A black and white photograph of a person walking on railroad tracks. The person is wearing a dark jacket and pants, and is carrying a large, light-colored rectangular object. The tracks are made of wooden ties and metal rails, and the person's shadow is cast long and dark on the ground to their right. The scene is captured from a high angle, looking down at the person and the tracks.

NEW YORK
CENTRAL
SYSTEM

HEADLIGHT

MAY, 1955

HEADLIGHT



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THE COVER: The familiar pattern of steel rails around a railroader symbolizes railroading throughout the United States. Ribbons of steel continue today, as in the past to provide the basic transportation essential to our economy.

Employee training . . .



Second group of NYC men have completed conference leadership training at the Central's Employee Training Center in New York. Following their instruction at the Center these railroaders have returned to their home cities where they are conducting "Pleasing Our Customers" conferences among their fellow employees. Instructor Fred Hotchkiss (left of big chart)—Harlem Division Conductor—briefs them on how to get along with customers.

Big shipment . . .



Spark plugs are generally considered LCL freight, with small individual packages being shipped from manufacturers to sales outlets. However, NYC hit the jackpot recently when Champion Spark Plug Co., of Toledo, O., shipped a full carload of spark plugs from Toledo to Houston, Tex., routed over the Central to St. Louis. The order, consisting of 199,020 spark plugs, is one of the largest single shipments of this product made in recent years.

NEW DRESS FOR HEADLIGHT . . .

With this issue the HEADLIGHT appears in a new dress. Among other things, the page dimensions are reduced slightly to make it a standard magazine size, resulting in production cost savings, and another color has been added. With all its new look, however, you'll find a number of old friends since some of the popular departments have been carried over from the old style. We hope you like the new HEADLIGHT and will be glad to hear from you about it.

Railroad is spelled with a high T

If you're going to have a railroad, of course you need rail. The very name of the Central's business—railroading—indicates the foundation on which it operates.

From the first days of railroading, metallurgists and engineers have sought improvements in rail design and construction. Today's NYC trains roll over the results of more than a century's experience and research in rail making.

Modern rails—the most vital part of a railroad—may look a lot like those of 15 or 20 years ago. Actually, they are heavier, stronger, more durable and much safer than the rails they replaced.

Rails have come a long way since the days of the first trains. The rails on which the DeWitt Clinton made its first run in 1831 were constructed of wooden stringers topped by wrought iron strips to provide a running surface and guide for the wheels. They were costly and did not stand up well. Solid iron rails, shaped somewhat like today's "T" rails and imported from England, gradually replaced them. The newer rails weighed from 45 to 56 pounds to the yard and cost over \$70 a ton. Rail now costs the Central \$100 a ton.

The first steel rail was rolled in this country in 1865 and in 1867 the first Bessemer steel rails were manufactured in the U. S. after British inventor Sir Henry Bessemer developed a process for improving steel by blowing carbon from molten metal. In the 1870's steel came into extensive use and by the late 1890's had almost completely replaced iron.

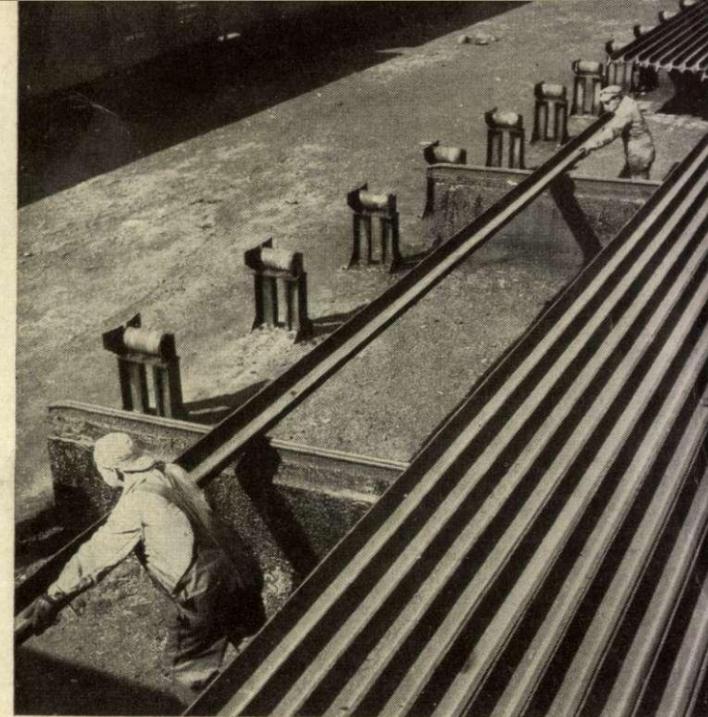
As weights of locomotives and cars

RAIL is the bedrock of railroading. Few steel products have played as vital a role in America's development as the shining rail ribbons that traverse her countryside, carrying her people and commerce. Here old rails are headed for reconditioning at Asthabula, O.

increased and methods of rail manufacture were improved, the weight of rails also increased. Today's steel rails, far superior to those of even a short generation ago, range in weight from 85 to 155 pounds per yard, depending on the wear they are expected to receive. The Central's main line tracks are built of 127 pound rail.

Rail lengths have also increased over the years. In 1850, it was common to find rails running from 18 to 20 feet in length. Before the end of the 19th century the average rail had stretched to 33 feet and Central rails now average 39 feet.

Rail installed in New York Central main line heavy tonnage tracks will stay in use from 16 to 20 years under normal conditions. When rail is taken out of main line service, it is relaid in branch lines, siding and yards. Any that requires reconditioning is sent through NYC's Ashtabula, O., Reclamation Shop. The rail it replaces may also be reconditioned, if it is worth salvaging, or else it is sold for scrap.



Among developments in rail manufacture during the last 25 years, the most important have been controlled cooling, end hardening, and strengthening the fillet under the rail head.

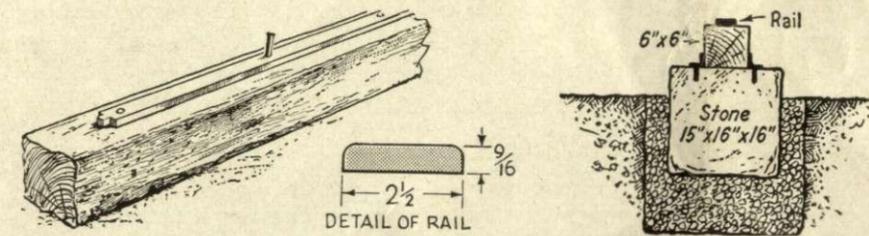
New York Central pioneered in the end hardening field. This process and controlled cooling of newly rolled rail have materially increased rail life by reducing rail end batter and practically eliminating serious metallurgic defects.

For over 20 years New York Central and other railroads have studied and experimented with continuous welded rail. Many stretches of track throughout the country are now constructed of welded rail, with all joints eliminated. (Also eliminated is the familiar clickety-clack of wheels passing over joints.) Some stretches of welded rail run as long as 19,000 feet.

To form welded rail, standard 39-foot rails are made without bolt holes in the ends. The rails are butted tightly, end-to-end, and welded, then moved on open-end gondola cars to the spot where they are to be installed.

While welding eliminates some problems, like batter on rail joints, it creates others, such as expansion and contraction of rigidly welded steel as temperatures change.

On the following pages is a flow chart illustrating the latest method of rolling steel rail. It is reproduced in the HEADLIGHT through the courtesy of Steelways, publication of the American Iron & Steel Institute.



FIRST RAILS on U.S. railroads consisted of thin strap iron, spiked to wooden stringers. The stringers, in turn, were mounted on granite blocks set in the ground. These early rails were quite costly and gave very poor service.

White House Report Urges New Transport Policy

Presidential advisory committee brings renewed hope for brighter rail future.

By Garrard W. Glenn
Vice President—Law

The best news in years for folks in the railroad industry has just come out of Washington. Relaxing some of the tight regulatory controls which now limit railroads' ability to hold or regain traffic has been recommended in the long-awaited report of the "President's Cabinet Committee," released by the White House on April 18th.

The committee took a fresh look at transportation conditions and federal transportation laws and decided that common carriers, including railroads, deserve a more even break today in ability to compete for traffic. The committee would allow common carriers, including railroads, greater freedom to compete for traffic by allowing them greater freedom to set their own rates and fares.

Railroads hope to benefit

That should spell more business for the Central and for other railroads, if only the committee's recommendations can be enacted into law. Indeed, the report may become the landmark of a whole new era in railroad transportation. The Central especially stands to benefit, not only because it is one of the largest railroads in the country, but also because it is primarily an eastern carrier; and eastern lines have been harder hit than other railroads by loss of traffic to less restricted competitors. In fact, most of our competition is not subject to any commercial regulation.

Competitors are already alarmed at the prospect of losing some of the unjust regulatory preferences that they have so long enjoyed at our expense. Scarcely had the report been issued when it was attacked by the President of the American Trucking Associa-

tions, even though ATA numbers among its members many motor common carriers, which in the long run, tend to benefit by the recommendations of the report.

For years the railroads have been seeking legislative reform of unfair and out-of-date regulatory laws, but up until now they have not been successful in calling widespread attention to the discrimination against them. So to have recognition of rail problems come from the highest level of the federal government brings tremendous encouragement.

The committee was made up of the Secretaries of Commerce (Chairman), of Defense, of Agriculture and of the Treasury, the Postmaster General and the Directors of the Office of Defense Mobilization and of the Bureau of the Budget. Of course, they did not arrive at their recommendations on the basis of preferring any form of transportation over its rivals, but rather on the basis of the public interest in a strong over-all transportation system in this country. The public interest in transportation includes not only the needs of commerce, but also the national defense.

Report based on public interest

The report is based on the fundamental principle that "the restoration and maintenance of a progressive and financially strong system of common carrier transportation is of paramount importance to the public interest."

The committee observed that today the transportation industry is highly competitive—a fact well known to all railroaders. It declared that changes are long overdue in our federal regulatory laws, which originally were necessary and proper to prevent abuse of monopoly power the railroads then had.

The report went on to point out: "The dislocations which have emerged from this intensified competition, on the one hand, and the restraining effects of public regulation on the other, have borne heavily on the common carrier segment of the transportation industry. The shipper and ultimately the consuming public pay the costs of this dislocation. The consequent loss to the public, while incapable of exact estimate, is believed to amount to billions of dollars per year, and calls for prompt and decisive action." The report, however, steered clear of the subsidy issue.

Turning their attention to national defense, the committee noted: "The railroads may be expected to have greatest flexibility in accommodating an expanded domestic traffic with a minimum increase in equipment.*** Any policy which strengthens the railroad base will tend to increase the built-in flexibility of our transportation plant."

Railroaders' help needed

Reform of transportation laws to permit the railroads to compete on more equal terms will require the vigorous support of all railroaders. *At this point, all that we have are recommendations.* The struggle to induce Congress to enact them into law lies ahead. The first thing that we as individuals can do is to understand the problem and to know the basic recommendations of the report. For we each have an interest in justice, as well as in the welfare and security of the Central.

If you would like to receive a copy of the complete 15-page report of the President's Cabinet Committee, just fill in this coupon and mail it RRB to the HEADLIGHT.

HEADLIGHT
466 Lexington Avenue
New York 17, N. Y.

Please send me a copy of the 15-page report of the Cabinet Committee Report on Transportation Policy.

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New York Central Headlight

Agents Hold Division Meetings

Agents of the Central's Toledo, West and Western divisions met recently in their divisional headquarters cities as the System-wide series of agents' meetings continued. These meetings, to be held once a year on every division of the railroad, are aimed at fostering a closer relationship between management and the railroaders who are "Mr. New York Central" in their local communities. The result will be better service for the traveling and shipping public and greater efficiency within the Central's own operations.

Division Superintendent William A. Shea presided over the Toledo meeting, attended by 103 agents and other Central officials, representing all departments on the Toledo Division.

Sounding the keynote of the meeting, General Manager Robert H. McGraw stated his belief that "the men and women who make up the New York Central System are interested and concerned with the welfare of their company and will show their interest if they are kept informed of what the railroad is trying to do and the reasons for it."

L. W. Horning, Vice President-Personnel, emphasized the importance of courtesy at all times and under all conditions. "Courtesy," he said, "not only makes friends of customers, it affects other employees, makes for better working conditions, and even carries over into the home life of the employe who practices it."

At Chicago, over 100 agents and departmental representatives of the West and Western divisions gathered in a session led by Curtis D. Buford, Superintendent of both divisions.

Here, too, each NYC official present discussed the problems, plans and functions of his department. Management officials explained how each department's activity is related to every other department and to the individual agent's own work. They also pointed out how NYC agents can improve their own efficiency by taking full advantage of all of the Central services and facilities available to them.

May, 1955



AGENTS of West and Western divisions get down to business at Chicago meeting.

YOUNGEST and oldest Toledo Division agents in point of service meet at agents' gathering. R. J. Nugent (left), Sturgis, Mich. (47-year man), greets P. A. Lemanski, Clinton, Mich. (five-year man). In center is W. A. Shea, Division Supt.



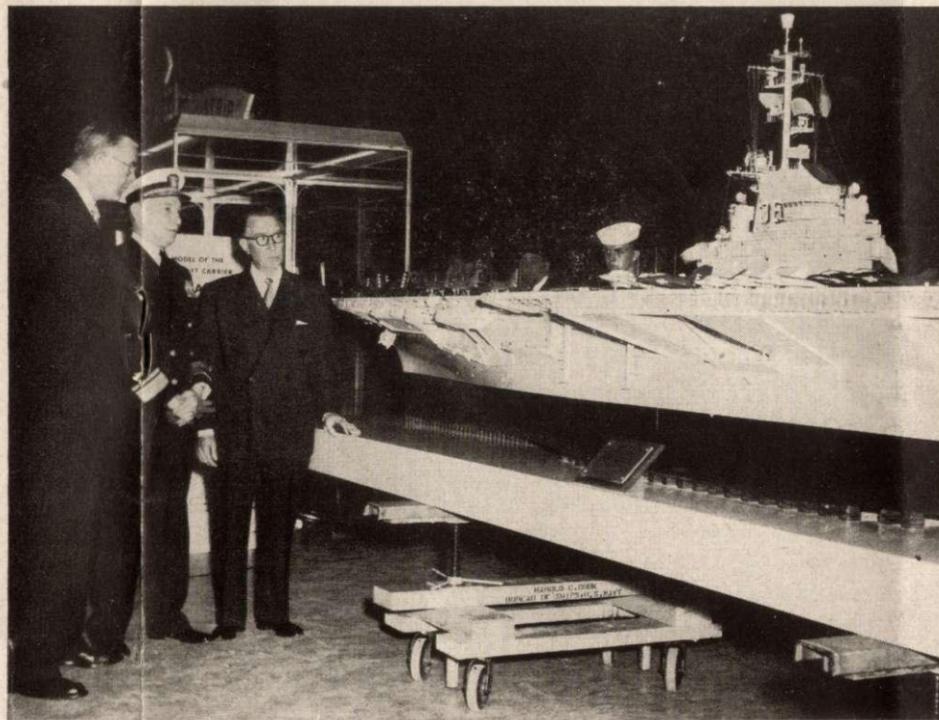
AT TOLEDO, agents gathered in their division headquarters city hear L. W. Horning, Vice President-Personnel, discuss importance of courtesy in everything they do. Each division of the Central will hold a similar meeting once a year.

HEADLIGHT Highlights



Paying up

... first installment of New York Central's taxes in Cuyahoga County, O. (Cleveland), Earl H. Browning (right), NYC's Land and Tax Agent at Cleveland, turns over check for \$774,719.15 to County Treasurer Leslie R. Munroe. The check, representing half of the Central's annual tax bill in the county included taxes on Cleveland Union Terminal.



Big model

... of Navy's canted-deck carrier, Shangri-La, is inspected on its unveiling in Grand Central Terminal by L. W. Horning (right) NYC Vice President-Personnel; Admiral Roscoe H. Hillenkoetter, Commandant, Third Naval District; and John H. Rutherford, Vice President, New Haven Railroad. Model was placed on view as part of Navy's program to acquaint public with its very latest equipment.



All better

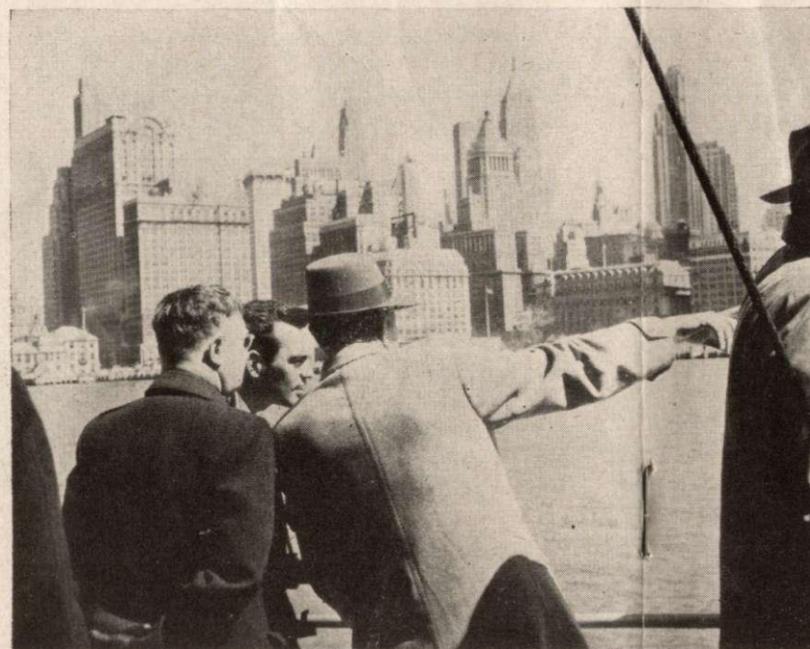
... and ready to go home after six-month battle with polio, George Iannaccone, Jr. (left), seven-year old son of NYC Marine department Fireman; says goodbye to fellow patients and nurse at Sister Kenny Institute in Jersey City, N.J., Medical Center, after treatment.



New York Herald Tribune photo

In the spotlight

... formed by sun's rays filtering through windows of Grand Central Terminal, Lakewood, O., High School Choir gets ready to participate in music program given in the Terminal during Easter Season. Other choral groups and soloists took part in program each day of Holy Week in annual Grand Central event.

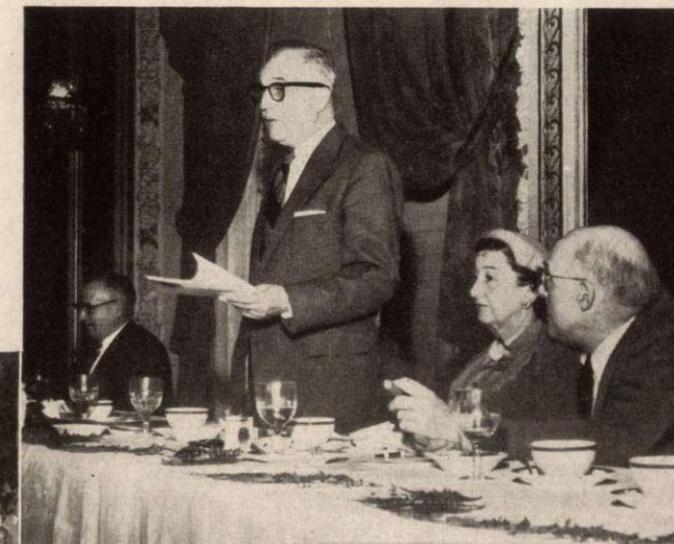


Interested

... in the famous New York City skyline, German business men and industrialists on visit to U.S. sponsored by Foreign Operations Administration, get good view from deck of diesel-powered New York Central Tug No. 25, which took them on a tour of New York harbor. Walter Harris, NYC Assistant Superintendent at Weehawken, N.J., points out sights from the tug.

Goin' traveling

... over 150 Lincoln and Mercury automobile dealers invade Central Station in Chicago to board New York Central's Twilight Limited. From many sections of the country, the auto men and their wives traveled through Chicago and rode NYC to Detroit to attend meeting with auto manufacturers.



Heading drive

... of Greater New York Fund among railroads in New York City, Karl A. Borntrager, NYC's Vice President-Operations & Maintenance, opens luncheon to organize the 1955 campaign. Ethe. Hughes, of Fund's employe section, and George O. Price (right), General Chairman, of the Brotherhood of Railway Clerks, are his campaign aides.

NEW YORK CENTRAL SYSTEM News Briefs

NET INCOME

... of the Central for March, 1955 totaled \$6,521,200—the highest for any March in the Central's history. This compared with \$3,424,690 in the same month last year, before NYC's new management assumed control. Previous high for any March was \$5,390,482, in the war year of 1943.

It should be pointed out, however, that this year it is unnecessary on account of past losses and amortization to accrue federal income taxes for the Central, although heavy accruals had to be made for this purpose in the war years.

The March income brings NYC's net income for the first three months of 1955 to approximately \$11,813,010, compared with a net deficit of \$473,788 in the same period last year.

CARLOADINGS

... on the Central from Jan. 1 to April 14 totaled 1,151,618, an increase of 80,109, or 7.5 per cent, over the same period of 1954. Freight Traffic department is aiming at 4,290,000 cars for the year.

AT A HEARING

... in Albany, N.Y., Thomas J. Deegan, Jr., NYC Vice President-Staff, told the New York State Board of Equalization and Assessment that the Central might be forced to establish a new passenger terminal outside of Manhattan if the board insists upon a 300 per cent increase in NYC's Park Avenue special franchise tax valuation.

Mr. Deegan appeared before the board to protest an increase in valuation from \$12,180,000 to \$49,450,000 in the 1955 assessment of the intangible value of the right to operate in Park Avenue from Grand Central Terminal to 133rd Street. Calling the board's action "outrageous and indefensible," Mr. Deegan said the rise "represents a dangerous and arbitrary taxing power in which the board apparently was influenced not only against sound economics and its better judgment, but also against public interest."

The increase in valuation by 300 per cent would run NYC taxes up \$1.5 million to provide facilities used exclusively for passenger service which in 1954 cost NYC \$39 million out-of-pocket. The tax would cover only the right to operate through the Park Avenue tunnel and is separate from taxes on the Central's physical property in the area.

"By this action", Mr. Deegan told the board, "you may be forcing the railroad to discontinue the operation of passenger trains through the Park Avenue cut, thus eliminating our services south of the Harlem River."

"It is no secret that plans already have been drawn with a view to the development of terminal facilities in the area surrounding East 138th Street."

"The need for the railroad generously to bring its costly passenger traffic in and out of midtown New York," he said, "certainly will cease to exist if boards, such as yours, insist on taxing it out of existence. If you compel us to make this change, you will show little concern for the citizens you are supposed to serve."

"The new management of the New York Central is an ownership management and it intends to run its affairs as owners usually do. Such things may have been allowed to exist down through the years under a board and management which cared little since it was not money out of their own pockets, holding little if any stock in the company they directed."

SECOND QUARTERLY DIVIDEND

... of 50 cents per share was declared by the Central's Board of Directors April 26. The dividend is payable June 10 to stockholders of record May 6.

In announcing the dividend, Robert R. Young, Chairman of the Central's Board, said: "In only ten of the past 23 years did the Central pay a dividend and in none of those 23 years did it pay as much as \$2 a share."

"Through March net earnings were \$11,813,010, compared with a deficit of \$473,788 in the same months of 1954. In 1953, when wages were much lower and revenues were much higher, the road earned only \$6,255,000 in this quarter."

"The company's repair shops are operating at their highest rate in history, and bad order cars, which a year ago were 10.9 per cent of ownership, today are only 8.1 per cent."

"Despite the decline in traffic in 1954, as much rail and as many ties were laid and more track was resurfaced than in 1953. This high rate of track maintenance continues during the present quarter."

"Cash and government securities today stand at \$72,169,000 compared with \$30,303,000 when the Central's new management took office. Net working capital today is in black figures for the first time since 1950."



NEW METHOD of handling LCL freight at the Central's Detroit Freight Station results in clear platforms over which employees can move shipments quickly and directly between cars.



OLD METHOD at Detroit resulted in congested platforms. Tractor-trailer movement of shipments left freight standing on platforms for long periods, waiting to be transferred.

Detroit Freight Station Has New Method

New system speeds handling of LCL shipments, increases station's capacity

"GET more freight traffic" has become a New York Central watchword. To this end, movement of freight via NYC has been improved by scheduled freight trains and current studies of yard operations are expected to bring about a sharp reduction in time consumed by freight going through terminals.

But freight cannot be moved until it is in cars, and for less-than-carload shipments loading is a function of NYC freight stations. LCL traffic is itself an important source of revenue for the Central and it also serves to attract larger shipments in carload lots.

The primary aim of a freight station is to load and unload LCL freight with the least possible delay or damage to shipments, and the lowest handling cost.

Detroit Freight Station is one of the Central's larger stations and is located in a great manufacturing area with a large potential revenue available to a railroad that can provide prompt, dependable service at a reasonable price.

For this reason, Detroit was selected as the first NYC station to be studied in a program of System-wide freight station analysis. Early in 1954 a working committee was formed consisting of S. H. Lijewski, Assistant Superintendent; J. J. Healey, Freight Agent; L. G. Nehring, Assistant Freight Agent; and C. F. Schumann, Industrial Engineer. This committee, working on the scene at the freight station, surveyed the existing operation, pinpointing its weaknesses, and then set out to solve its problems.

The freight handling method in use at the start of the study was similar to running a miniature railroad, with tractors for locomotives and four-wheel trailers for cars. Trailers were picked up by tractor-powered trains, much as a train picks up cars. Trailers were switched in a large area of the station, duplicating the operation of a classification yard, and the tractor-trains delivered trailers to assigned cars or station areas. This system had much inherent delay and resulted in multiple handling of freight and congestion of station platforms.

To properly evaluate proposed solutions for these problems, a comparative test was made using four different variations of equipment and methods. The test results indicated that a direct movement system combined with Hyster Cargo Trucks was the most desirable.

The Hyster Cargo Trucks are gasoline-powered vehicles with self-contained platforms for carrying loads. They offer extreme maneuverability, simplicity of operation, and a very low bed—all features that suit them well for freight station work. Forty-four of these trucks were purchased to replace tractors and trailers at the Detroit station.

Produced immediate results

Early in January of this year the new method was inaugurated and produced immediate improvements. Foremost among these are clear working areas and a reduction in the amount of lifting needed to load the low-bed trucks.

With the direct movement system, two burden-carrying trucks are assigned to each unloading crew. The truck operators drive them right into inbound freight cars, load the freight on the trucks, then drive directly to the outbound car. Here again, the operator may drive right into the outbound car to stow the freight, or in the case of other station areas, it can be unloaded at any designated location. By this method freight is disposed of currently and at the end of the day there are no trailer loads left to be held over until the following day. Damage to freight will drop since a Central employe accompanies each truckload of freight throughout the complete handling cycle. Freight no longer stands around on trailers where it might be bumped or damaged by passing tractor-trains. A one-day improvement in service has been achieved on that portion of the freight that was formerly left on trailers at the end of the day.

By clearing up congestion on the station platforms and docks it is now possible to confine the operation to a smaller area with resulting shorter travel routes. By the same token, the potential capacity of the station has been increased, making it possible to handle an increased volume more efficiently.

The favorable results obtained from the Detroit study indicate that similar improvements may be made on a System-wide basis to help put New York Central freight service out front in the race to get more business.



CENTRALINES



Mrs. Lucille Van Delinder of Rochester, N.Y., wife of NYC Conductor Roy Van Delinder, received award of merit for "significant contributions to the preservation of lives through the development and direction of an effective traffic safety program in her community." Mrs. Van Delinder received the citation from the National Safety Council, and another from the Rochester Safety Council, for her work in safety promotion through the Parent-Teacher Association in New York State . . . Community Commercial Club of Archbold, O., held a "Railroad Night Dinner" recently. V. I. Manor, NYC Freight Agent there, was toastmaster. Speakers were W. A. Shea, Toledo Division Superintendent, J. L. Robinson, Assistant General Freight Agent; and B. A. Schmidlin, Assistant Master Mechanic . . . Julianne Lynch, daughter of Walter Lynch, City Freight Agent at New York, has been named editor-in-chief of "Heather," student publication at Annhurst College, Putnam, Conn.

William Armond, Electric Division Conductor who was widely publicized a few years ago for his industry in attending college classes between his NYC runs, has been elected to Board of Trustees of the Village of Croton, N.Y. John McAuliffe, of the Central's Equipment department, and James Loconto, Trainmaster for NYC at Harmon, N.Y., are also members of the Croton board . . . March Headlight carried picture of Jean Malloy, crowned queen of winter sports festival at Grayling, Mich., and identified her as daughter of NYC Agent at Grayling. Actually, Miss Malloy's father is a Central Conductor. Agent at Grayling is Stanley Flower . . . F. Mazzatti, Checker at Utica, N.Y., Freight Station, has succeeded the late

B. J. Doyle as president of the Adirondack Chapter of the NYC Veterans Association.

LeRoy H. Stecker, Superintendent of Hudson and Mohawk divisions, and newly elected president of Albany, N.Y., Railroad YMCA, presented diplomas to 15 graduates of Y's public speaking class. Course has been given for 25 years without break, and has 360 alumni among NYC employees. Membership campaign at Albany Y was launched at luncheon where speakers included Edward J. Jones, NYC Assistant Superintendent; Robert V. Brinkworth, Trainmaster; Frank S. Columbus, Legislative Representative, Brotherhood of Locomotive Firemen and Enginemen; and Paul C. Clagett, Traveling Secretary, Transportation department, YMCA.

Ross A. LaPorte, Assistant Engineer in the office of Engineer of Structures at New York, is chairman of the Bergen County (N.J.) chapter of the National Foundation for Infantile Paralysis. A Central employe for 28 years, he has been an active member of the chapter for many years, serving on executive committee since 1949.



Mr. LaPorte

He also has served his community as a member of its Board of Education and the Assessment Commission . . . NYC Employees Holy Name Society of New York, with membership of 2,200, will hold fifth anniversary requiem mass for deceased members Saturday, May 21. In charge of affair is Francis J. Lamb, St. John's Park Freight Terminal. Group will also hold annual father-and-son communion breakfast June 5.

Salary Plan To Be Based on Job Study

In his newly created post of Salary Administrator for the Central, William D. Trader will supervise a job evaluation and analysis program that will form the basis of a modern salary structure for NYC employes not covered by union agreements, supervisors and executives.



Mr. Trader

A form of job classification plan was started on the Central over a year ago. It was temporarily suspended, however, when NYC's new management discovered the plan did not cover all departments and had no provision for including within its framework either newly created positions or many long-established positions which underwent changes in responsibilities, making them more valuable in the Central organization.

This was an important omission in view of the increasing variety of Central jobs and new skills being acquired by the railroad's employes.

Under the revised plan, on the basis of job evaluation studies, salary scales will be set up with low and high ranges to permit reward for outstanding performance. Salaries will be based on such factors as merit, performance, locality and comparison with other industries.

New positions will be fitted into their proper places with salaries related correctly to other positions. When there is a major change in the duties of a particular position, its salary and place in the evaluation plan may be altered accordingly.

Salary administration is a relatively new field in business management. New York Central is the first eastern railroad to undertake the establishment of such a system. Outside the eastern region, only the Denver & Rio Grande Western is known to have such a plan in effect.

While the new plan is being tailored to fit the needs of New York Central, it will follow basic principles already discovered to be sound through experience in other industries.

No rigid timetable has been set up for carrying out the plan because of the physical size of the Central and its organization and the related need to study carefully the jobs employes are doing in all sections of the System.

New York Central Headlight

'55 Weight Marathon Rolls Into High Gear

Helped by a pick-up of 32,273 pounds at Utica, N. Y., freight station, the Central's weight marathon rolled into high gear during March. Total weight pick-up for the month was 100,224 pounds, contributed by 35 stations. This is the largest monthly total since April, 1954. It boosts the total for the first three months of 1955 to 283,146 pounds, an increase of 99,662 pounds over the same period of last year.

Although it was represented in March by ten employes and took first place for station pick-ups, Utica did not take top individual honors. Laurels for March go to P. G. Lamb of Galion, O., whose eagle eye accounted for 7,360 pounds of incorrectly billed freight.

Encouraged by their showing so far this year, NYC freight station employes are seeking to pass the one million pound mark by the end of 1955.

In March, 14 employes in addition to Mr. Lamb accounted for 2,000

pounds or more, with Albert O'Reilly of Black Rock, N. Y., running a close second by turning in 7,144 pounds. Others are: Edward Amacher, Utica, 5,900; Joseph Summa, Utica, 5,198; George Nosky, Buffalo, 4,277; Michael Clemente, Utica, 4,100; Joseph Bach, Westchester Avenue, Bronx, N. Y., 4,054; J. M. Boyce, Kingston, N. Y., 3,700; Anthony Piccoli, Utica, 3,684; Clyde Fraley, Springfield, O., 3,570; Frank Neger, Utica, 3,429; Frank Mazzatti, Utica, 2,955; Vincent Gianotti, Utica, 2,938; C. Sherrick, Springfield, O., 2,520; Wallace Strodes, Springfield, O., 2,250.

Other employes who picked up 1,000 pounds or more during March are: Homer Dean, Utica, 1,623; Jean Desrochers, Westchester Avenue, 1,385; Carl Thompson, Marion, Ind., 1,325; Ray A. Young, Malone, N. Y., 1,325; Alex Pardi, Utica, 1,291; C. S. VanAlstine, Herkimer, N. Y., 1,225; John Asselta, Utica, 1,155; G. F. Molby, Coldwater, Mich., 1,121; Daniel Federico, Saginaw, Mich., 1,095; George Meyers, Westchester Avenue, 1,035; A. C. Brown, Adrian, Mich., 1,000.

Latest Damage-Prevention Methods Shown

Loss and damage exhibits in the New York Central's Rochester, N.Y., freight station on May 4 featured a special one-day prevention program under the direction of Roger C. Avery, chairman of the National Prevention Committee of the Shippers Advisory Boards.

New York Central's loss and damage prevention forces, like those of other railroads and local shippers, had demonstration booths for display of the latest shipping ideas and damage-prevention devices of interest to visitors and adaptable in the shipping field.

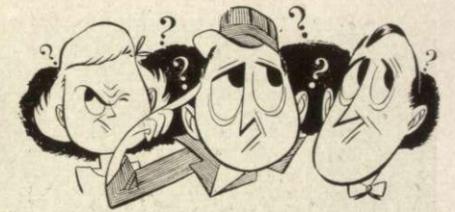
Exhibits emphasized improved methods and the many advances made in fighting the multi-million dollar national freight claim bill that plagues shippers and railroads alike.

May, 1955



NYC DISPLAY is readied by F. G. Love (right), Gen. Supt., Property Protection & Freight Claims; and E. G. Overmire, Gen. Supv., Loss & Damage Prevention.

Prominent among the Central's displays were scale-model box cars and miniature loads simulating the latest and most approved methods for preparing newsprint, canned goods and other commodities in the more troublesome shipping category.



RAIL QUIZ

Answers on Page 15

- How much do railroads receive for carrying the average letter bearing a three-cent postage stamp— $\frac{1}{8}$ of a cent; $\frac{1}{2}$ of a cent; or $1\frac{1}{2}$ cents?
- What unit is used in measuring personal injuries of railroad employes—working day; thousand man-hours; or million man-hours?
- What is a freight claim—delivery of a shipment to the consignee; demand upon the railroad for payment of overcharge; bill for loss or damage sustained by a shipper or consignee?
- Which was introduced first in railroad train dispatching—the telephone or the telegraph?
- Were dining cars introduced on the railroads of the United States before or after 1900?
- Approximately what percentage of the total movement of freight cars in the U.S. is empty car movement—26 per cent; 36 per cent; or 46 per cent?
- What is the name of the book or form used at certain stations for registering the time of arrival and departure of trains—train register; stationmaster's log; or time chart?
- Does a railroad company have the power to declare an embargo on freight shipments over its own lines?
- To whom does a conductor report on operating matters—trainmaster; division superintendent; or superintendent of transportation?
- What is the meaning of the letter "f" placed before a time figure in a railroad timetable—fast time; freight station; or flag stop?

25 Years Ago

The New York Central Athletic Association of Cleveland was host to the girls' System champion basketball and bowling teams and to Olympic sprint star Stella Walsh, a Central employe, at a dinner in the Hotel Allerton. Short congratulatory talks were given by N. C. Underwood, General Agent at Cleveland and toastmaster for the occasion. Gifts were also presented to the girls.

New York Central opened an attractive new ticket agency known as the Michigan Blvd. office in Chicago.



HIS CREW poses with Joseph Blatnick (center), Engineer on the Kankakee Sub Division after his last run on the New York Central, ending 42-year railroading career.



FRIENDS GATHER to wish Charles B. English and Walter J. McCabe, both Conductors at NYC's 72nd St. Yard in New York, happy retirements. Shown in foreground (left to right) are: D. H. Katz, Yard Conductor; Mr. English; K. W. McClellan, Yardmaster; Mr. McCabe and V. J. Mellusi, Yard Conductor.



Recently Retired

Following is a list of New York Central employees who have retired from active service recently. The figures to the right of each name indicate the years and months of service spent with the Central:

Albin, A. P., Boilermaker, Duane, Ind.	28 11	Cronican, L. V., Chief Draftsman, New York	19 6
Amo, L. E., Train Dispatcher, Watertown, N. Y.	30 0	Davies, L. J., Locomotive Engineer, Syracuse Division	43 5
Anderson, A. J., Yardmaster, Collinwood, O.	37 2	Dickey, A. C., Locomotive Engineer, Ohio Division	45 7
Bailey, G. R., Freight Agent, Youngstown, O.	45 9	Doust, Goodlow D., Conductor, Ohio Central Division	50 6
Barber, D., Section Foreman, Holley, N. Y.	50 1	Dwyer, J., Truck, Utica, N. Y.	31 6
Bauer, J. V., Machinist Helper, North Bergen, N. J.	12 7	Emmanuele, G., Stores Laborer, New York	34 4
Barry, M. F., Agent, Highland Falls, N. Y.	49 9	English, C. B., Switchtender, New York	27 2
Bennett, J. R., Clerk, Indianapolis	36 8	Faggella, J., Painter, Electrical Division	20 5
Blackwill, L., Trucker, Albany	27 6	Finney, L. W., Red Cap, Rochester, N. Y.	33 6
Brice, J. A., Chief Train Dispatcher, Pittsburgh	36 11	Fletcher, W. F., Clerk, Indianapolis	50 1
Brothers, J. A., Boilermaker, Beech Grove, Ind.	39 2	Freeman, B. J., Locomotive Engineer, St. Lawrence Division	43 1
Brown, J. L., Assistant Cashier, Indianapolis	40 5	Garriss, D. C., Conductor, Collinwood, O.	44 4
Burkett, N. C., Locomotive Engineer, Erie Division	38 7	Gengo, R., Coal Passer, Buffalo	11 3
Burton, L. E., Stationary Fireman, Springfield, O.	25 3	Gilbert, J. H., Machinist, McKees Rocks, Pa.	32 7
Campofredano, A. J., Mail Porter, West Springfield, Mass.	13 0	Hart, E. A., Laborer, DeWitt, N. Y.	37 10
Carpman, A., Leading Car Inspector, East Youngstown, O.	37 7	Hayes, William D., Assistant Conductor, Harlem Division	53 5
Charpek, C. W., Blacksmith Welder, Jackson, Mich.	42 4	Hoffman, L., Boilermaker, Bellefontaine, O.	25 7
Cherman, D. L., Triple Valve Tester, Collinwood, O.	35 9	Holden, C. S., Assistant Supervisor Bridges & Buildings, Cleveland	35 1
Cliskey, F. W., Trucksmith, Jackson, Mich.	29 6	Hughes, M., Clerk, Detroit	32 9
Conway, P. P., Locomotive Engineer, Syracuse Division	37 0	Johnson, M. C., Train Baggageman, Detroit Division	53 2
Cotton, J. L., Powerhouse Laborer, Jackson, Mich.	25 9	Jones, B. L., Brakeman, Harlem Division	37 5
Cotton, L. R., Machinist Helper, Jackson, Mich.	31 11	Jones, C. E., Car Inspector, Springfield, Mass.	34 11
		Jones, D. J., District Claim Agent, Jersey Shore, Pa.	42 7

Joseph, C. E., Yard Clerk, Toledo	35 2	Shaunessy, W. L., Ticket Clerk, Buffalo	35 5
Kabel, W. H., Locomotive Engineer, Pennsylvania Division	41 2	Sikorski, M. A., Laborer, Toledo	12 2
Kane, T. J., Train Dispatcher, Rochester, N. Y.	38 2	Smith, H. G., Car Repairer, Syracuse, N. Y.	27 2
Lamson, F. W., Assistant Chief Train Dispatcher, Springfield, O.	44 11	Smith, L. E., Locomotive Engineer, Adirondack Division	38 11
Leonard, B. H., Derrick Engineer, Selkirk, N. Y.	35 11	Smith, W. H., Wheelman, Weehawken, N. J.	42 2
Lockhart, D. B., Chief Stationary Engineer, West Albany, N. Y.	47 8	Snyder, C., Coach Cleaner, Pittsburgh	33 8
Mackenzie, J. D., Steward, Boston	41 1	Snyder, C. A., Agent, River Division	11 8
Manthe, E., Train Baggageman, Western Division	47 5	Sowan, P., Car Repairer, McKees Rocks, Pa.	47 8
Markley, F. W., Assistant Signal Inspector, Englewood, Ill.	35 4	Speer, J. S., Brakeman, Detroit Division	37 0
Mattern, C. H., Freight Agent, Syracuse, N. Y.	38 7	Spilker, A. C., Mill Operator, Beech Grove, Ind.	37 5
Mattison, J. V., Conductor, Alston, Mass.	37 3	Stonehouse, J., Locomotive Engineer, Detroit	44 9
McCain, M. L., Yardman, Hammond, Ind.	35 4	Stump, D. R., Telegrapher, Ridgeway, O.	52 9
McCarthy, W., Laborer, West Detroit, Mich.	9 8	Thomas, D. A., Cook, Boston	12 6
McKelvey, F. C., Bridge Foreman, Edgerton, O.	34 7	Thompson, F. H., Conductor, Hudson Division	45 4
Meneer, W. H., Conductor, Buffalo	34 9	Thomsen, H., Conductor, Weehawken, N. J.	47 9
Messer, C. L., Machinist, Selkirk, N. Y.	31 10	Tudor, L., Gang Foreman, Buffalo	32 3
Nealey, W. C., Carpenter, Detroit	25 6	Valorose, T. E., Section Laborer, Chester, Mass.	39 11
Novak, F., Store Helper, Collinwood, O.	33 11	Varvodis, J., Section Laborer, Blue Island, Ill.	18 7
Offenberg, H. J., Gang Foreman, Linndale, O.	32 8	Vassar, L. S., Chief Clerk, Bellefontaine, O.	44 10
Parker, G. O., Locomotive Engineer, Mohawk Division	45 3	Venter, G. F., Conductor, Albany	36 10
Pearson, G. B., Crossing Watchman, Indianapolis	21 8	Wagner, J. J., Blacksmith, East Buffalo, N. Y.	41 9
Pierlotte, R. G., Conductor, Detroit Division	49 0	Wakefield, A. C., Clerk, Rochester, N. Y.	44 6
Pipher, E. H., Machinist Helper, Englewood, Ill.	36 9	Walsh, J. J., Leading Car Inspector, Brightwood, Ind.	36 4
Platt, A. P., Car Repairer, McKees Rocks, Pa.	48 10		
Ponce, J. J., Superintendent of Building Maintenance, New York	45 11		
Preininger, F., Car Repairer, McKees Rocks, Pa.	42 8		
Puttkamer, R. B., Baggage & Mail Trucker, Syracuse, N. Y.	31 2		
Roelle, L. A., Chief Clerk Stenographer, Cleveland	18 5		
Rupert, R., Electrical Welder, Niles, Mich.	34 5		
Rush, M. F., Patrolman, Albany	33 8		
Ryan, J. C., Superintendent of Maintenance-Equipment, New York	31 10		
Sabick, S., Locomotive Engineer, Ohio Division	41 9		
Sadenwater, C., Labor Gang Loader, Michigan City, Ind.	46 1		
Sanders, L., Laborer, East St. Louis, Ill.	29 10		
Schrambeck, J. J., Bridge Inspector, Cleveland	42 8		
Sefton, B. F., Conductor, Cincinnati	42 10		
Selke, F. M., Freight Handler, Mt. Carmel, Ill.	11 9		



OLDEST Locomotive Engineer in point of service in Michigan Central territory, Joseph B. Weiss retired after 48 years.

New York Central Headlight

Railroad Exhibit Featured At Ohio Farm-Home Show

One of the main attractions at the recent "Farm and Home Week" exhibition at Ohio State University was a rail track exhibit of equipment applicable to agriculture.

Comprised of a grain car, general merchandise box car, new modern mechanical refrigerator car, conventional ice bunker refrigerator car, convertible double-deck livestock car and caboose, the equipment was assembled by the Central and other railroad members of the Railroad Community Committee of Columbus, O.

The exhibit was designed to show the farmer how his produce and livestock is transported to market and to familiar-

ize him with the varied uses of this equipment to suit his specific needs.

One of the novel features was the "autobiographical" talk given by several of the cars, with cars describing their particular functions through records played over a public address system. Narrations for these records were pre-recorded by television personalities familiar to the farmers of central Ohio.

Approximately 10,000 people attended the rail exhibit and also received literature on railroad subjects. Don Rehl, New York Central's Agricultural & Livestock Agent in Columbus, headed the committee of railroad representatives who made detailed arrangements for the exhibit.

During the campaign NYC and Pullman employees will be asked to pledge a pint of blood each to the bank. Actual collections will be made in June by Red Cross mobile units assigned to the bank. All New York Central and Pullman employees who pledge a pint of blood to the bank will be eligible to receive blood for themselves or members of their families in time of need.

Pats on the Back

Many letters were received from cities throughout the system from scoutmasters, den mothers and Cub and Boy Scouts thanking the Central and its employees for their cooperation in the boys' observance of "Railroad Month." The Central provided films, literature and conducted tours of facilities for many of the boys.

Stationmaster **Malcolm Monroe**, Buffalo, N. Y., was commended recently by a passenger for "extraordinary service" in helping to find and return a hat box which had inadvertently been left in the Buffalo Station. Mr. Monroe located the hat box and sent it on to the passenger's station where arrangements were made to have it picked up.

A letter praising Conductor **J. A.**

Junken, Indianapolis, and even offering him a job after his retirement from the Central was recently received by J. D. King, Superintendent at Mattoon, Ill. The letter tells of Mr. Junken's kindness and service to all of his passengers.

Answers

... to Rail Quiz on page 13:

1. 1/8 of a cent
2. Million man-hours
3. Demand for overcharge, loss or damage
4. Telegraph
5. Before 1900 (some as early as 1863)
6. About 36 per cent
7. Train Register
8. Yes, when operating conditions warrant
9. Trainmaster
10. Flag stop to receive or discharge passengers.



CONDUCTOR Thomas Flanagan (right), of the Harlem Division accepted his certificate of service from **George E. McHugh**, Trainmaster, New York, when he retired.



AT the end of his last run, Edward Manthe (left), Engineer, Elkhart, Ind., receives hand shake from Engineer **Louis Rockstroh**.

Employe Blood Bank Opens Annual Drive

The fourth annual blood donor campaign of the New York Central-Pullman Employes Blood Bank of New York opened at a kick-off luncheon at the Grand Central Branch of the YMCA May 3.

Willard F. Place, NYC Vice President-Finance, is chairman of the drive, which will run until May 18. Unit leaders in the campaign are Ralph D. Evans, Special Engineer, Land & Tax department; William R. Horton, Assistant Superintendent, New York Terminal District; and Philip H. Karda, Assistant Superintendent of the Pullman Co.

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The bank is administered by a committee made up of representatives of management, employes and labor organizations. Last year 848 pints were collected. Approximately one-third of this was earmarked for the armed services and charitable institutions. The balance was credited to the NYC-Pullman bank by the Red Cross and employes were entitled to draw against it throughout the year. Many received several pints. For example, one Central employe's wife was given 17 pints from the bank's account.

More Are Named To New Posts

New York Central men recently named to new posts at various System points include **W. R. Benish**, appointed Division Engineer, St. Lawrence, Adirondack and Ottawa divisions, with headquarters at Watertown, N.Y.

Also in the Maintenance of Way department, **T. Burrell, Jr.** has been named Assistant Division Engineer of the Pennsylvania Division at Jersey Shore, Pa., and **P. K. Cruickshank** has been appointed General Track Inspector at New York.

Bernard Johnson has been appointed Assistant General Agent for the Freight Traffic department at Boston.

