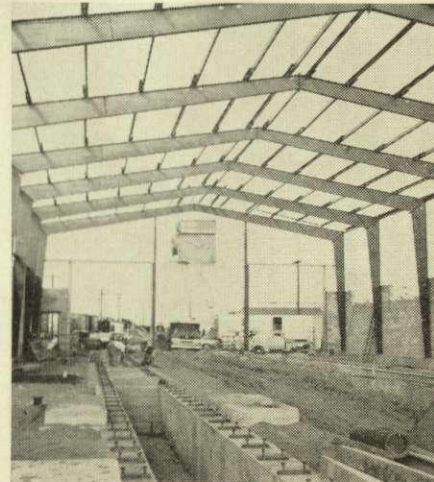
Operation of the new shop will be integrated with the yard's present locomotive sanding and fueling facility. Part of the building will be equipped with offices and locker rooms for locomotive repairmen.



EXCAVATION COMPLETED...



REPAIR TRACKS INSTALLED...



STEEL WORK PUT IN PLACE...

New York Central Headlight

"Bread Box" Freight Car Unveiled

by Farwell C. Rhodes, Jr.

► New York Central in co-operation with Evans Products Company of Plymouth, Mich., recently unveiled a new "bread box" freight car for hauling coiled steel.

NYC is operating the car experimentally, striving for greater perfection in serving the needs of the steel industry and other shippers of coiled steel.

The unique new 100-ton car has a steel hood that slides open like the lid on a "bread box," hence its nickname.

It is even more modern in design and operation than its predecessor, the "clam shell" car with which NYC also has experimented in the past. The "clam shell" car's hood opens by hinge action instead of the sliding action of the "bread box" hood.

The "bread box" hood can be opened or closed in less than three minutes by one man and the car is equipped with cushioned underframe which increases shock absorption.

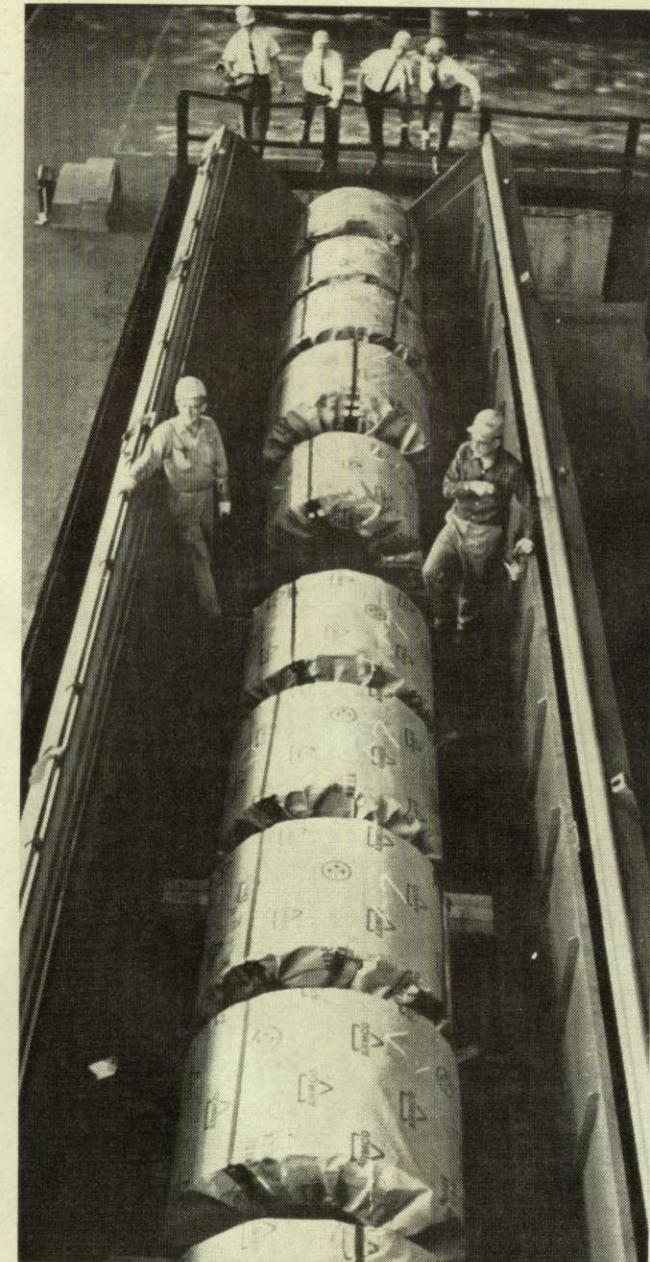
The "bread box" also can handle twice the volume of cargo handled by conventional steel coil cars. Conventional cars are equipped with detachable hoods that require use of a crane for opening and closing.

NYC officials joined officials of Evans Products Company, Armco Steel Corporation of Middletown, O. and Westinghouse Electric Corporation's Major Appliance Division at Columbus, O. to observe the "bread box" car's maiden voyage to the appliance industry, hauling a consignment of coiled steel from Armco's Middletown plant to the Columbus Westinghouse plant.

NYC officials on hand at Middletown to witness the loading and departure were H. Alfred Solomon, New York, Freight Sales Manager-Metals; J. Douglas Dickson, New York, Manager of Metals Industry Services; John E. Norwood, Cincinnati, Assistant Vice-President-Freight Sales and Services; Ed Simon, Dayton, Division Freight Sales Manager; Raymond C. Harrison, Columbus, Ohio Central Division Superintendent and Frank C. Robinson, Middletown agent.

Armco officials were J. N. Lind, Director of Transportation; W. B. Rehse, Manager of Packaging and Loading; J. W. Sticklen, Manager of Services, and Fred Gerber, area Superintendent.

Evans Products was represented by James R. McMillen, Railroad Equipment Division, and William J. Somerville, Assist. Mgr., Freight Car Sales.

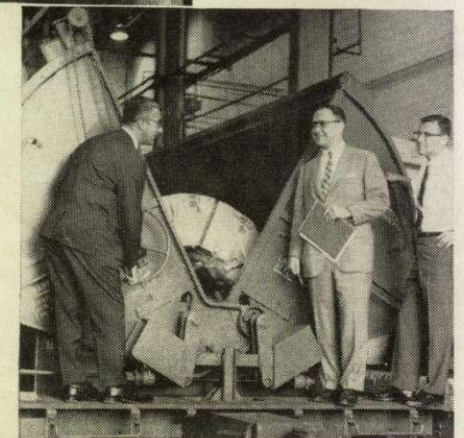


"BREAD BOX" ... The unique new 100-ton freight car for hauling coiled steel is shown parked alongside an unloading ramp at Westinghouse Electric Corporation's major appliance plant at Columbus, Ohio.

OPEN SESAME ... The ease and quickness with which one man can open the "Bread Box" freight car is demonstrated below by John J. Murphy (left), Traffic Supervisor for Westinghouse's Columbus, O. major appliance plant, with NYC's H. Alfred Solomon (center), Freight Sales Manager-Metals, and William J. Somerville, Evans Products Co. Assistant Manager, freight car sales, as interested onlookers.

At the receiving end in Columbus, NYC was represented by Mr. Solomon and Mr. Dickson plus Howard J. Sussman of the Columbus Freight Sales Staff. Westinghouse's representative was John J. Murphy, Columbus Plant Traffic Supervisor.

Delivery of the car at Columbus and its unloading was also witnessed by two representatives of the Ternstedt Division of General Motors Corporation, Charles R. Shaw, Traffic Manager, and R. T. Tong, head of Ternstedt's team study group.



HEADLIGHT Highlights

Stray Dog "Adopts" Railroad Crews ... and his name was "Ringo"

This is not Lorne Green's ballad of a cowboy gone bad but of an almost three-legged "boomer" dog who makes his home at the Lyons Yard of the New York Central.

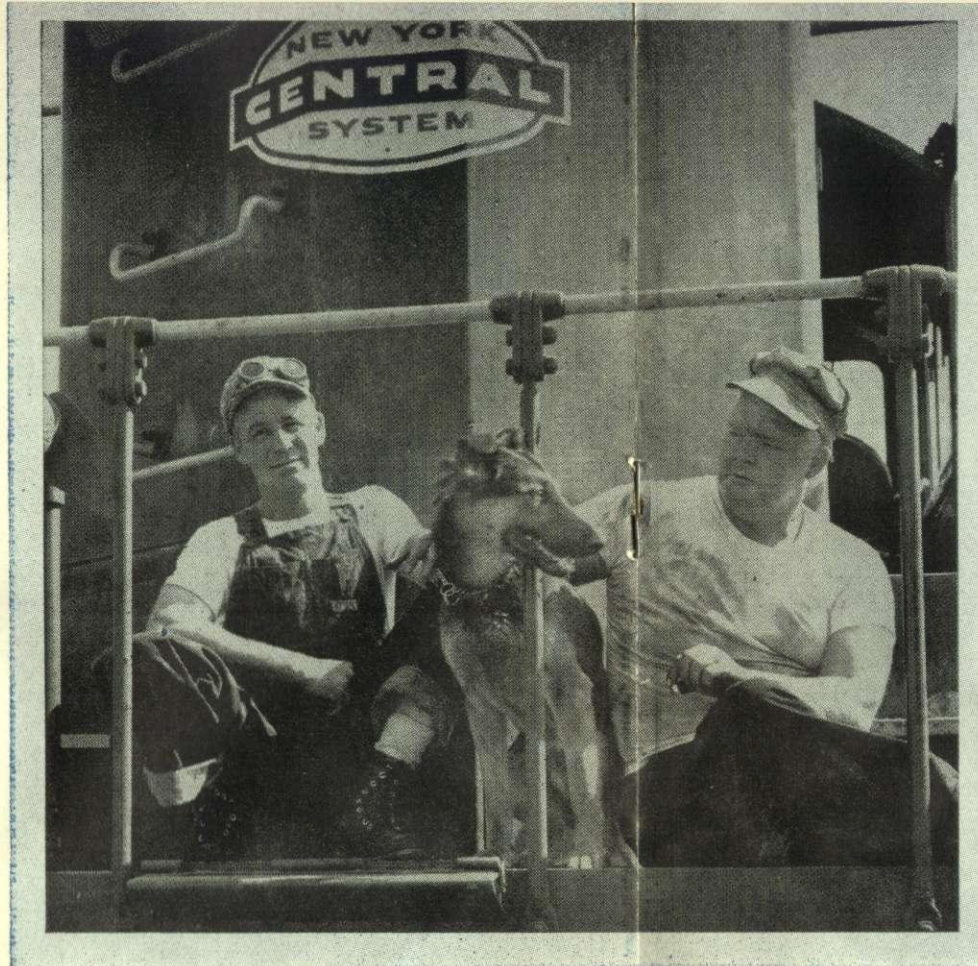
A boomer is one who bums rides and at this Ringo is an expert, according to the men who work in the Yard. Ringo is quite at home on diesels or maintenance trucks. In picture at right he enjoys the ear scratching of Glen Stewart (left), and Dale Meers, of the NYC Car Department at Lyons Yard.

Recently, Ringo was riding a diesel when he spotted a rabbit. The men say that although he usually stays away from the train wheels the challenge of the hunt was too much for him. Off the engine he went after the rabbit, which scurried under a moving train and made it. Ringo was not so fortunate. He almost made it but that left hind foot lingered too long and the wheel caught it, chopping off two toes and taking off most of the pad of the foot.

Although Ringo is non-productive, he made himself a member of the crew and the railroad men took up a collection for his hospital and doctor bill.

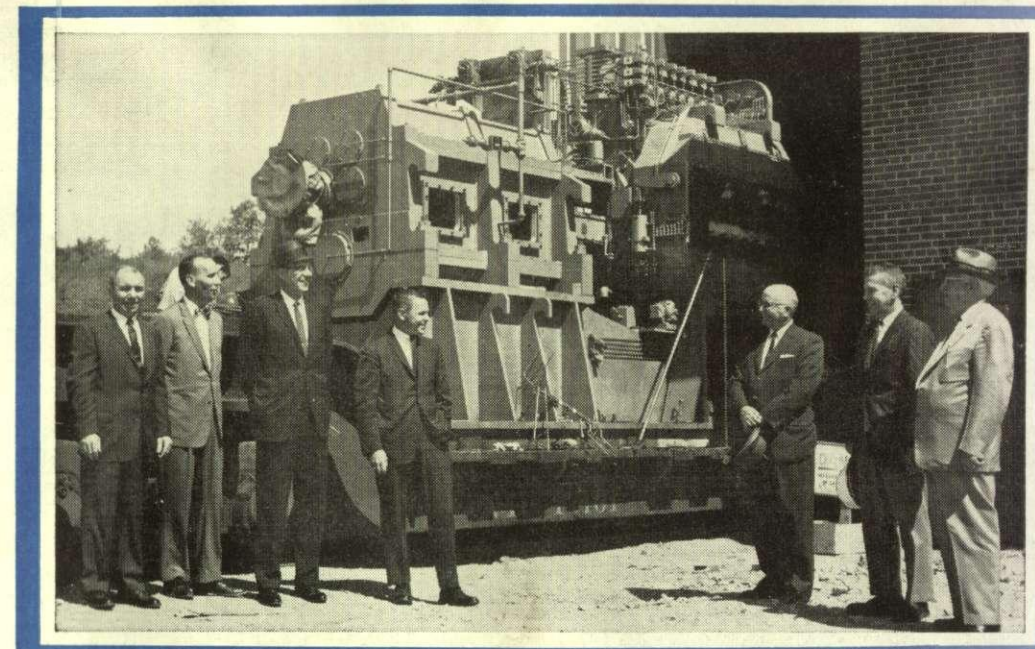
At the top of the list, was typed, "Any donation will be appreciated to help for hospital and doctor bills for Ringo on account of a foot injury while performing his duties."

Ringo still limps a little, but his foot has healed and he is back to chasing rabbits ... a little wiser for his experience.



First Lucky Winners Receive Prizes ...

in Hudson Division "Accident Control Effort" Safety Campaign. Winners were selected from numbers assigned to each employee on pocket calendars and winning numbers were published in the ACE News. Winners were (L to R) W. J. Hayward, Conductor, Hudson Division; E. Bailey, Third Railman; D. W. Link, Brakeman, Harlem Division; D. Leahy, Patrolman, G.C.T.; N. Weisgarber accepting for Engine Dispatcher E. Herman; A. J. Poggi accepting for Mr. Ruppel, Machinist. Presentation was made by former Transportation Superintendent L. A. Baggerly.

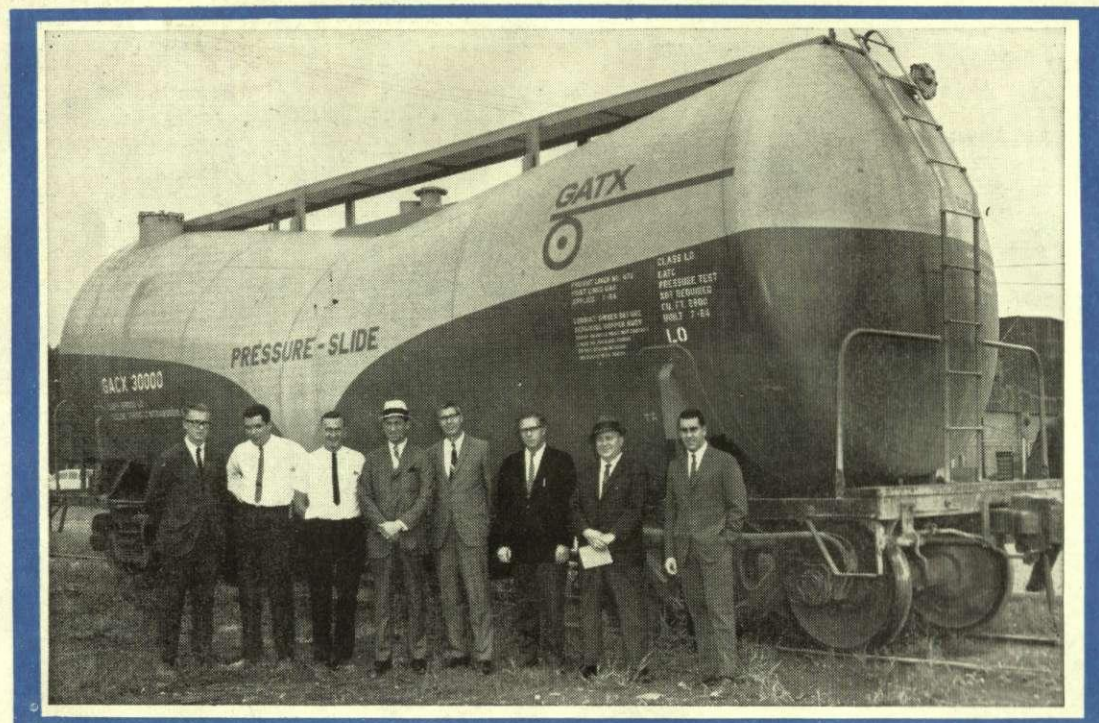


Stupendous Steel Shipment ...

One of the largest single shipments ever delivered in New Castle, Ind. is this 97-ton cold-roll stainless steel mill shipped via NYC to Ingersoll Steel Div., Borg Warner Corp. The shipment originated in Cheshire, Conn. where the machinery was manufactured by Waterbury Farrel Co. It is one of the largest mills of its type in the U.S. Viewing the shipment on a depressed-center flatcar are (L to R): Frank J. Slattery, NYC Asst. Frt. Sales Mgr., Indianapolis; William Aitchison, Ingersoll's Chief Engineer; Don N. Olson, NYC Dist. Frt. Salesman, Indianapolis; Carlos Sewell, Ingersoll's Traffic Mgr.; John E. Norwood, NYC Asst. Vice President-Frt. Sales & Serv., Cincinnati; T. L. Nelson, Ingersoll's Vice President-Manufacturing and Al Sherry, New York Central's New Castle Freight Agent.

Outstanding Apprentice Honored ...

by the National Transportation Apprenticeship Conference. James Black (left), Machinist Apprentice at the DeWitt Diesel Terminal in Syracuse, receives certificate as an outstanding apprentice from E. A. Anesi, Shop Manager of the DeWitt Terminal.



This New Air Activated Car ...

for handling dry bulk products was demonstrated at our Rochester Flexi-Flo Terminal by the builder, General American Transportation Co. for the following group of NYC men (L to R): George P. Turner, Dist. Frt. Salesman; James Sweet, Frt. Sales Mgr., Building Materials; Daniel Cosgrove, Supervisor, Flexi-Flo Terminal; Thomas P. Halligan, Div. Frt. Sales Mgr.; Thomas P. McGuinness, Trainmaster; John E. Oldfield, Terminal Trainmaster; Americus Vitale, Asst. Mechanical Engineer; and Robert Monfroni, representing the Equipment Planning Department. The prototype "pressure-slide" car averaged 764 barrels of cement an hour in four unloading demonstrations and has a capacity of 2,800 cubic feet. General American is building redesigned units with conventional level top in both 2,800 and 3,500 cubic foot capacities.



Woman's World ...

Men may dominate some positions on the NYC, but it's a lady who really gives the orders ... train orders, that is ... at Charleston, W. Va. She is Mrs. Mary Russell, Terminal Telegrapher, shown dispatching orders to Conductor C. A. Thomas. To prove she really is the "boss" Mrs. Russell, with 22 years' NYC service, outranks her husband, Vernon E. Russell, Chief Clerk to the Terminal Superintendent, who has nine years service.



RHYMES PROMOTE A WHALE OF A SALE!

by Farwell C. Rhodes, Jr.

FLEXI-VAN

CAN REALLY

MOVE IT

TRY ONE

NOW AND

LET US

PROVE IT

NOW YOU'VE

SEEN IT

AIN'T IT

FINE

USE FLEXI-VAN

SERVICE

ALL THE TIME

► Rhymes oftentimes can promote a whale of a sale.

Television jingle writers believe this and so does New York Central's Columbus freight sales staff which took to verse to introduce new Super Van service to the local shipping public.

The Columbus staff under Division Freight Sales Manager Heaton L. (Mike) Bullock invited about 100 local industrial leaders and traffic officials to an equipment demonstration at the Columbus Flexi-Van terminal to spur interest in the new service.

The road the guests traveled to reach the terminal was then lined with Rhyming signs—a la Burma Shave—but in this instance promoting Flexi-Van.

And after the party was over as the guests left they read another Flexi-Van message in verse, the words appended to the backside of the incoming signs.

"We got 'em both coming and going," noted Bullock.

Poetic praise for Flexi-Van that greeted the guests as they arrived read: "Flexi-Van—Can Really—Move It—Try One—Now And—Let Us—Prove it."

Outgoing the signs proclaimed: "Now You've—Seen It—Ain't It—Fine—Use Flexi-Van—Service—All The Time."

Actually the new Super Van runs also were poetically publicized while the terminal demonstration was in progress. Emblazoned across the sides of two vans parked side by side was the slogan: "SV 7 and SV 8—Fastest Way to Ship Your Freight."

SV 7 and SV 8 are the two trains providing the new direct service for Columbus. They also serve Cincinnati. SV 7 arrives here each morning from New York and points east and SV 8 departs nightly for the East.

Formerly Columbus Flexi-Vans were handled in conventional freight service between Columbus and Cleveland for connections with east-west Super Vans.

"Now with direct service, we can give Columbus area shippers second morning delivery even to such distant points as the northern tip of Maine," Bullock explained.

"They also get the benefit of later departure and earlier arrival schedules," he added.

Other NYC officials here for the inauguration party were Donald F. Rehl, Cleveland, Freight Sales Manager; Donald A. Seiler, also of Cleveland, Manager of Flexi-Van Sales and Service; Richard B. Hasselman, Indianapolis, NYC's Southern District General Manager; Raymond C. Harrison, Columbus, Ohio-Central Division Superintendent; C. H. (Don) Simpson, Indianapolis, District Manager, New York Central Transport Company, and Fred W. Miller, NYCTC Terminal Manager.



SALUTE TO SUPER VAN SERVICE . . .
This quartet of Central officials got in some poetically powerful praise for a new direct Super Van service between Columbus, O. and the East Coast at a Columbus Flexi-Van terminal equipment demonstration recently. The Columbus sales staff called attention to the new service with this message emblazoned across the sides of adjacently-parked vans: "SV-7—SV-8

—Fastest Way to Ship Your Freight." Officials are, left to right: Donald F. Rehl, Cleveland, Freight Sales Manager; Fred W. Miller, Columbus Terminal Manager for New York Central Transport Company; Donald A. Seiler, Cleveland, Manager of Flexi-Van Sales and Service, and Heaton L. (Mike) Bullock, Columbus Division Freight Sales Manager.

Employees Move Into New Posts on NYC

OPERATING DEPARTMENT

John C. Kenefick has been appointed Assistant Vice President-Operation with headquarters in New York.

In his new position, Mr. Kenefick will assist the company's Vice President-Operation and devote a major portion of his time to planning the operations of the proposed Pennsylvania-New York Central System, in conjunction with officials of the Pennsylvania Railroad.

Mr. Kenefick joined the Central in 1954 and has held a number of positions, including those of Division Superintendent at Toledo and Chicago, Assistant General Manager at Syracuse, N. Y. and General Manager at New York. In 1958 he was named General Manager of Transportation and in 1961 he was appointed Assistant Vice President-Transportation at New York, the position he held prior to his present appointment.



John C. Kenefick



James D. Sutton

COAL AND ORE DEPARTMENT

James D. Sutton has been appointed Assistant Vice President-Coal and Ore with headquarters in New York.

Mr. Sutton will assume the responsibilities formerly held by Frank P. Soen, who retires after 43 years service.

Mr. Sutton joined the Clearfield Bituminous Coal Corporation, a New York Central subsidiary in 1938 as an Electrical Engineer. In 1960 he became Vice President and General Manager. In 1964 he was appointed Director of Coal and Ore Marketing Services on the Central, the position he held prior to his present appointment.

TRANSPORTATION DEPARTMENT

Robert G. Flannery has been appointed Assistant Vice President-Transportation with headquarters in N. Y.

Mr. Flannery began his railroad career with the Central in 1948 as an Instrumentman at Springfield, O. Subsequently he held various Engineering positions in the Maintenance of Way Department in Ohio, Illinois and Indiana. In 1955, he transferred to the line's Operating Department and in 1957 he was named Transportation Superintendent at Buffalo and Division Superintendent

ent in 1959. He then advanced to District Transportation Superintendent at Indianapolis, Ind. and in 1961 was named General Manager at Detroit and 1963 he was made General Manager at Cleveland, O. and in May 1965 was appointed General Manager at Syracuse, N. Y., the position he held prior to his present appointment.



Robert G. Flannery



Robert F. Lawson

NEW YORK DISTRICT

Robert F. Lawson has been appointed General Manager with headquarters in New York City.

Mr. Lawson started his career with the Central as an Assist. Engineer at Springfield, O., in 1950. He has served in numerous engineering positions in Illinois, Ohio and Indiana. In June, 1964 he was appointed Assist. to Gen. Manager at Syracuse, N. Y. and in October, 1964 he was appointed Engineer-Maintenance of Way at New York, the position he held prior to his present appointment.

James T. Sullivan has been appointed Transportation Superintendent with headquarters in New York.

A native of Effingham, Ill., Mr. Sullivan joined the Central as an Assistant Engineer at Indianapolis in 1947. In 1953, he became Assistant Division Engineer at Mattoon, Ill., and was promoted to Division Engineer of Track in 1961. He was appointed Div. Engineer at Utica, N. Y., in 1962, the position he held prior to his present appointment.



Edward L. Claypole



James T. Sullivan

EASTERN DISTRICT

Edward L. Claypole has been appointed General Manager with headquarters in Syracuse, N. Y.

A native of St. Thomas, Ont., Mr. Claypole joined the Central's Maintenance

of Way Department as a Rodman in 1942. Later that year he entered military service with the Royal Canadian Engineers, serving until 1946. He has held numerous posts in the railroad's Operating Department at St. Thomas, Chicago and Detroit. He was appointed Division Superintendent of the Detroit Division in 1964 and General Manager at New York in January, 1965, the position he held prior to his present appointment.

Bert L. Strohl has been appointed District Transportation Superintendent with headquarters in Syracuse, N. Y.

Mr. Strohl joined the Central as a laborer in his home town, Mattoon, Ill., in 1940. After serving an apprenticeship as a machinist he rose in the ranks of the Mechanical Department, becoming successively Lubrication Inspector at Indianapolis; General Foreman at Mt. Carmel, Ill.; Assistant Master Mechanic at Indianapolis; Master Mechanic at Bellefontaine, O. and Collinwood, O.; Assistant General Mechanical Superintendent and Mechanical Superintendent at New York. In 1957 he was appointed Division Superintendent at Weehawken, N. J. He was transferred to Toledo, O. in the same capacity in 1959 and in 1962 he was appointed Div. Superintendent at Rochester, N. Y., the position he held prior to his present appointment.



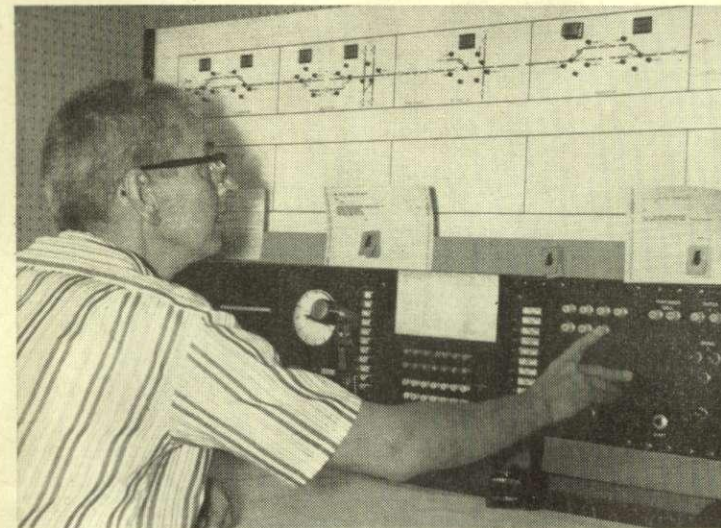
Bert L. Strohl



Lawrence A. Baggerly

Lawrence A. Baggerly has been appointed Division Superintendent with headquarters in Rochester, N. Y.

Mr. Baggerly started with the Central as a Brakeman at Mt. Carmel, Ill. in 1951, left the railroad in 1953 to enlist with the U. S. Armed Forces, and returned to his old job in 1956. After moving to New York in 1960 as Freight Transportation Inspector, he became successively Assistant Trainmaster at Fairlane, O.; General Yardmaster at Collinwood, O.; Trainmaster at Rockport, O.; Terminal Superintendent at East St. Louis, Ill.; and Resident Engineer at Sharonville, O. In January 1965 he was appointed Transportation Superintendent at New York, the position he held prior to his present appointment.



PUSHBUTTON PANEL . . . Nerve center of a new \$800,000 NYC Signalling System is this control panel in Division headquarters at Columbus, O. Dispatcher Hugh J. Rogers guides train movements between Dunkirk, O. and Toledo, O. by pushbutton control. At right train passes a new signal installation at Findlay, O.

NYC's \$800,000 Track Signalling Program WILL SPEED TRAFFIC IN NORTHEASTERN OHIO

► The New York Central has completed an \$800,000 track signalling program which will expedite traffic along a vital industrial rail corridor in northeastern Ohio.

The new signalling covers 76 miles of right-of-way between Toledo and Ridgeway, O. and will permit more efficient freight train movements between Detroit's gigantic industrial complex and such key points as St. Louis, Indianapolis, Cincinnati and Columbus, O., and Charleston, W. Va.

Toledo-Ridgeway is a vital link in NYC's connection with both Detroit and Lake Erie shipping docks and Toledo is the crossroads for the railroad's Detroit-Cincinnati line and Chicago-New York main line. The Toledo-Ridgeway line feeds into NYC's Stanley Yard at Toledo.

The signalling program involved installation of centralized traffic control, the most modern, electronic method of controlling and supervising train movements, along the Toledo-Ridgeway line.

Over this line are hauled huge trainloads of coal, iron ore and new automobiles.

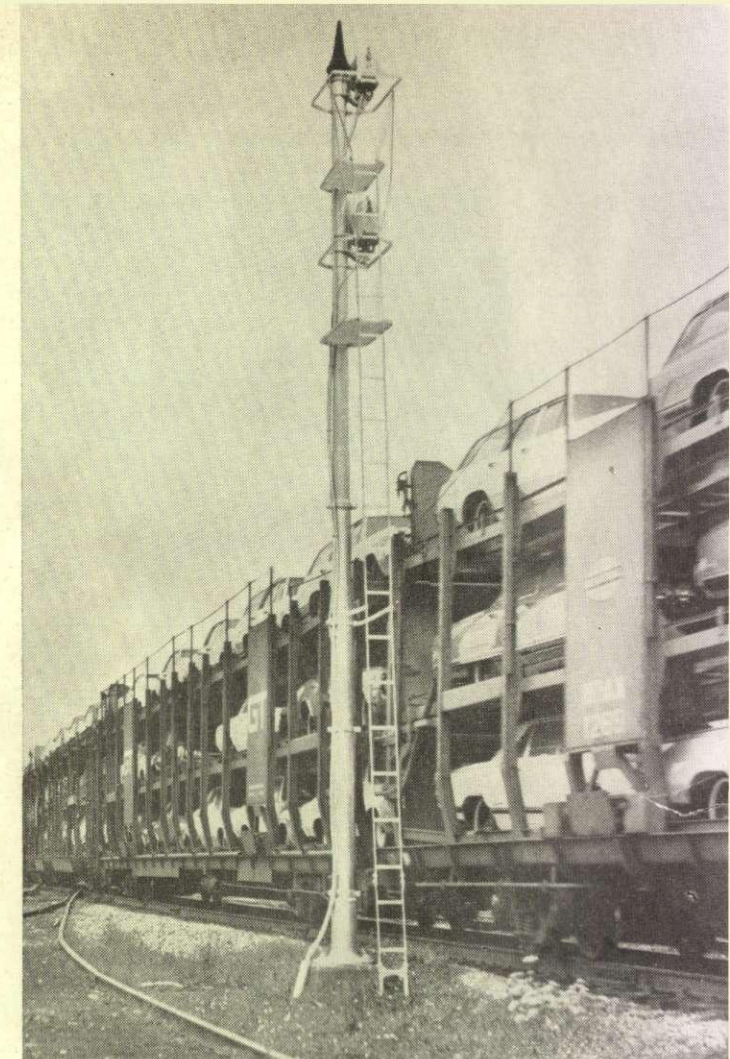
Ohio communities served by it include Kenton, Dunkirk, Arlington, Findlay, Van Buren, Mermill, Portage, Bowling Green, Dowling and Lime City.

In addition to the streamlined signalling, two new heat-sensitive hotbox detectors and a dragging equipment detector have been installed at a cost of \$35,000 to guard against derailments.

With the new signal system, train movements over a 57-mile stretch of



SIGNAL SYSTEM CENTER . . . is examined by Arley W. Coffman (bottom), Division Signal Supervisor, and Raymond C. Harrison (top), Division Superintendent of the Ohio Central Division at Columbus, O.





TESTIMONIAL DINNER was given in honor of Roy Hays, (center), New York District Supervisor — Air Brakes & Steam Heat, who retired after 37 years service with the Central. R. F. Doyle (right), Mechanical Superintendent, New York District, presents him with gift as L. C. Johnson, Supervisor — Air Brakes & Steam Heat, looks on.



BEST WISHES were in order as Miss Catherine Ryan, Billing Machine Operator and Clerk, at 33rd St. Freight Station retired after 47½ years service. Charles Hagen (right), General Agent, presents certificate as Frank Adams, Terminal Superintendent looks on.

They Retired

Compiled by
Leonard H. Rose, Director of Employee Benefits

NEW YORK DISTRICT

Anderson, I. W., Machinist, Harmon, N. Y.
Bassett, E. C., Ticket Agent, Grand Central Terminal
Brown, L., Shapeman, N. Y.
Buchanan, T., Assistant Foreman, New York
Carthy, M. J., Information Clerk, New York
Crookshank, A. J., Assistant Vice President, New York
Cuje, P., Conductor, Harlem Division
Dandridge, C. W., Waiter, N. Y.
Davis, A. H., Brakeman, N. Y.
Erwin, J. W., Attendant, Grand Central Terminal
Field, T. L., Telegrapher Clerk, Electric Division
Flynn, J. F., Administrative Assistant, New York

Frize, H. P., Assistant General Foreman, Weehawken, N. J.
Gavin, J. H., Machinist, Harmon, N. Y.
Gibbons, P., Drawbridge Tender, Electric Division
Hermance, H. B., Brakeman, Hudson Division
Holmes, R., Laborer, New York
Kuhn, O., Machinist, Weehawken, N. J.
Larkin, J. J., Laborer, New York
Lawrence, A. J., Assistant Service Center Agent, New York
Lombardo, L., Laborer, Hudson Division
Manduca, O. E., Accountant, New York
Manti, J., Foreman, Hudson Division

McCarthy, J. L., Freight Transportation Inspector, New York
Meredith, A. M., Assistant Foreman, Harmon, N. Y.
Mockenhaupt, J. L., District Freight Salesman, New York
Murphy, C., Laborer, Harmon, N. Y.
Ogden, D. W., Road Foreman, Harmon, N. Y.
Perry, W. A., Marine Watchman Repairer, Weehawken, N. J.
Phillips, H. G., Engineer, No. Bergen, N. J.
Porter, H. L., Director of Computer Services, New York
Reilly, W. J., Supervisor Operation Results, New York
Skinner, W., Lounge Waiter, New York
Stratton, G. I., Tower Director, Harmon, N. Y.
Utterback, S. M., Car Cleaner, Mott Haven, N. Y.
Verdon, J. P., Check Clerk, Grand Central Terminal
Wecht, F. J., Clerk, Weehawken, N. J.
Wring, W. B., Draftsman, New York

EASTERN DISTRICT

Belanger, J. B., Brakeman, Worcester, Mass.
Bellavia, J., Laborer, East Rochester Car Shop
Camp, S. R., Clerk Typist, Syracuse, N. Y.
Carboni, G., Laborer, St. Lawrence Division
Cassidy, D. F., Signal Maintainer, Jersey Shore, Pa.
Copeland, R. A., Fireman, Boston Division
Costantine, A., Laborer, Utica, N. Y.

WESTERN DISTRICT

Biebel, H., Operator, Lake Division
Bohannon, L. M., Clerk, Toledo, O.

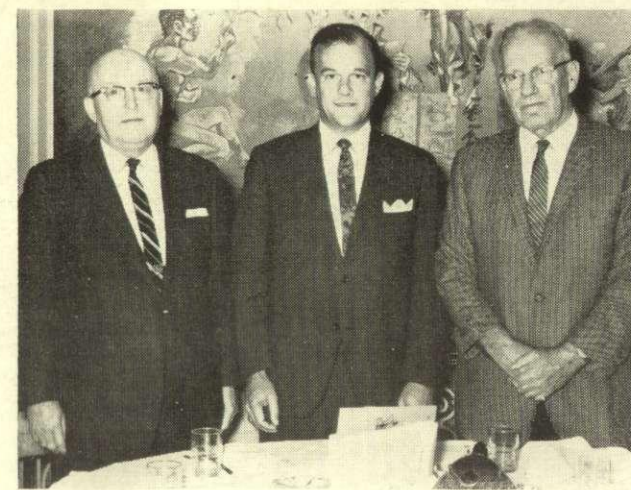
Burkholder, F. J., Lineman, Dunkirk, N. Y.
Cable, H., Machinist, Collinwood Diesel Terminal
Chieco, J. M., Boilermaker, Collinwood Diesel Loco. Shops
Cook, W. L., Inspector and Repairer, Erie, Penna.
Corwin, G. C., Yardmaster, Collinwood, O.
Curran, T. A., Conductor, Ashtabula, O.
Dwyer, E. J., Clerk, Cleveland, O.
Gillespie, J. C., Fireman, Toledo, O.
Heil, E. H., Administrative Assistant, Cleveland, O.
Hutton, J. W., Electrician, Collinwood Diesel Loco. Shops
Johnston, F. F., Conductor, Erie, Pa.
Kenyon, V. J., Brakeman, Elkhart, Ind.
Laffey, M., Clerk, Chicago, Ill.
Lowell, R. J., Carman, Collinwood Diesel Terminal
McHugh, M. L., Engineer, Wesleyville, Pa.
Mihst, G., Laborer, Cleveland, O.
Miller, O. W., Signal Maintainer, Mishawaka, Ind.
Morelle, B. E., Clerk, Cleveland, O.
O'Brien, J. T., Brakeman, Erie, Pa.
Omlor, A. P., Crossing Watchman, Toledo, O.
Patton, M. I., Clerk, Chicago
Penhollow, H. D., Carman, Ashtabula, Ohio
Perry, T. J., Inspector, Chicago
Phillips, D. F., Brakeman, Toledo Division
Pila, J. T., Freight Handler, Chicago
Reed, A. F., Cost and Methods Supervisor, Collinwood Locomotive Shop
Rice, L. J., Inspector Repairer, Toledo, O.
Ringham, E. R., Trucker, Chicago
Ross, J. F., Estimating Engineer, Cleveland, O.
Sendi, L., Assistant Diesel Freight Claim Agent, Toledo, O.
Shaw, R. J., Machinist, Collinwood Diesel Terminal
Smith, J. J., Trucker, Goshen, Ind.
Stonebraker, H. T., General Foreman, Collinwood, Ind.
Sullivan, J. F., Clerk, Toledo, O.
Sylvester, H. J., Bridge Maintainer, Cleveland, O.
Taylor, E. F., Inspector Repairer, Elyria, O.
Weigle, G. S., District Claim Adjuster, Cleveland, O.
Wadsworth, P. L., Brakeman, Collinwood, O.
Welton, R. C., Signal Maintainer, Ashtabula, O.
Williams, C. L., Laborer, Western Division
Zimmerman, A. L., Conductor, Elkhart, Ind.

SOUTHERN DISTRICT

Bostic, C. G., Coach Repairer, Beech Grove Car Shop
Brewer, R., Assistant Foreman, Mt. Carmel, Ill.
Buck, L. J., Foreman, Hillsboro, Ill.
Chastain, E. T., Engineer, Lafayette, Ind.
Clayton, W. L., Laborer, Sharonville, O.
Drake, O., Car Repairer, Duane, Ind.
Duane, J. W., Watchman, Springfield, O.
Elefter, T., Laborer, Terre Haute, Ind.
Evans, J. W., Crossing Flagman, Mattoon, Ill.
Fast, F. C., Conductor, Columbus, O.
Franklin, M. L., Coach Cleaner, Indianapolis, Ind.
Granberg, G. W., Electrician, Sharonville, O.



A CAREER spanning 36 years of NYC service came to a close as Miss Connie Bontempo (left), Switchboard Operator of Union Station in Springfield, Mass. retired. Frank Ambrogi, Stationmaster, extends his good wishes.



TOTAL 95 YEARS. Clarence J. Nichols (left), Assistant Supervisor of Train Operations with 48 years service and Thomas W. Brogan (right), Supervisor of Train Operations with 47 years service, are shown with Robert G. Flannery, former General Manager, Eastern District, at a retirement luncheon at which they were presented retirement certificates.

Grimes, J. H., Conductor, Springfield, O.
Hardin, P. R., District Passenger Sales Representative, St. Louis, Mo.
Hoag, V. N., Storekeeper, Urbana, Ill.
Jones, R. L., Timekeeper, Sharonville, O.
Keepes, E. B., Engine House Foreman, Mt. Carmel, Ill.
Keplar, B. B., Assistant District Freight Claim Agent, Columbus, O.
Kirkwood, F. E., Boilermaker, Beech Grove Locomotive Shop, Louisville, Ill.
Leroy, O., Trucker, East St. Louis, Ill.
Lowes, J. G., Painter, Beech Grove Car Shop

Lucas, H., Conductor, Mt. Carmel, Ill.
Mace, J. L., Laborer, Ohio Central Division
Mattox, C. W., Brakeman, Hobson, O.
McCarty, V. H., Machinist, Springfield, O.
McQueeney, J. R., Machinist, Beech Grove Locomotive Shop
Metzger, R. J., Engineer, Columbus, O.
Myers, S. E., Yard Clerk, Cincinnati, O.
Reames, L. W., Laborer, Findlay, O.
Reilly, F. W., Clerk, Illinois Division
Satterfield, R., Laborer, Hobson, O.

Sheets, J. L., Section Laborer, Columbus, O.
Smith, W. A., Brakeman, Columbus, O.
Vanamburgh, H. L., Locksmith, Beech Grove Car Shop
Vaughn, S. L., Brakeman, Indianapolis, Ind.
Waltrip, C. J., Foreman, Paris, Ill.

NORTHERN DISTRICT

Barr, C. R., Tunnel Ticket Taker, St. Thomas, Ont.
Borota, M., Leverman, Detroit
Chinn, T. R., Foreman, Detroit

Cooney, W. J., Chief Engine Dispatcher, Niles, Mich.
Dougherty, E. E., Clerk, Detroit
Hamilton, E. R., Crossing Watchman, Hammond, Ind.
Hayden, W. P., Laborer, Detroit
Leighton, E. E., Car Clerk, Otsego, Mich.
McDougall, H. S., Relief Chief Train Dispatcher, St. Thomas, Ont.
McGraw, C. A., Chief Crew Dispatcher, Detroit
Oman, W., Machinist, Detroit
Packard, A. J., Chief Clerk, Saginaw, Mich.
Peshinski, C., Signal Mechanic, Detroit

Purdy, M. J., Conductor, Niles, Mich.
Rife, E. R., Clerk, Detroit
Rubin, W. H., Engineer, Western Division
Starry, M. E., Clerk, Ann Arbor, Mich.
Stovall, J. W., Engine Watchman, West Detroit, Mich.
Tiller, F. G., Baggageman, Windsor, Ont.

PITTSBURGH & LAKE ERIE

Cousins, W. F., Brakeman, Collinwood, O.
Muskat, Jr., W., Conductor, Chicago
Villarreal, A., Foreman, Toledo, O.
Blend, T., Car Repairer, McKees Rocks, Pa.
Danko, J. T., Inspector, Glassport, Pa.
Heller, C. T., Trainman, Newell, Pa.
Maze, H. R., Trainman, East Youngstown, O.
McCann, P. D., Clerk, Struthers, O.
Mutzig, P. B., Head Clerk Timekeeper, Pittsburgh
O'Connor, R. E., Gang Foreman, Aliquippa, Pa.
Shea, J. F., Assistant General Yardmaster, Struthers, O.

INDIANA HARBOR BELT

Sontchi, L. L., Laborer, Goshen, Ind.
Terris, E. A., Gang Foreman, Toledo, O.
Baker, O., Machinist, Gibson, Ind.
Earnhart, G. O., Engineer, Gibson, Ind.
Edwards, H. D., Yardman, Norpaul, Ind.
Jones, E. I., Yardman, Gibson, Ind.

CHICAGO RIVER & INDIANA

Nieto, F. P., Laborer, Chicago

A capsule history of New York Central—No. 6

Heritage of Progress

In 1853, the railroads between Albany and Troy on the east, and Buffalo and Niagara Falls on the west, consolidated and formed the first New York Central Railroad Company. From the early days of their construction, each road had been looked upon by the public as part of a through line from Albany to Buffalo, and each road was constructed to fit it for use with other roads in the line. Together they were commonly known as the central line.

Two years before the Consolidation Act of 1853, passed by the New York State Legislature, a convention of all the companies was held at Albany. On the motion of Erastus Corning, President of the Utica & Schenectady, a resolution was adopted—apparently unanimously—that "a Committee consisting of the



ERASTUS CORNING

Presidents of each Company on the main line between Albany and Buffalo be appointed to make application at the present session of the

New York State Legislature for a law authorizing any two or more companies on this line to consolidate their stock and become one company, if the stockholders representing in value two-thirds of the value of stock of any such companies shall elect to do so."

When the Consolidation Act was finally passed in April of 1853, the various companies were ready and met in convention less than two weeks later. The burning question was not whether to consolidate, but rather on what terms the consolidation was to be made. Such unanimity of feeling was the result of long years of experience and reflection. Here were ten companies, agreed that it was desirable from every point of view to throw all their property into one common ownership. After many meetings, the committee met in Albany on July 6th and elected a board of directors. On July 7th, Erastus Corning became the first President of the New York Central.



AMONG RECENTLY retired employees of NYC are, top left: Harry F. Stonebraker, General Foreman, Collinwood Diesel Shop. Center: Mrs. Helen Phelan, Clerk, New York District Property Protection Department. Right: John F. Czechowski, Foreman, Frontier Yard Car Dept., Buffalo, N. Y.



Underhill Photo

On the left in this 1921 foto is Grand Central Terminal which sits astride Park Ave. on the north side of 42nd St. Completed in 1913, it is one of the world's great railway stations, serving an average of 122,000 commuters and through train passengers daily. Over half-million people pass through the terminal every day. The 48-foot high statuary group on top features figures of Hercules, Mercury and Minerva. At right, the 46-year old, 28 story Commodore Hotel extends to Lexington Ave.

New York Central's Changing Scene



Nowak Photo

Today, Grand Central Terminal connects with the 59-story Pan American Building (200 Park Ave., between 44th and 45th Sts.), which was completed in 1963. The terminal sits atop 48 acres of tracks which were placed underground after 10 years of tearing up the streets of midtown New York. The huge central concourse of the station has a vaulted ceiling about 10 stories high, on which is painted an Astronomical Mural measuring 2,850 square yards.

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