

**Headlight**

NEW YORK  
**CENTRAL**  
SYSTEM

APRIL • 1964

**Impact  
is the  
Villain**

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CHAMPAGNE, N. ILLINOIS

REGISTER CO.

**PERFECT SHIPPING MONTH**

# NEWS BRIEFS

CARLOADINGS FOR NEW YORK CENTRAL... during February reached a total of 225,862, an increase of 5,112 (or 2.3 per cent) from February a year ago.

In the period from January 1st to the end of February, carloadings for NYC totalled 469,186. The figure represents an increase of 3.9 per cent over the corresponding period a year ago.

## NEW YORK CENTRAL SYSTEM...

announced that it has become a member of Trailer Train Co. Central operates the world's largest all-container business.

Trailer Train owns a large fleet of rail cars used for transporting highway trailers. It is comprised of 39 major U.S. railroads and a prominent freight forwarder (United States Freight Co.).

Alfred E. Perlman, Central's president, said that membership in Trailer Train "affords us an opportunity to work more closely with other railroads in interchanging equipment which is used jointly in both piggyback and Flexi-Van services."

He emphasized that "Central does not contemplate any change in its highly successful Flexi-Van train service known as "Super-Van."

## TRANSPORTATION BILL...

has been reported to the House by Rep. Oren Harris, of Arkansas, Chairman of the House Interstate and Foreign Commerce Committee.

The bill—described as the "Transportation Amendments of 1964"—has been approved unanimously by the Committee. It would place all carriers on an equal basis in competing for transportation of agricultural products, giving the public the benefits of open competition at least in this area which directly affects prices of foods and such consumer products.

## PAY-AS-YOU-GO SEAWAY...

has been urged in a speech on the floor of the House of Representatives by Rep. George H. Fallon, of Maryland.

The Congressman said that there is but one solution to the deficit situation of the St. Lawrence Seaway—"a realistic increase in the toll structure to help put the waterway on a pay-as-you-go basis."

To make the seaway truly self-supporting, it must produce \$25,000,000 in annual revenues, he said. "Since the tonnage reported for 1963 is practically the capacity of the seaway," Congressman Fallon pointed out, "the only way to make the waterway self-sustaining is to increase the toll rate per ton."

# Headlight

APRIL, 1964

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ON THE COVER: The photograph illustrates how various impact speeds are recorded on a register tape. Freight Loss & Damage personnel can determine from the tape just how fast the freight car was going when it was coupled during yard switching operations. The shorter lines show good car handling. The long lines, on the other hand, spell trouble. They indicate a needless high-speed impact which can cause costly freight damage. Photo is by NYC Photographer Ed Nowak.



# Why We Must Cut the Freight Damage Bill

by A. W. Laskoske, Vice President-Operation

The cover of this issue of HEADLIGHT spotlights a costly—and serious—problem of vital concern to a great many people. In some way, it has a significant effect on all New York Central employes and on all New York Central customers.

Freight damage—a wasteful monster—is shown on the register tape that records impacts during switching devices of freight cars. Impact measuring devices, often called "bugs" and "clocks" by yard personnel, are placed in cars. The device registers how fast the car is going when it is coupled. A speed of four m.p.h. is safest. The long line shows how a savage freight-damaging impact is recorded.

Freight damage has always been and will continue to be a matter of utmost concern for everyone at New York Central and especially for Operating Department personnel.

## Freight Damage Hurts

Think of freight damage as a free-swinging, brawling monster who threatens a lot of railroaders' jobs. He strikes where it hurts the worst—in the pocket book!

His power is evident every time traffic is diverted to other forms of transportation. Every time a dissatisfied shipper decides to utilize other transportation for freight movement . . . the monster has struck another blow.

The meaning of this is simple and basic: less traffic means fewer jobs.

The freight damage monster is gobbling up railroad dollars with unnecessary and wasteful freight claims. The combined annual freight damage

bill for all U.S. railroads runs well over \$100,000,000! This does not include cost of repairing or replacing damaged railroad equipment.

It also does not reflect loss of customer good-will and most certainly the customer's attitude toward all railroads. It is not unusual for a single claim to run as high as \$100,000.

## Needless Waste

The amount of needless waste involved in freight claims almost staggers the imagination. Think of the cars and locomotives, the yards and shops, the signals and tracks and countless other items of equipment which the railroads could build and maintain with the \$100,000,000 paid out each year in wasteful freight damages.

Think, too, of the many railroad jobs that could be supported by such a large sum of money.

Huge investments of time, effort, skill and money—plus many far-reaching accomplishments of electronic and atomic scientists—have provided New York Central people with the best possible tools available with which to produce the most efficient ground transportation ever seen in this era.

In almost all cases, this is exactly what Central people produce. But, as the freight bill shows, sometimes the tools are not used properly. This causes damaged freight.

And this produces several results . . . all of them serious. The results are dissatisfied customers and claims—customers lose confidence in the Central, money goes down the drain,

repair tracks are crowded with broken equipment, and the competition's loading docks start filling with business that used to be Central's.

Extensive research has proven that most damage to freight comes from rough handling of cars during switching operations. The cars are guided by railroad men on the ground and any solution to the problem rests squarely in the hands of these men. Freight cars do not couple at excessive speeds on their own accord.

The solution rests squarely in the hands of Operating Dept. personnel. It means constant alertness every day—every minute on the job—whether it is handling cars on a switching lead, in a retarder hump yard, or in trains over the road.

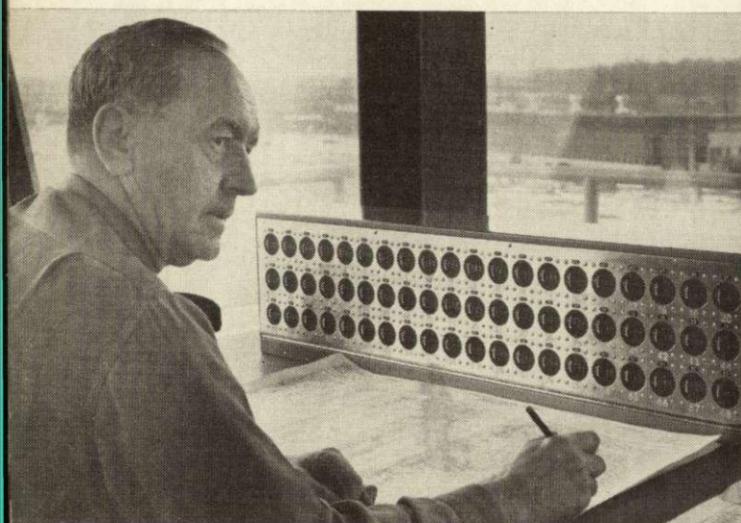
## Teamwork Needed

Constant vigilance will bring the careful car handling necessary to keeping Central free of damage claims and keeping its rails filled with traffic. The old saying, "The price of liberty is eternal vigilance" can be updated and made to apply to the problem of freight claims.

The most effective weapon is to pull together and, by coordinated teamwork, destroy the monster of freight claims. It follows, then, that once this tremendous waste is reduced, the railroad will keep traffic it now has . . . and be able to obtain still more.

The reason everyone on the railroad must strive for this goal is quite simple . . . but very important. It is the best way to insure that Central people have steady jobs. ▶

# IMPACT IS THE VILLAIN...



ELECTRONIC CONTROL of freight cars is exercised by Frank Schmidt, Yardmaster at Elkhart Hump Tower until his retirement recently. In front of him is computer which tabulates total cars in each of 72 classification tracks in the electronic freight yard.



LOADED FREIGHT cars approach hump (artificial hill) at NYC's Frontier Yard (above) at Buffalo. Thundering down from the hump, the heavily loaded cars are under automatic controls to make them roll gently into coupling at speed not over four miles an hour.

► There is much more involved in a damaging overspeed impact than the "crash... bang... crunch" one hears. The noise itself is heard not only throughout the freight yard... its shattering reverberations are heard distinctly in the market place.

This is because each impact-damaged shipment ultimately becomes a sales argument for New York Central's competitors.

Overspeed impacts in switching freight cars ruin more than the freight and cars. They hurt NYC's reputation for good service and lead shippers to try another railroad or use truck transportation.

It doesn't take a crystal ball to see what a situation of this sort can do to Central's business, and to Central people's jobs.

Two-thirds of the damage to freight is caused either by rough handling of cars as they are switched or by poor loading. Years of careful research have proved conclusively that freight is likely to be damaged if cars are coupled at more than four miles an hour.

One of the best damage-free records on the NYC System is held by the 72nd Street Yard, New York City, and East St. Louis, Ill., yards. Yard crews proudly display honor roll

certificates won by their performance.

Speaking for his fellow railroaders as well as himself, Conductor Frank Brooks says, "We've got a good record here in our yard and we aim to keep it that way. I've worked here since 1927 and I never get tired of doing a good job. That goes for the other men, too."

"We know our men who go after traffic have an easier time getting more business when damage is low."

## Mix Speed and Safety

Watching a jet plane zoom overhead, his fellow-Conductor, Alfred DiBona, a 21-year Central man, added: "This may be the age of speed, but in freight yard switching you have to combine speed with safety—both for the freight and the men."

Engineer Jim Berwaldt is proud of the way he can make a diesel switcher do his bidding in the yard.

"She does only what I tell her," says he of his switcher, a westbound engine, "so it's up to me to see that I handle her right. I make it my business to know what's in those cars we switch. Maybe some yard crews don't realize what's happening inside the cars because they don't know what's in them."

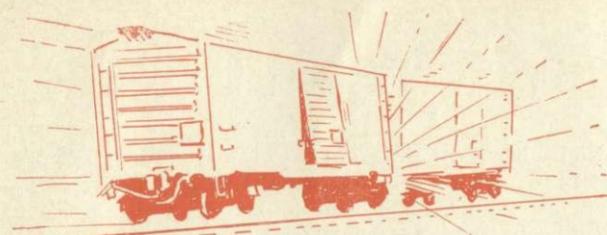
Pointing to a box car on an adjoining track, said, "Take that car, for instance. It's loaded with cartons of glassware. Just think of the mess if I coupled onto that one too fast."

Indicating another car, he continued, "That one's loaded with newspaper. If I handle her too rough, there'll be a lot of people having to do without newspapers one day soon."

The East St. Louis yard is also a flat switching yard, where switch engines are used to move cars from track to track.

At other locations, big electronic classification yards help Central men to switch thousands of cars every day without overspeed impacts. In these yards, electronic computers take account of dozens of details, including weather, weight, distance, etc., and automatically set giant retarders built into the tracks so that cars can roll gently into place and couple into waiting trains without damage.

In the tower at Frontier Yard, Buffalo—first of NYC's electronic yards—Retarder Operator Ernie Schreiner sits at the control board. Looking out the tower window he can see cars as they start to roll down the hump... a teletyped list at his hand tells him what's in each car and to which track it must be switched.



...These men know how to fight it



"EASY DOES IT," is the word from Engineer James Berwaldt, in cab, and Conductor Alfred DiBona. Engineer Berwaldt obeys hand signals from Brakeman John McGoldrick, foreground, in flat yard switching move. Says Berwaldt: "We weren't hired as welders, to jam these cars together. We just couple 'em the easy way—without freight damage."

First a carload of motor parts... then three cars of paper weighing about 30 tons apiece... next over the hump comes a carload of sugar—71 tons of dead weight gaining momentum at each turn of the wheels.

Using the modern tools at his service in Frontier Yard, the man at the controls presides over the classification of some 950 cars on a tour of duty. Frontier classifies some 2,300 cars every 24 hours. Under the watchful direction of Retarder Operator Schreiner and other Central men like him those cars are guided through this modern yard swiftly and safely.

"It's not just a matter of sitting here pushing buttons, either," says Ralph Slighter, Hump Conductor.

"Every one of these cars is different. When it's hot they roll easily; when we get some of our well-known

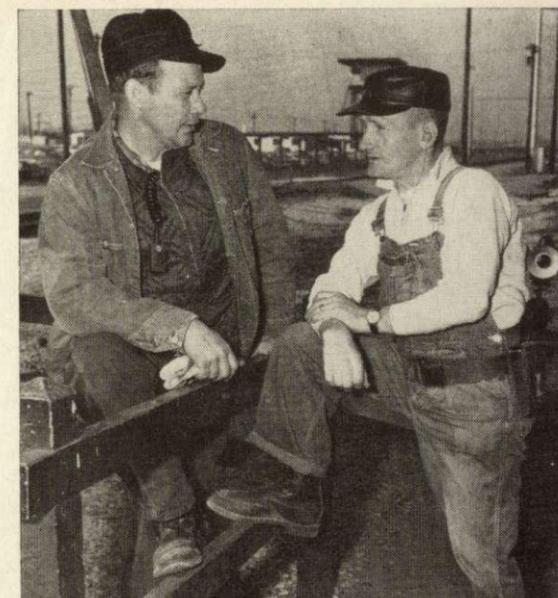
Buffalo winter weather they stiffen up until we're just glad to see them moving. And when it's raining, they're still different."

"Running his hands over the control panel before him, he concluded: "These retarders and all the electronic gadgets that make them work so well are great things. We can work fast with them and do a good job as long as we use them correctly."

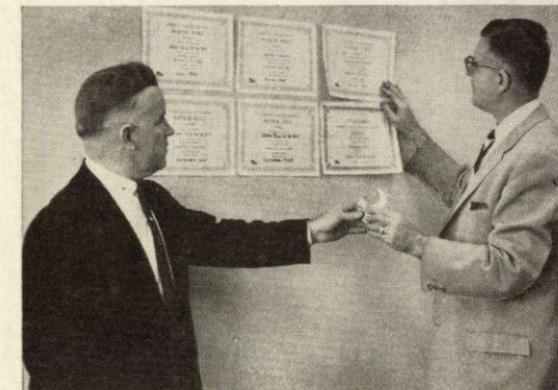
"But if we let the machines control us, then we're headed for trouble. Machines or no—it's still up to us to switch the cars safely."

When freight is delivered in good condition, the customers are satisfied.

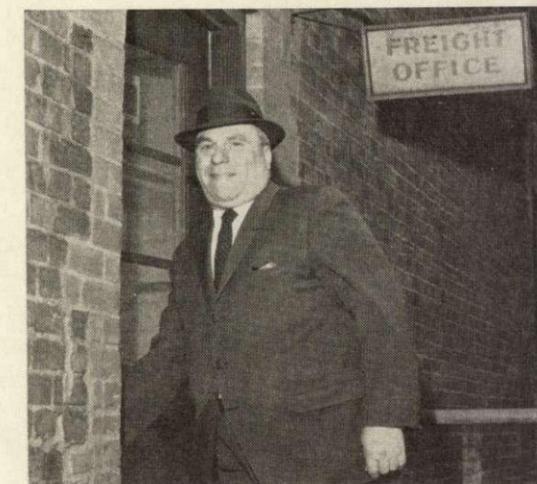
And satisfied customers, in railroading as in every other business, are still the soundest foundation of good business and good jobs. ►



"IT'S UP TO US to handle freight cars without damage," agree Cedric L. Case (left) and Jack L. Gibson. Both men are Yard Conductors at New York Central's Big Four Yard at Avon, Ind. Gibson wears electronic device to keep in constant communications with nearby tower.



ANOTHER HONOR ROLL is added to existing awards for NYC's 60th and 72nd Street Yards by General Yardmaster John Farrell (left) with help of Chief Clerk Thomas Perry.



MIDDLE MAN in damage claims is 60th St. Agent F. A. Fabrizio. "If crews let me down, I have a tough time reselling a shipper."

# System-wide Campaign Against Freight Damage

Members of New York Central's Freight Loss & Damage Prevention Bureau have launched a full-scale campaign aimed at reducing loss or damage to freight shipments.

The campaign is a continuing program throughout 1964. The concept is totally new, department spokesmen said, and is the first time such a program has been held on the Central System. It is also believed to be one of the first such campaigns for the railroad industry.

In essence, the campaign is composed of two phases: In the first phase, field men in the Loss & Damage Prevention Bureau are being assigned to particular industries; secondly, employees who inspect reported loss and damage are receiving intensive training in upgrading the reporting procedure.

## Work With Shippers

In Phase 1, Loss & Damage field men are working with Central's largest shippers in the capacity of Industrial Representatives. Their primary function is to develop ways and means of cutting loss and damage claims on the Central.

Special instruction and study sessions are being handled by heads of the Freight Loss & Damage Preven-

tion Bureau in cooperation with the heads of other departments involved.

Supervisory personnel attending the sessions then institute their own followup programs, carrying benefits of their training to equipment personnel in their areas.

The program is currently being presented at each of the five New York Central districts, and deals primarily with loading, blocking and bracing, plus inspection procedures.

Printed literature used in the study sessions includes excerpts from "General Rules Governing Loading of Commodities on Open Top Cars." Instructions are also presented by using a viewgraph.

## Campaign Goals

This first portion of the year-long campaign is also aimed at giving surveillance to the repair track situation and yard performance from a careful car-handling standpoint. It includes a close scrutiny of conditions wherein loss or damage preventative action can be immediately handled.

The second phase of the campaign is also being handled by heads of the departments involved. It is aimed at employees responsible for inspecting reported loss and damage.

The purpose of this educational

program is to improve reporting procedures to more accurately determine causes of loss and damage; also to instruct those employees involved to reconstruct in more detail the method of securement of shipment.

Most of this program is directed toward freight agency personnel and other persons involved in reporting condition of the commodity and its securement. Agency personnel, in turn, pass on their instructions and training to shipper personnel who are actually doing the packaging, blocking and bracing.

The Revised Report Form #FCA 300 is being explained, studied, and distributed. Revisions include additional check-off lists for "Type of Load," "Location of Damage" and exact pin-pointing of cause and other related data.

Also included in this second portion are surveys of principal class yard repair tracks by qualified personnel. The qualified personnel are being trained to take immediate preventative action to avert loss and damage resulting from improper loading, blocking and bracing.

Special indoctrination for the second part of the campaign was handled at a system-wide meeting held in New York City March 10. Attending were all system station supervisors.

The supervisors are handling followup campaigns, implementing their training to their respective district and division employees who handle commodity inspections for Central.

## Marathon Safety Meet in Eastern Dist.

The Eastern District—in a novel and effective extension of its safety program—recently held a series of special meetings, each running 72 hours.

Aimed at bringing the safety message to as many employees as possible, on all tricks, sessions were held between noon on Tuesdays through 11:59 a.m. on Fridays. Some 553 employees attended the first of these, held at the YMCA at Selkirk.

## Meetings Planned for '64

The second session, at the East Syracuse "Y", was attended by 627 men. Further sessions are scheduled for Buffalo, Springfield and Boston, and at other locations in 1964.

In addition to train, engine and yard crews, members of other departments also attended all sessions, including maintenance of equipment, maintenance of way, property protection, stores and transportation.

During each 72-hour period motion

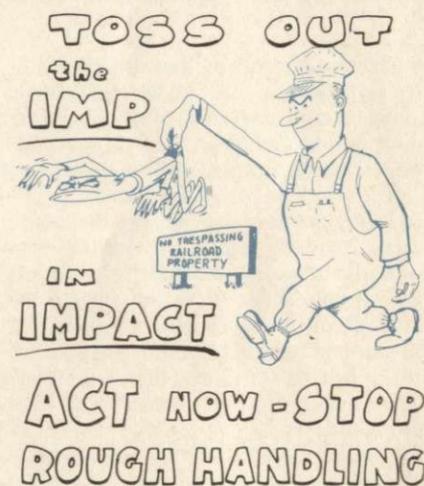
pictures were being shown continuously, with nine different films dealing with safety, loss and damage prevention, and courtesy.

District and division officials were present for portions of each session, talking informally with the men, emphasizing the safety message, promoting careful car handling, urging constant observance of courtesy, and answering questions.

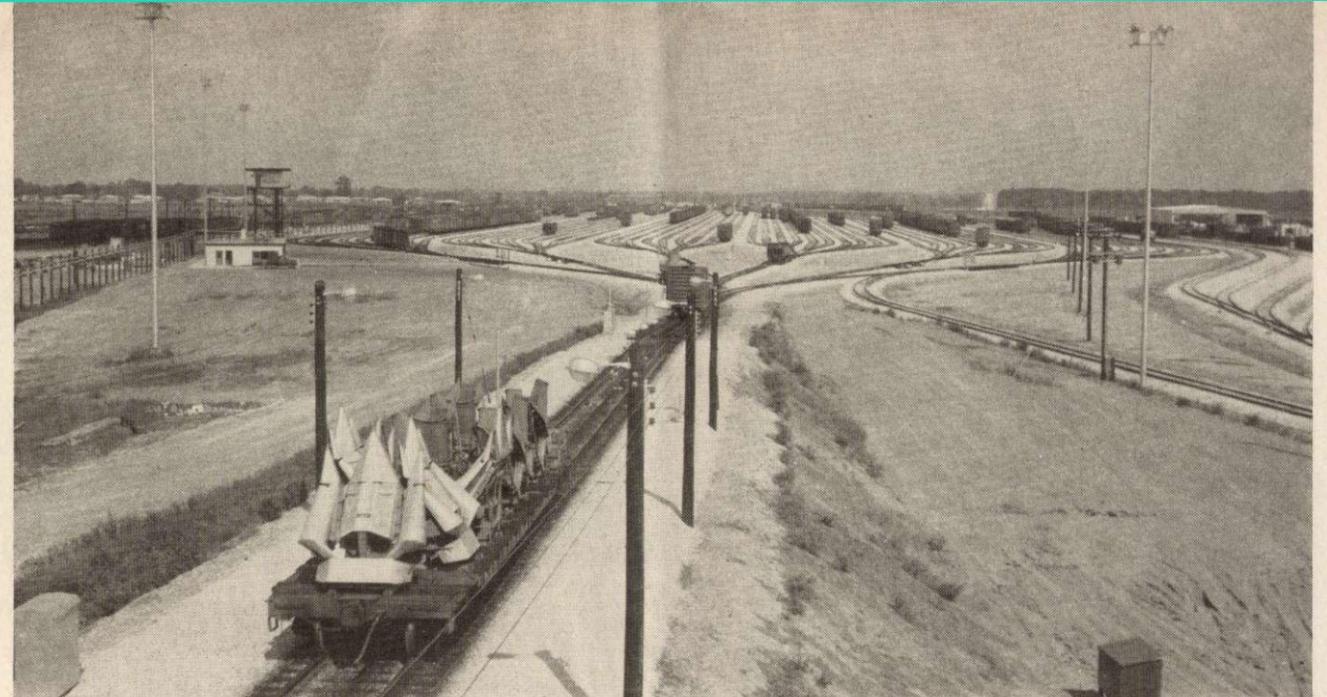
## Widespread Interest

In several instances the effects of the program were carried beyond the immediate railroad family, when employees brought relatives to a meeting. A school teacher, touring railroad facilities with a class of 20 students and five adults, attended part of the meeting at East Syracuse.

As one enthusiastic employe commented after attending one of the "72-hour Continuous Safety Programs": "When we leave here, there's no doubt about it; the railroad sure is interested in promoting safety."



GENERAL THEME of Perfect Shipping is underscored in this poster drawn by New York Central's Al Seibel. Mr. Seibel is Supervisor of Claim Prevention, at New York.



NYC PEOPLE AT AVON YARDS HELPED FACILITY ACHIEVE HIGH DEGREE OF DAMAGE-FREE FREIGHT HANDLING

# Central People and Perfect Shipping

People and their attitudes are the best weapons in the constant battle to reduce freight damage

▶ The human side of perfect shipping on the Central System is closely interwoven with many of the causes for the annual freight damage claim bill against the railroad.

In 1963 NYC's freight claim bill totaled \$9,700,000.

This was an increase of \$1,000,000 over the 1962 bill. To this staggering sum must be added the intangible losses of customer good will and diversion of business to our competitors due to repeated damage experience. All of these are just as important as the dollar value of the losses.

An all-out, system-wide campaign—the Perfect Shipping Campaign—is highlighted each April to help reduce the freight claim bill. Naturally, to bring about a truly significant reduction, the Perfect Shipping Campaign must be promoted every day.

All manufacturing, engineering, and quality efforts are in vain if the product reaches its destination in a damaged condition.

## Nation-wide Effort

This is the 30th year that New York Central and other railroads and transportation people, plus shippers, and receivers, are joining forces in a nation-wide effort to stamp out loss and damage.

Over the years, many speeches have

been made and many articles have been printed on the subject of Perfect Shipping. Loss and damage figures have been quoted. Much emphasis has rightly been placed on the terrific economic waste involved. But damage continues. The claim account is high.

What can NYC people do about it?

In every business, it must be recognized that PEOPLE are the keystone of its effectiveness and the deciding factor in its success and prosperity.

It must be recognized that most problems are of human origin and that they can best be solved through an understanding of the human failures which caused them.

## Causes Are Studied

Central people responsible for attempting to stem the tide of freight loss and damage analyze them closely with respect to causes.

Why do loss and damage occur? Who was responsible? Where did the error happen? In most cases it can be concluded that at some point in the many phases of shipping and handling—someone made a mistake.

Why? Was it perhaps because he didn't care? Or was it because the procedure wasn't correct, or the individual wasn't properly instructed?

Companies like NYC are powered

by people—thousands of them. Basically, they are all interested in doing a good job. What is sometimes missing is the proper know-how, and a seeming lack of interest by those responsible for making sure each individual is properly instructed and has the correct tools with which to work.

## Correct Procedure

What is needed is a clearer understanding of each other's job and procedures, plus the right supervision, and a genuine interest in insuring that correct procedures and knowledge are properly applied.

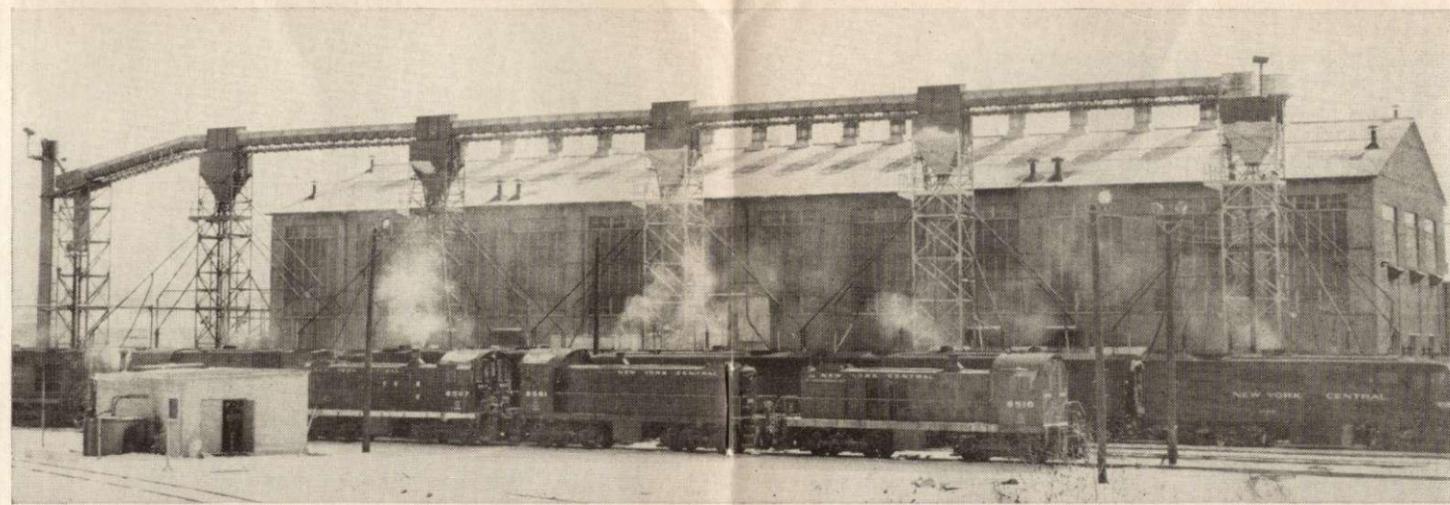
What does all this have to do with Perfect Shipping? Simply this: People and their attitudes make the DIFFERENCE!

The freight loss and damage situation is still a problem in spite of great technical strides that are being made in transportation and handling methods. It is necessary then to get the attention of all Central people at every level.

Human relations is of prime importance in any successful Perfect Shipping program. Whether a firm is engaged in transportation, manufacturing, sales or service, the interest, enthusiasm and support of all employees is vital to its success. ▶



SERVICE STATION, RAILROAD STYLE is apt description of new facility at DeWitt Yard, East Syracuse. Plant handles fueling and sanding operations on 10 diesels at a time.

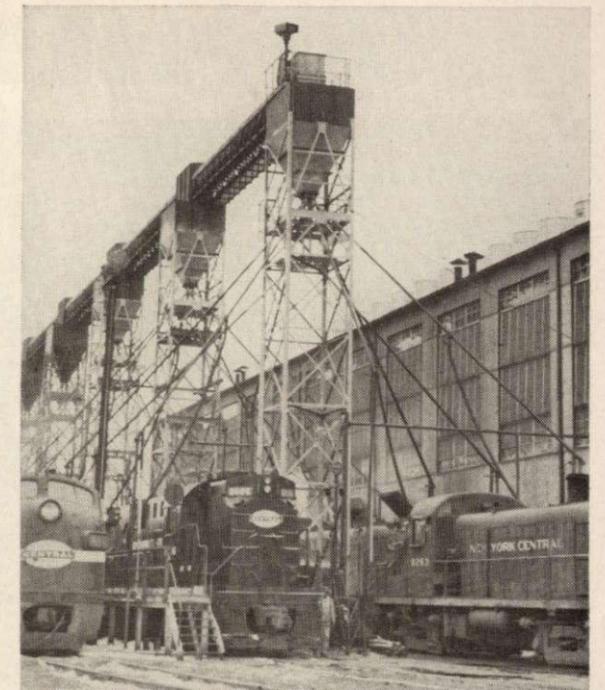


NEW YORK CENTRAL'S FUELING & SANDING STATION AT DEWITT DIESEL TERMINAL AT EAST SYRACUSE.

PHOTOS BY COLAROCCHIO

## Feeding the Diesels at DeWitt

Central's fueling and sanding facility at East Syracuse is fast and efficient. It can sand and fuel 10 diesel locomotive units at once or about 120 per day. TV cameras monitor all operations.



MECHANIZED AND AUTOMATIC system delivers sand through hoses, pipes from hoppers on towers. Fuel comes from nearby tanks. Second television camera is atop tower.

by John E. Salter

► Chalk up another "first" in railroad leadership by the New York Central.

A completely new, faster, and more efficient plant for fueling and sanding diesel locomotives, the first of its kind on any railroad, is now in operation on the Eastern District, at the De Witt Diesel Terminal, East Syracuse.

The plant—equipped with closed circuit TV—is built to service 10 diesel units at a time on two parallel tracks with adjacent platforms 280 feet long. The new facility is located on the north side of the Diesel Repair Shop. It replaces an old fueling and sanding station which handled only two units at a time in a yard area remote from the shop.

### Main Line Nearby

Two 60-foot towers rise above the shop roof and are visible from trains passing on the main line tracks along the south side of De Witt Yard.

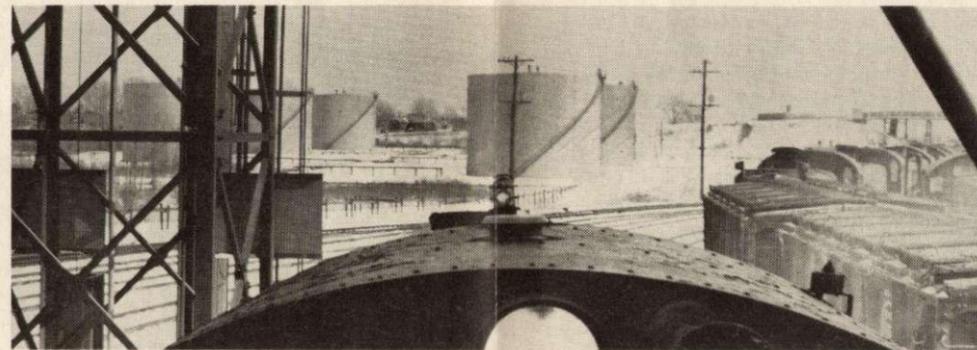
In servicing 120 locomotive units a day, the new station feeds 50,000 gallons of fuel oil into thirsty diesels,

IN CONTROL ROOM James A. Basile, Asst. Supt., Diesel Terminal, monitors servicing of diesel units outside via closed-circuit television.

and supplies them 40 tons of sand.

Main feature of the new plant is a mechanized and automatically operated system of sand supply, with five 15-ton capacity sand hoppers on the 60-foot steel towers.

Pre-dried sand—delivered in covered hopper cars—is dumped directly onto a conveyor belt housed in a weather-tight pit under the track, then transferred by conveyor to the base of another tower. The sand is then lifted by endless-belt buckets 70 feet in the air, and distributed automatically by belt conveyor into the five overhead bins. A system of hoses



LOOKING EAST from base of sand tower. Nearby are six million-gallon fuel tanks and pipe system for conveying diesel oil to fueling facility. Station uses some 50,000 gallons a day.

and pipes feeds sand by gravity from overhead hoppers to locomotive units spotted for servicing below.

Diesel fuel is pumped to the new facility at the rate of 450 gallons per minute from six 1,000,000-gallon capacity storage tanks on adjacent property. It is then fed into the units through five balanced-arm fuel stanchions equipped with a Houston automatic refueling system. The system automatically shuts off the flow of oil when the tank is full.

An automatic feed device is also used during winter operations to introduce alcohol into the fuel, elimi-

nating excessive spillage and crowding of the service island with alcohol supply barrels.

Pre-tested engine cooling water, raw water and lubricating oil is piped to five locations on a center service island. Lube oil is distributed through self-windup hose reels in heated metal cabinets which also contain outlets for treated and raw water.

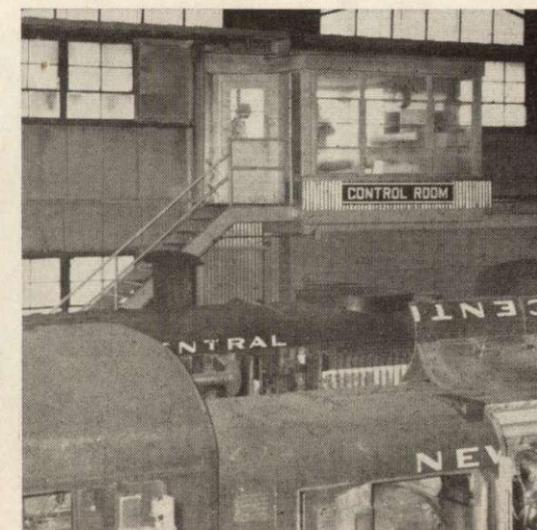
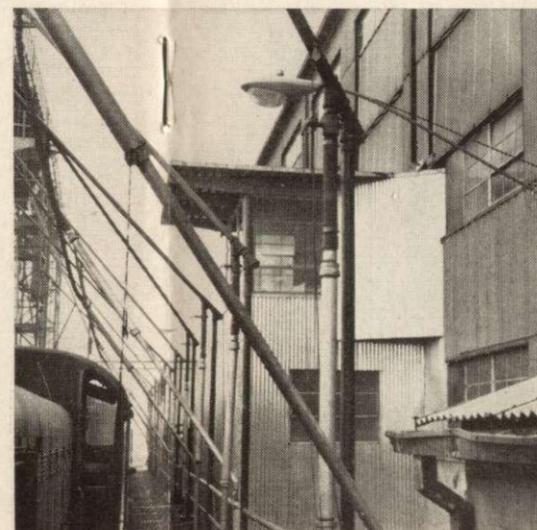
### Piping Protected

Piping is wrapped together with an adjacent steam line for protection in freezing weather. The service island containing this equipment is sloped from the center, carrying drainage to troughs on each side along the length of the island.

The new, one-stop fueling and sanding station was designed by NYC's Industrial Engineering Dept., who worked closely with the Mechanical and Engineering Depts.

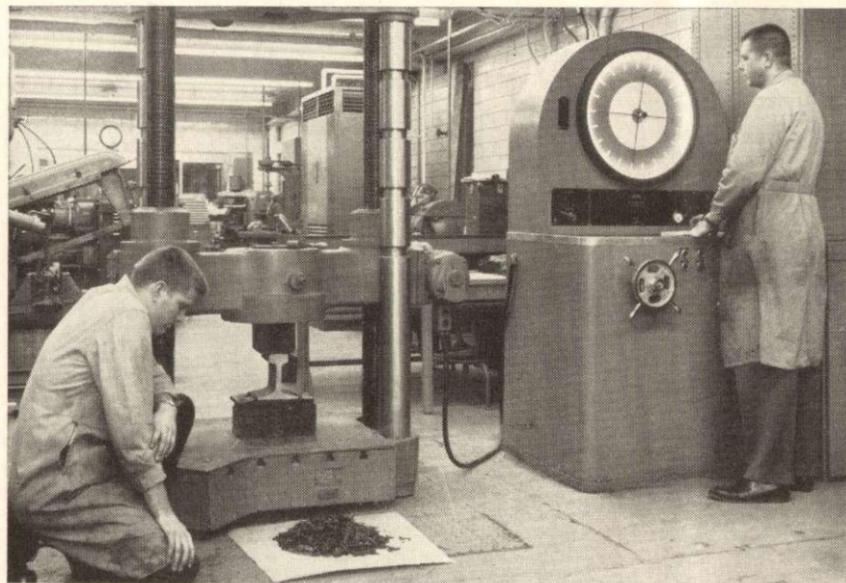
Fueling and sanding operations are under direction of an Assistant Superintendent, Diesel Terminal. From a glass-walled control room high above track level, he supervises and

(Continued on page 14)



CENTER, LEFT: Exterior of Control Room at Fueling and Sanding Station as seen from Track 8 platform. LEFT: Control Room also has view of inside of Repair Shop.

# APPLIED RESEARCH...



WORK ON SYNTHETIC CROSS TIES BY GARY DAVIS (L), LEONARD HIRZ.

## SYNTHETIC CROSS TIES

►By grinding up old railroad cross ties into a coarse wood meal, and bonding this with various synthetic thermo-setting resins, then heating and compressing it into a mold, the Cleveland Technical Center has produced a new tie material.

While refining the process, prototypes are currently undergoing field testing in track service. It is felt that such a production can eventually compete successfully with the concrete tie—and, if timber supplies become critical, it will provide a satisfactory solution to the tie supply problem which is thus created.

## MOBILE LABORATORY HOUSED IN A RAILROAD CAR

This shipper-oriented facility, the only one of its type, enables the Center to develop cars and loading devices to protect sensitive lading.

The equipment is housed in a railroad car containing living accommodations and independent power supply and heating systems. Sensitive transducers attached at various points on test loads or experimental cars measure displacement, velocity, acceleration, strain, temperature, pressure, and other variables.

This information is processed by an analog computer and recorded on magnetic tape or on direct writing oscillographs for later analysis.

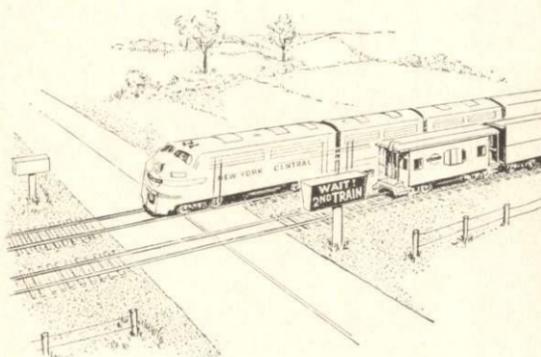
## SECOND TRAIN WARNING

Employed at multiple track grade crossings, this visible and audible signal system eliminates the need for costly gates. A blinking sign and a shrill siren warn that a second train is approaching, thus increasing high-

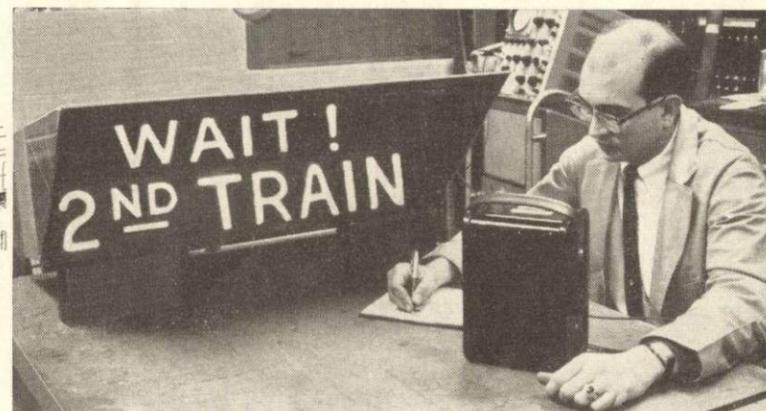


Here is the  
second part of a  
three-part series  
telling of the  
important work  
done at Central's  
Technical Center

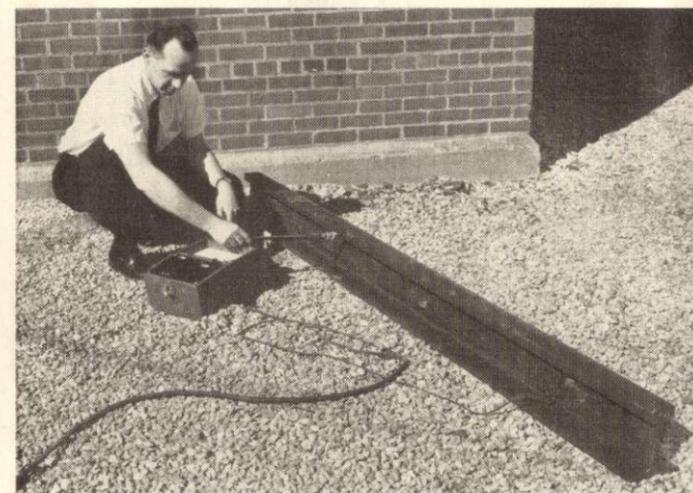
MOBILE LABORATORY equipment for testing loaded freight cars is checked by Alfred M. Hastert.



LEO R. LOMBARDO INSPECTS IMPORTANT DEVICE, THE SECOND TRAIN WARNING SYSTEM.



# ...Another Tool for NYC PART II



way safety. The Public Service Commission of the State of Illinois approved this multiple track crossing protection system in lieu of conventional automatic gates.

## LAMINATED SWITCH HEATERS

Time was when railroads fought ice and snow about switch points with brooms and ice picks. But this was a slow, tedious and costly method of fighting a common enemy.

Later, fire and electric heaters were used. Of these the most common was infrared heating rods. These rods, however, have the disadvantage of requiring high power and the drilling and milling of the rail to which they are mounted, besides resulting in thermal expansion and a high rate of damage to the rail.

More recently, the Laboratory has developed and is testing new types of laminated electric heaters. These consist of a layer of insulating material, a resistive heating element (such as nickel-chrome), and an outer layer of insulation. The lamination is then glued to the rail with epoxy, completely eliminating the machining operation.

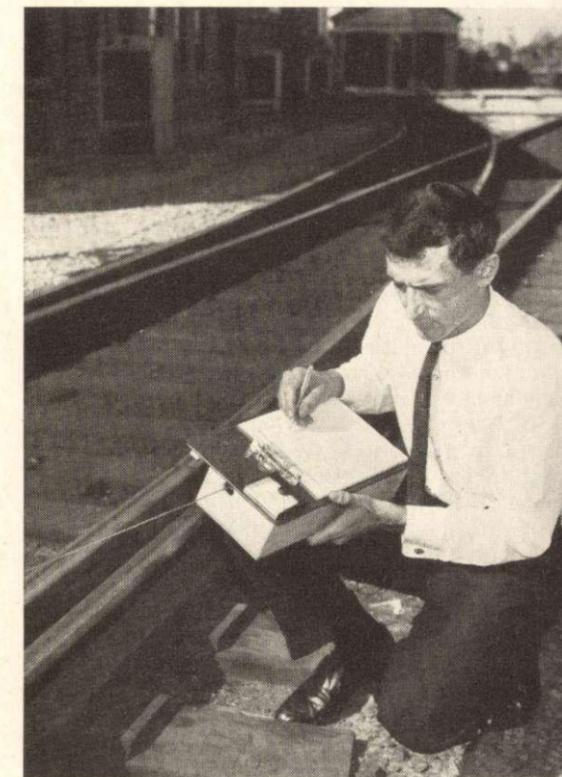
Bonding in this manner cuts heat losses through convection and lowers power requirements. Overall result of this modern process is a more efficient and lower cost heater.

## ATOMIC SWITCH LAMP

Employing radioisotopes to open new avenues of investigation, the Technical Center has developed a self-luminous atomic switch lamp which utilizes radioactive krypton gas as an energy source to excite light-emitting phosphors.

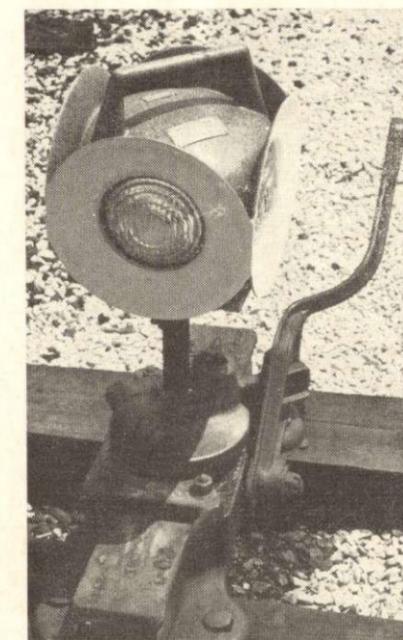
ABOVE: Research Engineer Ralph H. Holl tests laminated electric switch heater.

RIGHT: Donald C. Wetzel, Special Assistant, measures speed of freight car by using clip board-mounted timer weighing under 2 lbs.



By placing the nuclide-phosphor combination inside a glass bulb mounted to a signal lantern, a visible signal lamp is obtained which re-

quires no power and little maintenance. In addition, the lamp is not affected by severe weather changes.



ATOMIC SWITCH LAMP uses radioactive krypton gas as energy, needs no power, very little maintenance. Highly visible lamp gives light twelve years without refueling.

## CAR SPEED TIMER

In order to reduce to a minimum the acute problem of freight loss and damage claims faced by all railroads, rough handling and over-speed impacts (over four m.p.h.) in switching operations must be controlled.

For years this policing has been done by clocking moving freight cars over a known distance.

Recently, the Technical Center investigated the possibility of using police-type radar, but the cost and weight of a portable unit made that method impracticable.

Instead, it has devised a timer which uses a spinning reel terminating in a spring-loaded hook for snagging the car as it passes. The fish line drives a commutator which produces three pulses per revolution. These pulses are fed to a transistorized pulse-forming network which records a meter reading in miles per hour. The entire unit is mounted on a clip board, weighs less than two pounds, and costs only about two hundred dollars to purchase. ►

(concluded in next issue)

## Employees Move Into New Posts on NYC

### REAL ESTATE

**H. A. Wiedeman**, formerly Real Estate Agent at Syracuse, has been appointed Real Estate Manager at that location. His territory includes the Eastern Dist. and that part of the Northern District east of Welland, Ont., and that part of the Western District in New York State.

### PASSENGER SALES & SERVICE

**Charles J. Andrews** has been named Assistant Passenger Sales Manager at Albany. He succeeds **Cliff G. Pelletier**, who transferred to New York City in the same capacity.

Mr. Andrews began his railroad career in 1928 in the office of the Auditor of Passenger Accounts at New York. Since 1929 he has been in the Passenger Sales and Service Department, serving in various capacities. He has been Passenger Sales Representative at New York since 1944.

### MARKETING DEPT.

**J. A. Roy Draper** has been appointed to the newly established post of Supervisor of Schedule Information and Analysis with headquarters at New York.



J. A. R. Draper



F. I. Stern

**Frank I. Stern** has been appointed to the post of Assistant Director of Market Research with headquarters at New York.

**Frank A. Tedesco** has been appointed to the newly established post of Rail-Highway Services Analyst with headquarters at New York.

### ENGINEERING

**Thomas F. McCabe** is the newly appointed Administrative Assistant for the Engineering Dept. Mr. McCabe, who joined NYC in 1923, was formerly the department's Supervisor of Personnel & Training.

### DINING & SLEEPING CAR SERVICE

**R. L. Croft** has been appointed Supt. of Dining & Sleeping Car Service at

New York. He succeeds **A. G. Sencak**, who has retired.

**H. C. Cassell** is the new Asst. Supt. of Dining Car Service at Buffalo, succeeding Mr. Croft.

### NEW YORK DISTRICT

**Edward P. Frasher** is the newly appointed Transportation Supt. for the New York District. Mr. Frasher joined Central in 1942 as a locomotive fireman at Watertown, N. Y. In 1958, after various promotions in the Operating Dept., he was named Assistant to General Manager-Labor Relations at Boston. He became Div. Supt. at Springfield, Mass., in 1959; at Rochester, N. Y., in 1960; at Toledo, O., in 1962; and at Weehawken, N. J., in 1963.



E. P. Frasher



A. W. Campbell

**A. Wayne Campbell** succeeds Mr. Frasher as Division Supt. of NYC's River and New York Terminal Divisions with headquarters at Weehawken. He will also be responsible for Central's Marine Operations in New York Harbor.

Mr. Campbell started as a signal helper at Jersey Shore, Pa., in 1945. He handled various posts in the Transportation Dept. and became Assistant Trainmaster at Albany in 1957; Trainmaster at Gouverneur, N. Y., in 1958 and later that year became Trainmaster at Albany. He was made Terminal Supt. at East St. Louis in 1962. Since September 1963 he has served as Transportation Supt. at Buffalo.

### EASTERN DISTRICT

**Richard C. Lucas** has been promoted to the post of Trainmaster for Syracuse Terminal at Geddes Street. Mr. Lucas joined Central in 1959 as a signal helper at Syracuse and was appointed Engineering Assistant in the Signal Dept. there the same year. In 1960 he was made Assistant Engineer at Utica. He was promoted to Construction Signal Supv. at Utica in 1961 and in early 1963 transferred to Syracuse



J. L. Stanek



R. C. Lucas

as Industrial Engineer. Since July, 1963, Mr. Lucas has been Trainmaster at Syracuse.

**John L. Stanek** has been promoted to the position of Trainmaster at Utica. He succeeds **Robert J. Slater** who has moved to the post of Trainmaster at Beacon Park, Mass. In 1961 he started his career on the NYC as a Freight Transportation Inspector at New York City. In 1962 he became Assistant Trainmaster at Detroit and the next year was named Terminal Trainmaster at Avon Yard, Indianapolis. Since September, 1963, he has been serving as Trainmaster at Newberry Junction, Pa.

**John E. Oldfield** succeeds Mr. Stanek as Trainmaster at Newberry Junction. He started in 1942 as a Switchtender at DeWitt Yard, East Syracuse. The same year he was promoted to Brakeman and, in 1943, joined the Hospital Corps, U.S. Navy. He returned to his job as Brakeman in 1946. In 1956, he became Relief Assistant General Yardmaster and Yardmaster at DeWitt, moving up to General Yardmaster there in 1961. Since 1963, he has been serving as Trainmaster at Corning, N. Y.

**Frank H. Dugan** succeeds Mr. Oldfield as Trainmaster at Corning. In 1937, Mr. Dugan joined NYC as Traveling Car Agent. In 1939 he became successively Assistant Trainmaster at Detroit and Jackson, Mich.; Trainmaster at Rochester, N. Y.; and Trainmaster, 33rd St., New York City.

He then was appointed Assistant Supt. at West 72nd Street, New York City and, in 1954, was made Assistant to General Manager at New York. Later that year he moved to the B&A Div. as Trainmaster at West Springfield, Mass. Since 1955 he has been Trainmaster at Beacon Park, Mass.

### SOUTHERN DISTRICT

**John A. Hawley**, Division Engineer at Mattoon, Ill., has been promoted to

(continued on page 14)

New York Central Headlight

## Frank Soen Named to New Post Of Vice President—Coal and Ore

Frank P. Soen has been elected to the new post of Vice President—Coal and Ore for the New York Central.

Commenting on the election, Alfred E. Perlman, President of the Central System, said:

"The formation of this new office is an important move to strengthen our customer services. Mr. Soen will be responsible for directing the railroad's sales, market research, service planning, equipment utilization and pricing activities as they relate to the transportation of coal, coke, and ore.

"This traffic represents approximately \$100,000,000 of annual revenue and the new organization will enable us to tailor our services to the individual needs of shippers, receivers and producers."

Mr. Soen has been the Central's assistant vice president—coal sales since March 1961. He began his railroad career in 1924 in Freight Sales and Service at New York.

He subsequently held a variety of freight sales positions in the New England area and at Cleveland, Chicago and Pittsburgh. In February 1958, Mr. Soen was appointed Assistant Vice President—Freight Sales

and Service at Pittsburgh for the Central's affiliated Pittsburgh and Lake Erie Railroad. He became Director of Coal Sales for the New York Central in December 1959.



Frank P. Soen

Mr. Soen is a member of the Interstate Commerce Practitioners Association, the National Defense Transportation Association and the American Society of Traffic and Transportation.

## The Safety Score

By William V. Hayes, Director of Training & Safety

With a 1963 ratio of 8.61 per million man hours, Central has achieved a reduction in employe injury ratio for the fifth consecutive year.

The prognosis is excellent for continued improvement in 1964 with the first two months of this year showing an estimated 32 per cent reduction in ratio from the same period in 1963.

These statistics are a notable exception to the general feeling that figures and ratios are dry as dust, for a reduction in this statistic is a reduction in suffering, time lost from work, time lost from family and recreation and the economic loss involved in accidents.

### Northern District Wins

General Manager Richard B. Haselman's Northern District with a ratio of 6.52 wins the Vice President's Safety Award for the best ratio among operating districts and scores

a double win by also taking the Award for best reduction in ratio among districts on the Central.

Superintendent Thomas E. Reynolds' Illinois Division with a ratio of 5.24 takes top honors among the operating divisions and is the winner of the Vice President's Award for best division ratio.

### Award for Lighterage

The Award for the best departmental performance goes to Lighterage Superintendent William E. Frechette's Marine Department, New York, with a ratio of 3.46, a remarkably low ratio for a harbor operation.

Best improvement in ratio among operating divisions was turned in by Superintendent Edward D. Joslin's Mohawk-St. Lawrence Division with a 56.9% reduction in 1963.

The System Shop Award for best performance goes to Superintendent

## Use of Flexi-Van Is Underway In European Markets

Flexi-Vans of the French National Railroad, the German Federal Railroad and other railroads of the Common Market nations of Europe may soon be seen in America, declared Roy L. Milbourne, director of Flexi-Van sales and service for the New York Central System.

At a recent meeting of the Compressed Gas Association, Inc., Mr. Milbourne stated that "approximately 700 marine-type Flexi-Vans are available for international commerce."

"They are now familiar sights in the streets of Great Britain, the Netherlands, Germany, France, North Africa, the Orient and Australia. In fact, the railroads of Japan and Australia adopted the system *in toto*."

### Another Central First

Mr. Milbourne pointed out that the New York Central, following extensive research, placed the first coordinated rail-highway-water Flexi-Van containers in service in April, 1958.

Today, eight Super-Van freights traveling at passenger train speeds carry Flexi-Vans between nineteen major terminals. From these points a good proportion of the vans fan out over the highway and are transported by more than 100 motor common carriers in the United States and Canada.

### Has Many Advantages

"Actually, what the industry has," he said, "is a revolutionary form of distribution, a concept embracing all of the inherent advantages of the various means of transportation and, at the same time, eliminating the basic disadvantages."

Mr. Milbourne concluded his remarks by asserting that "piggyback and containers offer the most dynamic system of material distribution yet to hit the American scene—integrated transportation."

Gordon L. Zeider's Collinwood Shop for their ratio of 0.78.

Accomplishment in any field has far-reaching effects. In accident prevention the knowledge of fine performances of these units provides example and incentive to the rest of us.

A good record reflects credit upon the department or division and upon each individual in it, for it is well established that a good safety record means a well run, efficient organization, made up of capable people determined to do a good job.

## Letters Bring Pats on the Back for NYC People

An impressive letter of commendation has come to **R. W. Gilvray**, Dining Car Steward on NYC's New England States. The writer—a traveling business executive from Indiana—said Mr. Gilvray "was operating a dining car in the way it used to be operated, which was a good way. I expect he would have been good even in the days when diners were well run and dining was a pleasant experience."

A business man from Schenectady wrote to the Company telling of the courteous treatment he had received from Central people. He related how the Telephone Reservation Clerk in Boston had provided prompt and courteous information concerning NYC's New England States. "The train itself proved to be prompt, clean, and thoroughly enjoyable."

The writer also praised the Ticket Clerk in Rochester who hurried after him to return the man's wallet which he had left on the counter. His train, the Empire State Express, was also praised in the letter. "The interior cleanliness proved worthy of the exterior appearance . . . the conductor smiled and made pleasant conversation while collecting my ticket . . . my cup runneth over. As a loyal fan of steel-on-steel transportation, I can only say congratulations and keep up the good work."

**R. B. Green**, Sleeping Car Porter, New York Dist., received a warm letter of commendation for the care he gave a 17-year-old girl when she became ill while aboard the Ohio State Limited. The girl's mother said: "The porter was sympathetic and reassuring, brought her hot tea, fresh water

and extra blankets and assisted her off the train in the morning. Such friendly helpfulness was a real comfort during the distressing hours."

**Lieut. Michael Leis**, of the NYC Railroad Police, Grand Central Terminal Div., found and returned a pocket watch which a passenger had left on the Montreal-New York train. In his letter of commendation, the passenger wrote that Lieut. Leis "was an example of courtesy and cooperation. You are fortunate to have him on your team."

Mrs. Dorothy O'Malley and her two children called on the Peoria & Eastern Railway for help when they found deep snow drifts blocking the highway. The family was returning to their home at Harris, Ill. **J. D. King**, General Manager, of the railway, arranged to have them board the lead unit on the PE-4 and let them off near their home. Mrs. O'Malley—owner and operator of the Harris Grain Co.—has expressed her gratitude for the favor extended during the emergency.

**Nathaniel Smith**, Dining & Sleeping Car Attendant, found and returned three valuable rings lost by a Central passenger, the wife of a New York banking official. The lady's husband not only wrote a letter of commendation about Mr. Smith—he also wrote him a check for \$75.

**Sam Walker**, Sleeping Car Attendant on the 20th Century Limited, has received a favorable letter from a recent passenger on the train. Mr. Walker found and returned the man's wallet. Wrote the man in his letter to the Company: "His service and com-

plete honesty was certainly a Godsend to me. I think you should be commended for having such a man with so much integrity in your employ."

**J. J. Murphy**, Conductor on the NY-Syracuse run, and **F. B. Hughes**, Sleeping Car Porter, were both commended by a Pelham, N. Y., family whom they assisted recently while the family was traveling on the Central System. The two men arranged for the father to telephone ahead to Syracuse. The call was to University Hospital there giving them parental approval for emergency surgery on the family's young son.

### PROMOTIONS

—(cont'd from p. 12)

the post of Engineer-Bridge & Building Maintenance at New York City.

**Mr. Hawley**—a 22-year NYC man—has been Illinois Division Engineer since 1962. Previously, he was Div. Engineer for the Ohio Central Div. at Columbus.

His successor is **Jack E. Rosenbaum** who has been serving as Indiana Div. Transportation Supt. at Indianapolis. He has also served as Div. Engineer for the Ohio Div.

### IHB and CR&I RAILROADS

**Bernard P. O'Connor** is the newly appointed Freight Sales Manager for the IHB and CR&I. He succeeds **M. L. Seger**, who is retiring. Mr. O'Connor joined NYC in 1950 and since that time has served in various capacities in the Real Estate Dept. in New York City, Albany and Utica. In 1958 he was assigned as Assistant Manager of Industrial Development at New York. He became Manager of Industrial Development at Cleveland the same year. Since Jan. 1, 1963, he has served as Division Freight Sales Manager at Columbus.

### MERCHANTS DESPATCH TRANSPORTATION CORP.

**T. J. Zuzich** has been appointed Auditor of Merchants Despatch Transportation Corp., a wholly-owned subsidiary of NYC. He succeeds **Cliff R. Taylor**, who is retiring after 44 years with NYC and MDT.

In 1961 Mr. Zuzich became Office Manager and Assistant to the Comptroller of the NYC Transport Company-Motor Carrier, also a Central subsidiary. He had joined the transport firm at Cleveland in 1957 as Supervisor of Accounts Payable.

## HEADLIGHT Milites



### Annual Heart Fund Campaign . . .

in Chicago area was aided again this year by **Russell S. Miller**, Buildings Supt., La Salle St. Station. The youngster is 4-year-old **Barry Kobayashi** who underwent open heart surgery in 1963. Mr. Miller has for many years designed and installed unique displays in the Station.



### Promotion of Safety on the Job . . .

was the theme of a New York Central Safety Rally held recently for employees of the Corning, N. Y., area. Attending from Corning were, from left (seated): Trainmaster **John Oldfield**, Road Foreman **Ernest Missigman**. Standing, from left: **Carl Quiggle**, General Foreman; **F. R. Eddings**, Freight Agent; and **Carl Swanson**, Track Supervisor.



### Additional Cargo . . .

of four Volkswagens seems to be atop this NYC tri-level auto carrier, photographed near Cleveland. Actually, the VW's are part of billboard display on other side of ML-12 train. Who says that cameras don't lie?



### Antique Railroad Lamp . . .

has been presented NYC by Mrs. **Sallie Steidler**, 80, of Stroudsburg, Pa. According to Mrs. Steidler, the lamp was given to her late husband in 1910 by a friend, **John K. Tufts**, a Conductor on the old Rome, Watertown & Ogdensburg Railroad. The line is now a New York Central subsidiary.



### Gifts and Best Wishes . . .

were showered on Mrs. **Coral Kellams** (left) when she retired recently as Switchboard Operator for Southern District Headquarters at Indianapolis. Gifts were presented by Mrs. **Ruth Fable Raftery**, Chief Operator. Mrs. Kellams retired after serving 35 years, 9 months with Central.

## FEEDING THE DIESELS AT DeWITT

(Continued from page 9)

coordinates work for both inside and outside servicing areas.

The control room—built into the north wall of the Diesel Repair Shop—has views of both the shop interior and of the fueling and sanding plant outside. Equipment includes a comprehensive communication system designed and installed by NYC's Communications Dept.

Closed-circuit TV is a unique feature of the new plant. Cameras are mounted atop the sand towers and are 70 feet in the air. Inside the control room are two TV monitors. By moving levers on a desk-top console, the Assistant Shop Supt. can rotate cam-

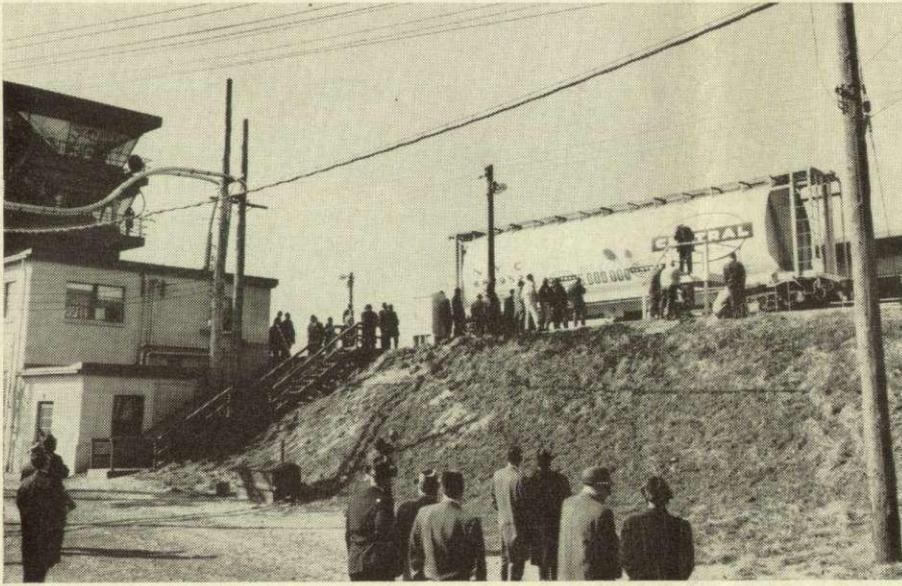
eras 360 degrees horizontally and from ground to horizon vertically.

Using the TV equipment, he can pick up any part of the service station area, even "zoom" in for close-ups to read unit numbers and other details.

Plans are underway for an additional TV camera. It will be inside the repair shop and cover the drop pit, wheel-grinding area, and repair tracks. Installation includes another monitor in the Control Room.

The addition of a fourth monitor is also planned in the office of the Terminal Manager who could then pick up images from any of the other three screens in the closed-circuit.

# This is No. 6,000,000



► The numeral "6" is an important number to New York Central people working at the Robert R. Young Yard at Elkhart, Indiana.

At special ceremonies held March 6th, the mammoth "pushbutton" freight yard celebrated its 6th anniversary by classifying its 6 millionth freight car, enough to circle the earth twice.

The multi-million dollar electronic marvel brought the space age to railroading when it was dedicated March 6, 1958.

Besides streamlining freight movements, the yard has been a big factor in Indiana's economy. It employs over 1,500 people and has pumped \$72,000,000 in payrolls into the Hoosier state in the past six years.

Main speaker for the event was Wayne M. Hoffman, Executive Vice President of New York Central.

In his address, Mr. Hoffman said that "the railroad industry's survival and profit depend upon how well it is able to identify and satisfy the total transportation needs of its present and potential customers."

He described the Young Yard as "a prime example of 20th Century technology applied to railroad operations."

Mr. Hoffman said further that the yard will play an even more important role after the merger of the Central with the Pennsylvania Railroad. It will be called upon to handle significantly increased amounts of traffic, since it is slated to be the merged company's principal classification

point in the Chicago area, he said.

The official pointed out that modern facilities have played an important role in New York Central's new marketing programs which have brought in nearly \$65,000,000 in new business.

"The spirit of marketing—placing the customer's needs ahead of our own—is beginning to have a real effect upon many of our activities. New rate concepts, based upon the efficiency of heavy volume movements, have been established. Better utilization of equipment has been achieved through revision of operations. New types of equipment are being developed to handle special transportation requirements."

Mr. Hoffman cited unit train movements of coal and the transportation of automobiles on multi-level rail cars as two successful examples of Central's new marketing techniques. "We fully intend to continue applying the insight, knowledge, imagination, and the effort necessary to develop new services for new markets and to improve our present services to current markets."

"In doing this," he said, "we are certain that the results will be beneficial to all—providing greater economic strength to hundreds of communities, providing more security to thousands of railroad employees, and providing the nation with the modern transportation it will need in order to maintain a pre-eminent position in world affairs."

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