

NEW YORK



HEADLIGHT

JUNE, 1956



The Xplorer bows in... PAGE 3



IN THIS ISSUE

THE XPLORER BOWS IN	3
A second lightweight passenger train makes its debut on the Central in experiment to find a way to recapture passenger business	
FLOWER FESTIVALS HIGHLIGHT NYC CITIES	5
Many communities attract visitors with floral displays	
WEEK-LONG SESSION EXPLAINS ORGANIZATION AND PROCEDURE TECHNIQUES TO CENTRAL MEN	6
RAILROADER WITH A SONG IN HIS HEART	7
NYC painter by day is singer at night	
WHAT PEOPLE THINK ABOUT TRAVEL	8
Research behind NYC ads shows public's attitude toward rail travel. New ads need support of good service produced by all Central employees	
PROMOTIONS ANNOUNCED FOR CENTRAL EMPLOYEES	10
SPECIAL CAR SHIFTS SAFETY DRIVE INTO HIGH GEAR	11
HEADLIGHT HIGHLIGHTS	12
Around the System in pictures	
CENTRALINES	14
PENSION POINTERS	14
RAIL QUIZ	14
SHAREOWNERS HOLD ANNUAL MEETING IN ALBANY	15
NYC HIRING RULES ARE STANDARDIZED	15
BETTER SERVICE DISCUSSED FOR NORTHERN NEW YORK STATE	16
THESE ARE THE FACTS	17
About the Central's current business	
25 YEARS AGO	17
NYC APPRENTICE PLAN DRAWS AWARD	18
COURTESY AWARD WON BY CENTRAL CONDUCTOR	18
MORE ACCOUNTING 'BRAINS' FOR NYC AUDITORS	19
NEWS BRIEFS	20
PATS ON THE BACK	21
BIG SHIPMENT FOR HISTORIC JOB	21
QUIZ ANSWERS	21
RECENTLY RETIRED	22



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THE XPLORER LEAVES CLEVELAND UNION TERMINAL ON ITS INAUGURAL RUN

New York Central Headlight

The Xplorer bows in...

Aim is recapture of traffic from plane, bus, auto

Xplorer, the Central's newest lightweight passenger train, made its debut in May at Cleveland. After an exhibition tour around the NYC System, it will go into service on the 260-mile run between Cleveland and Cincinnati. Aerotrain, introduced on the Central earlier this year is now running regularly between Chicago and Detroit.

The new train, built in the Train X concept, was christened at ceremonies in Cleveland's Union Terminal by six-year old Linda Martin. Her grandfather, V. L. Martin, and her father, Ray W. Martin, were Engineer and Fireman, respectively, on the train's first run over New York Central tracks.

The christening of the train took place on Linda's sixth birthday. As a memento of the occasion (and also as a birthday gift) she was given a nine-weeks old Dachshund puppy—with a low center of gravity comparable to that of the Xplorer).

Xplorer is the latest entry into the

field of low-cost, low contour, lightweight trains designed to help the nation's railroads regain their competitive position in passenger service.

The cars are approximately one-third the weight of conventional passenger cars. Of aluminum construction, with its light trailing weight of 700 pounds per passenger, it is the lightest entry in the low-cost field. Cost of the cars is approximately \$1,650 per seat, compared with the average first cost of \$2,850 per seat for conventional coaches. This saving means even more when it is realized that the lightweight Xplorer can be pulled by less motive power.

Although Train X designs can be adapted eventually to sleepers, diners and other deluxe features, Pullman-Standard Car Mfg. Co., the train's builder, believes its immediate importance is in the field of all-coach travel. Built for higher sustained speeds on existing curves and trackage, it is believed that Xplorer cars can be used to recapture traffic now going to the airplane, bus and private auto for distances of 400 miles and less.



WITH AN ASSIST from her grandfather, six-year old Linda Martin christens the Xplorer at Cleveland ceremonies. He is V. L. Martin, Engineer on the lightweight train's first run.

What's the train like?

The Central's Xplorer consists of four two-unit single-axle per unit cars and one single unit, double axle center car. Cars forward of the central car have their wheels ahead with each trailering end suspended on the car behind. Cars to the rear of the train trail their axles with each forward end suspended on the car ahead. Thus, while having the advantage of articulation during operation, cars can be added or removed as required and the train can stand without its locomotive.

The center car, with axles at both ends is 48 feet long. One unit in each of the four cars is 51'3" long to house entrance vestibules and toilet facilities, while the others are 48 feet long. Capacity of the train is 392 passengers. The overall height of the train is 11 feet—two and one-half feet lower than a conventional car. Its center of gravity is 11 inches lower than conventional.

From its inception nearly ten years ago, the Train X concept of a lightweight, high-speed train has depended upon the development of a compact locomotive capable of providing the motive power needed to match the performance of standard-weight power units.

Please turn to page four



AFTER ceremony, Linda received puppy as gift from Ernest C. Nickerson (right) Central's Vice President-Passenger Sales & Services. Helping her welcome the pup into the Martin family are her NYC Engineer-grandfather and her mother.

Xplorer—continued

Locomotive details

Xplorer's power plant, built by Baldwin-Lima-Hamilton, represents an entirely new idea in railroad motive power. It is a direct-drive diesel with power applied to wheels directly from the diesel motor through an automatic transmission (as in an automobile or truck). In the standard diesel-electric locomotive, diesel power runs a generator which provides current for electric traction motors to drive the wheels.

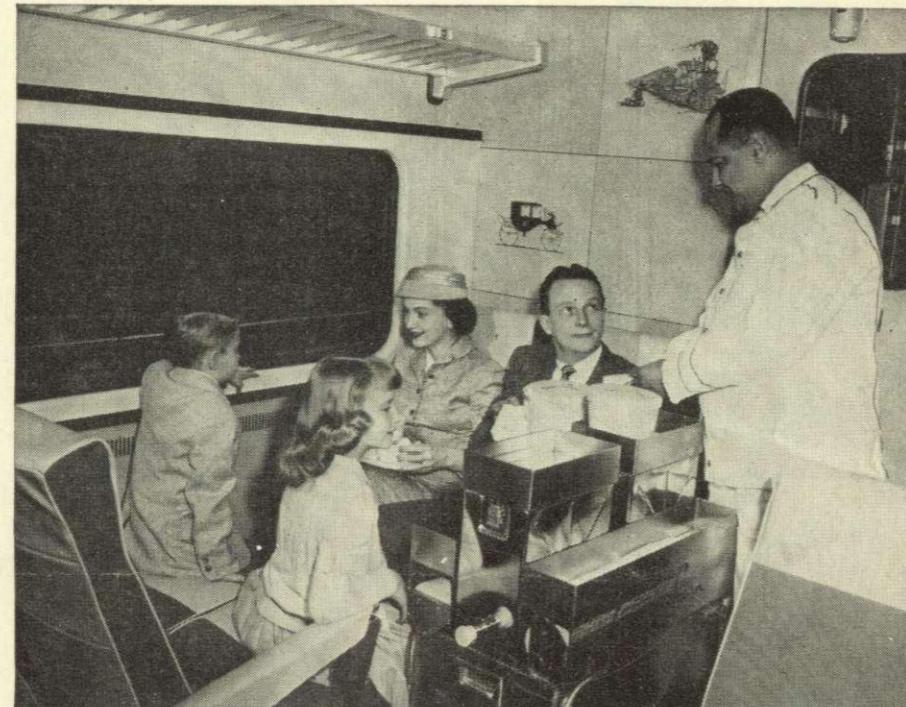
On the outside, the *Xplorer* locomotive resembles the standard diesel in appearance. It has been scaled down, however, to harmonize with the train's smaller, lightweight cars and with other Train X units which it will serve in the future.

While the conventional diesel tips the scales at a minimum weight of 125 tons or more, the compact "Mec-Hydro" unit of the *Xplorer* weighs only 87 tons and will service, at a top speed of 120 mph, the same number of passengers (in lightweight cars) which can be carried in standard size cars powered by the bulkier locomotives.

Inside, the locomotive is designed for fast, smooth, economical and completely automatic operation. The lightweight, high-speed, pre-set, tunnel-type engine is of monoblock construction and features disc-webbed crankshaft



TRAVELERS' AIDE on *Xplorer* is hostess who performs wide variety of services. She supervises train's housekeeping needs (lighting, temperature, passenger safety) and provides skilled attention to children and others.



'CRUISIN' SUSAN' is a novel feature of personalized service on *Xplorer*. It's a rolling buffet loaded with boxed meals and individually-wrapped snacks. "Susan" is wheeled up to the seats of passengers desiring light refreshments.

with heavy duty roller bearings, two-stage combustion and controlled piston cooling.

Electric power for the entire train is supplied by an eight-cylinder engine mounted in the body of the locomotive, driving a 300-KW generator.

The completely automatic hydraulic transmission eliminates electrical equipment, substantially reducing maintenance problems and costs. Four speeds forward and reverse, automatically controlled through the torque converter, provide a smooth flow of power with high efficiencies under all conditions of speed up to the maximum of 120 miles per hour and load. Positive interlocking claw clutches and the hydraulically operated disengaging torque converter eliminate engine overload. To the man at the throttle, these new features mean, simply, maximum mileage with minimum running maintenance.

The locomotive, although new on American rails, is similar to many which have operated in Europe for a number of years.

Features attract women

The luxurious interior styling throughout the *Xplorer* has special appeal to the woman passenger.

Her interest will be sparked by the

impact of the skilfully blended colors and materials evident as she enters the car for the first time. Then, because she is a woman, she will be quick to note every feature which, translated into terms of her daily life, will save time, lessen the work load, conserve energy, and be economical and durable.

Attractive color combinations, new plastics, metals and fabrics all mean easier maintenance as well as better looks.

Beside the oversize picture windows are reclining type seats with zippered slip covers made of a combination plastic and fabric material. AND, the seats revolve—one of the most novel features of the train. All lighting is fluorescent, and the automatically controlled heating and air-cooling systems are electrically operated.

Ease of getting on or off the *Xplorer* is also a feature women will like. The shallow steps make this a simple matter, whether from the ground level or station platform.

A quiet, relaxed atmosphere in the *Xplorer* cars is obtained through a special acoustic design which suspends the passenger compartment on rubber, reducing to a minimum all noises and vibrations ordinarily transmitted through car bodies.

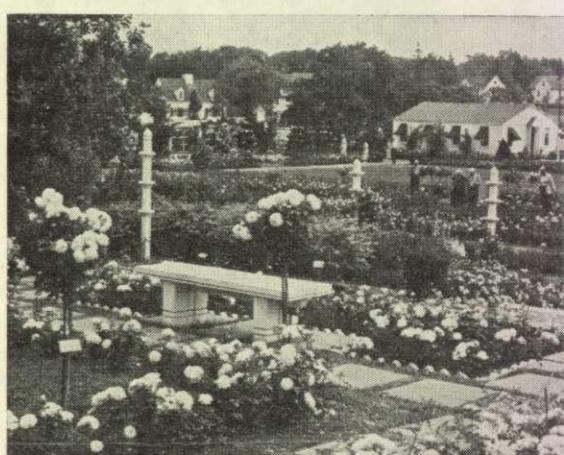


LILACS AT ROCHESTER, N.Y.

Flower Festivals

HIGHLIGHT NYC CITIES

As Spring comes full bloom in the Central's territory many communities attract visitors to see their floral specialties



ROSES AT NEWARK, N.Y.



TULIPS AT HOLLAND, MICH.

Week-Long Session Explains Organization And Procedure Techniques to Central Men

Who? What? When? Where? Why? How? These questions were thrown repeatedly at the speakers. They were answered promptly and the points raised were discussed fully. This two-way communication occurred at the Biltmore Hotel in New York City, where a group of key NYC men were learning more about their railroad.

It was part of a course in Organization and Procedure Analysis sponsored by the Administrative Planning staff of the Office of the President, which was held from May 15 to 19. Eighty-two men from all over the System heard the details of the Central's plan of organization, and took advantage of the opportunity to ask many questions. They were interested in finding out more about their work and how to make improvements in it—and they did.

Learning is not necessarily a dull process. Lecture periods were interspersed with role-playing skits and group participation projects. In fact, an air of informality and a fine cooperative spirit prevailed throughout the course, and there was excellent participation by all in attendance.

Management and Organization

The course defined the job of management as "getting results through people." It was pointed out that any person who has others reporting to him is a manager, and that an essential part of management is making improvements. John Joynt, Administrative Consultant, expanded on these points, and also outlined organization principles as they apply to our railroad.

New York Central's approach to organization clarification was explained by Fred Kattau, Assistant Director of Administrative Planning, and additional steps in this program were outlined. These involve preparation of job descriptions for all management personnel and issuance of organization manuals by all departments and districts.

Methods and Procedures

The second major part of the course dealt with making improvements in all areas of paper-work management. Wil-



NYC TRAINING session hears talk by Jack Haslett of Shell Oil Co.

liam A. Gill, Management Consultant, was the principal lecturer on this subject, and fully explained the principles and techniques involved.

All aspects of methods and procedures studies were explored. The mechanics were detailed and debated. The need for salesmanship in presenting and gaining acceptance of recommendations was underlined. Then, theory in hand, a practical problem was tackled.

Volunteers from the group acted out sample interviews, while everyone else took notes. Teams were formed and theory became practice. Work analysis sheets were developed and flow charts were drawn. Spirited competition broke out in presenting proposed improvements. Methods and procedures became more than a catch phrase—it was real.

All members of the group could see applications of the techniques in their own work, and agreed to immediately put into effect improvements in areas within their jurisdiction. A list of interdepartmental projects was compiled. This list will be enlarged and reviewed to determine which projects should come first.

Principal Officers Give Talks

NYC President Alfred E. Perlman addressed the group on the first day of the course, and stressed the importance of New York Central people initiating procedural improvements. He said "After you've done a thing the

same way for two years, look it over carefully. After five years, look at it with suspicion. After ten years, throw it away and start all over."

Karl A. Borntrager, Senior Vice President, also gave a talk on "The Importance of This Program to New York Central," and emphasized the significant roles played by both line and staff officers in making changes.

Other key representatives of both the railroad and outside industry related some of their experiences in organization and procedure refinement for the benefit of the group.

Significant Points Outlined

Certain fundamentals were emphasized, including the following:

1. Ideas and suggestions for improvement in the way work is accomplished must be encouraged at all levels throughout the System.

2. Making improvements is a continuing part of the job of every man in a supervisory position.

3. It is necessary to keep everyone concerned informed about what is going on, so that the most effective teamwork is made possible.

Throughout the course the theme "Work Smarter, Not Harder" prevailed.

The course was another step in providing management training for NYC System people, and a part of the overall plan to make the Central the best railroad in the country.

Railroader with a Song in His Heart

For Jerry Cardinale, New York Central is a place to work in the daytime so he can be sure of a steady income. But at night, this Central Painter changes roles and becomes Joseph Mordinio, known to the musical world as "one of the great tenors of the day."

These are the words of a New York music critic in a review of one of Jerry's (or is it Joseph's?) performances as an opera singer.

Jerry works as a Painter in the Central's Maintenance department in New York. "This gives me a steady paycheck," he says. "That's something good to have, because the income of a singer is not always sure."

A husky fellow in his thirties, Jerry has what musicians call a "big voice." He has great flexibility, making it possible for him to hit F above high C. But it has taken a long time and a lot of hard work for him to develop that ability.

Hard work is something Jerry has been used to all his life. Born in Brooklyn, he was one of nine children in the Cardinale home. His father had been a lawyer in Italy before coming to the USA. His grandfather was a surgeon, and other ancestors included a cardinal, a bishop and a mayor of Messina, Sicily.

Jerry has enjoyed vocalizing all his life, and started studying in his teens. Jobs were scarce, though, in the depression years in which he grew up. He finally landed a singing job in a burlesque show, and held it until his voice seemed to give out for awhile.



IN COSTUME and under the stage name of Joseph Mordinio, New York Central Painter Jerry Cardinale sings role of Lord Bucklaw in Lucia di Lammermoor in a Chicago performance. Patrice Munsel, star of the Metropolitan Opera, is Lucia.

Artur Rodzinski, the well-known conductor, told him: "Your voice is one of the finest I have ever heard." Another conductor, Dmitri Mitropoulos, has also praised his work, saying that one of his renditions "far surpassed any other singing of the part I have ever heard."

With encouragement like this behind him, Jerry continues to sing whenever he can land a part, looking forward to the day when the "big break" comes. He would like someday to sing major roles at the Metropolitan Opera in New York.

Meanwhile, each day Jerry reports to his regular assignment with New York Central maintenance crew No. 263. As he swings his paint brush to brighten up railroad buildings his thoughts carry him through some of the operatic roles he has learned and loves. Sometimes, to the surprise of his fellow Central employees, he is even apt to break into song as he works—and waits for the big day to come.



AT WORK on the Central, Jerry Cardinale draws a steady paycheck.



What People Think About Travel

Research behind NYC advertisements pinpoints public's attitude toward rail travel . . . Current ads are designed to improve attitude, but ads need backing of good service produced by employees

By CLIFFORD H. RAMSDELL, Director of Advertising

To sell a product successfully, a company and its salesmen should know all about the product itself and also as much as they can find out about what people think of their product. This goes for railroad travel as much as tangible merchandise.

But just how do you go about finding out what people think about travel? You might send someone over to the busiest corner in town and ask the first hundred people who walk by what they think.

The Central's Advertising department and NYC's advertising agency, the J. Walter Thompson Co., approached the job in a different fashion. They went first to 101 people in the New York metropolitan area for a pilot study. But they did *not* walk in and ask: "What do you think about travel?"

What they did ask, how they asked it, and what they found out helped set the stage for the passenger advertising campaign started by the Central last year.

When Dr. Herbert Fisher, Director of Market Potential for J. Walter Thompson, was assigned to the Central's account, he started out by asking himself three questions:

1. What are the best market opportunities for New York Central?

2. Why do many customers prefer to travel by train or plane or auto?

3. What is the "image" or "personality" of train travel, particularly in the customers' minds?

"We felt," Dr. Fisher says, "that we should concentrate our research on the

third question. The image which people hold of rail travel naturally underlies the success or failure of this mode of travel."

Finding out what these images are would provide a target to shoot at, a platform for the Central's advertising. Where the images were found to be negative, the advertising could be aimed at redirecting them along lines favorable to increased rail travel.

The first pilot research undertaken by the advertising agency for the Central consisted of 101 interviews, aimed at exploring the full range of customer

attitudes toward various modes of travel.

"As one part of this preliminary work," Dr. Fisher says, "we had some drawings made up showing a couple, baggage in hand, apparently walking away from some point of debarkation. The faces of the couple were not clear, so that their age and physical appearance were very vague. We told one-third of the people interviewed that the couple had just gotten off a plane and asked them to state what kind of persons they were. Another third of the total group were told that the couple

ADS NEED BACKING OF EMPLOYEES' PERFORMANCE

Scientific research and carefully planned advertising can help change people's attitude toward rail travel and lead them to buy a ticket on the Central. Once they have bought the ticket, it's up to New York Central's employees to produce the service that the ads describe.

Smooth handling by engine crews over a right of way kept in good shape by maintenance of way men makes train rides comfortable. Courteous treatment by ticket salesmen, conductors and brakemen makes passengers feel good and glad they decided to travel NYC. Careful service of good food in the diner adds to the fun of their trip and that feeling is complete when equipment maintenance men have seen to it that all the modern mechanical devices at passengers' disposal are in perfect working order.

The latest equipment and best planned schedules can't do the job alone. They are only tools. Making good use of those tools, New York Central men and women can prove to passengers that Central is the smart way to travel.



CONFERRING over research results are (from left) Clifford H. Ramsdell, NYC Director of Advertising; Herbert Fisher, Director of Market Research, and Paul Lund, Account Executive, both of the J. Walter Thompson agency, which prepares and buys space for Central ads.

had just finished a trip by auto; what kind of persons would you expect them to be? And the final third of those interviewed were told that the couple had just finished a trip by train and were asked to describe their characteristics."

The differences in descriptions given, depending on whether the people were told that the couple had just left a plane, auto or train, were very striking. The plane travelers were viewed as modern, busy, eager and adventurous; those leaving the auto were described predominantly as being middle class, friendly folks; and the couple leaving the train were viewed as old fashioned, cautious, older and "vegetative."

In these descriptions lie the stereotypes, or images, which customers and potential customers hold of different modes of travel. Clearly, the image of train travelers carried some negative implications.

Normally, market research experts would not regard 101 interviews as an adequate number on which to base an advertising campaign. But in this case, the image described was so forceful with virtually all those questioned that it was felt a campaign could be set up immediately, aimed directly at rechanneling these negative customer images—that is, at accentuating more of the modern and active aspects of rail travel, thereby reducing the negative stereotypes.

The advertising agency decided that it could get started on the hard planning and work to go into the campaign. It also decided that the preliminary research should not stop with the 101

interviews in the New York area, but should be extended to a broader base. The job of doing a representative survey of the entire territory served by the New York Central System would have been out of the question from the standpoint of expense.

So it was decided to go into five important markets of the Central—not necessarily the five *most* important ones. Boston, Buffalo, Detroit, Cincinnati and Syracuse were selected. The Central is an important passenger carrier in all of these and in some it is the principal railroad.

There were three major purposes behind this second survey: to see whether the basically unfavorable image of the railroad traveler was held by a larger number of people; to see whether the larger study would bear out the conclusions of the pilot study already completed, and which would be reflected in the Central's whole approach to passenger service advertising; and to provide check points against which NYC can return this year and next year and the year following to see what the attitude trend is, how it is changing, and, perhaps, to see what impact New York Central advertising has had in the meantime.

The large scale survey was conducted by a professional research agency, Alfred Politz Research, Inc. Interviews were conducted with 1,325 men and women living in Boston, Detroit, Cincinnati and Rochester. These interviews revealed clearly that the unfavorable

Please turn to page ten



CENTRAL ADS, based on careful research, emphasize the fun of rail travel. It's the "smart" way to go.

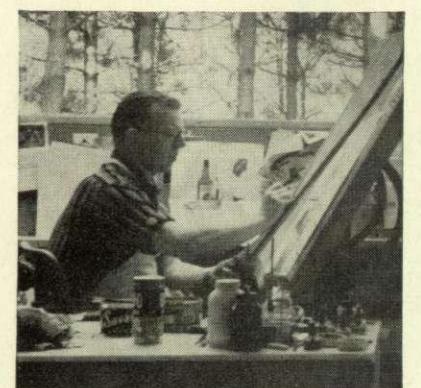
What People Think About Travel

—continued

image of the first pilot study was also held by a majority of the larger sampling.

Not all the findings were *bad*. It is not *bad* that people visualize train travel as relaxing and comfortable; but the major problem is to tell the story of this relaxation and comfort in such a way as to point up their positive aspects and to reduce the negative, dull, old fashioned implications of them. The survey revealed the need for railroad advertising to convey a modern spirit, a spirit of youth and aggressiveness, and a spirit of positive warmth. It showed that train travel is considered by many as the least exciting of the several modes of travel, that the railroads have lost more potential travelers in recent years than plane or auto transportation, and that such stereotypes as "cautious" and "old fashioned" apply.

With these overall implications in mind the Central and its advertising agency had the basis for starting to write ads and the "benchmarks" against which the effectiveness of the ads can be measured in future studies. The next step was to apply this research.



THE ARTIST who illustrates NYC's current ads is Austin Briggs, nationally-known painter, and one of the guiding faculty of the Famous Artists School in Westport, Conn. He is shown at work in the studio which is part of his Westport home.

"We had found," says Paul Lund, J. Walter Thompson Account Executive, "that it has become unfashionable with many people to travel by train. All of us, whether we like it or not, are to some degree slaves of fashion. It takes a whole lot of courage to travel by train when all those around us are going some other way.

"Our problem in many ways was

quite simple. How could we create advertisements which would both directly and indirectly say—"travel by rail is the smart, modern way to go?" Research was certainly helpful in indicating a number of things we should not do. Obviously, emphasis on safety and dependability only tended to reinforce the image of rail travelers as old fashioned. On the other hand, research showed that comfort was a generally recognizable attribute of rail travel and one we could use in a positive way to make rail travel fashionable once more.

"The net result was a campaign emphasizing the fun aspects of train travel—the way in which you can make your trip 'A Holiday Cruise on Wheels.' All of the artwork in Central's current ads shows smart, young people enjoying themselves on a train."

The old fashioned image of rail travel won't be changed overnight. It was built up over a long period of years by the aggressive, positive advertising of the railroads' competitors, and the overemphasis on safety and dependability which characterizes so much railroad advertising. Switching sales emphasis to the fun aspects of train travel, representing customers as fashionable, smart people, will in time change the image and make travel by rail once again an up-to-date way to go.

Rhinecliff, N.Y.; and on the Harlem Division to but not including Hillsdale, N.Y.

In the Operating department, **R. F. Jordan** has been named Trainmaster of the St. Lawrence-Adirondack-Ottawa Divisions, with headquarters at Watertown, N.Y. He succeeds **C. B. Davenport**, retired after 45 years' service.

D. T. Brady has been appointed Assistant Trainmaster of the Mohawk-Hudson Divisions, with headquarters at Albany, N.Y.

Also at Albany, **J. W. Wood** has been named Assistant District Supervisor of Safety.

In the Passenger Sales & Services department, **M. E. Lawrence** has been named Manager of the NYC Travel Bureau in Grand Central Terminal, succeeding **Edgar J. Topps**, retired. Mr. Lawrence has been with the Central since 1920. He is succeeded as Assistant Manager of the Bureau by **Albert Waldeen**.

Promotions Are Announced

For Central Employees

Among New York Central employees recently named to new positions is **Charles P. Rath**, who has been appointed Assistant General Claims Attorney at New York.



Mr. Rath

Mr. Rath joined the Central in 1925 as a Clerk in the Transportation department at Bellefontaine, O. He transferred to the Claims department in 1930, when he became Interstate Clerk at Indianapolis. In January, 1955, he was made Assistant to General Claims Attorney, the post he held until his latest promotion.

At the same time, jurisdictional changes in the New York District of

the Claims department have been announced.

Robert I. Hunter, District Claim Agent with headquarters at New York, has been appointed District Claim Agent with jurisdiction over Claim department matters arising in the Marine department; on the River Division from Jersey City, N.J., to but not including Newburgh, N.Y.; on the West Side of New York to Spuyten Duyvil; and Grand Central to 59th Street.

William G. Geibel has been appointed District Claim Agent with headquarters at New York and will have jurisdiction over Claim department matters arising on the Electric Division, except from Grand Central Terminal to 59th Street; on the Putnam Division; Hudson Division from Croton-on-Hudson to but not including

Special Car Shifts Safety Drive into High Gear

New York Central is at the bottom of the list in on-the-job safety among the American railroads today, but we are going to take it to the top!"

These are the fighting words of NYC President Alfred E. Perlman on a recording being played to audiences throughout the System in a special Safety Car now touring the railroad.

The special car made its debut early last month in Cleveland during a meeting of the divisional safety committee there.

From Cleveland, the car went to Cincinnati and Chicago before heading east to Buffalo and Albany, N.Y.

The purpose of the car's System-wide tour is to highlight the determination of the Central's top management, led by Mr. Perlman, to improve the road's on-the-job safety performance. Throughout the drive for this improvement emphasis is being placed on the human relations aspects of safety and the responsibility of local supervision for safe working practices.

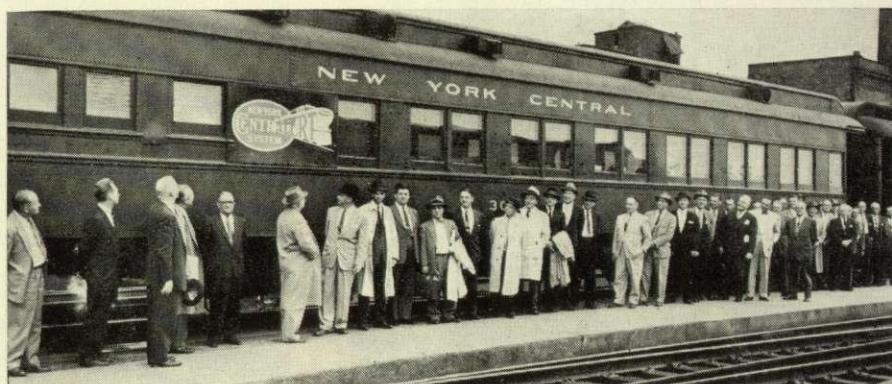
Meetings at each stop

At each stop, meetings in the car are held under the direction of Donald E. Mumford, Director of Safety, and Karl F. Emmanuel, Safety Consultant to the President. During the first three weeks of the car's operation these two men talked personally with nearly 1,000 Central supervisory employees, ranging from gang foremen and assistant foremen to superintendents, general managers and vice presidents.

With their talks aimed at the men directly in charge of employees who are being injured on the Central, they have dwelt on the necessity for adherence to safety and operating rules as well as constant alertness to safe working practices at all times on all jobs.

A motion picture film, entitled "The Inner Man Steps Out," produced by General Electric Co., is shown at each of the special car's stops. Remarks made by members of the audience after the film is shown indicate that it is helping to drive home the lesson that sound supervision is essential to safe operations.

While the car was touring the System safety performance figures were announced for the first three months of this year. From Jan. 1 through



VIEWING Car No. 30, Central supervisors prepare to go aboard for safety meeting at Albany, N.Y. During first three weeks of its tour, car was visited by nearly 1,000 supervisory employees in sessions to spark an intensive safety drive.

what he is to do and when to do it. He uses safe and efficient methods. He believes in good housekeeping. Everything is kept neat and orderly. He has a place for everything he uses and sees that everything is in its proper place.

"He trains new employees in the proper and safe ways of doing their work. He checks to see that his instructions are followed. Men seem to find it easier to work for him for he understands his job and theirs, too."

In addition to Car No. 30, which at present is being used for carrying the Central's safety campaign to supervisors, there are two other safety cars operating in the Eastern District of the railroad, carrying safety instruction to NYC employees.

PREVENTION PLUS

2. Prompt and adequate investigation of each occurrence to find causes as well as remedial action necessary.

3. A prompt report of the conclusion, indicating corrective action taken.

Because of delays in submission or handling and failures to follow-up in all cases, the Central's President, Alfred E. Perlman, has now instructed that all ST-10 and ST-11 reports as well as conclusion reports showing result of investigation and corrective action taken shall be forwarded direct to his office, effective June 1, 1956.

With each personal injury daily coming to his direct attention there can be no doubt in the mind of anyone as to the seriousness of Mr. Perlman's expressed intention to make NYC the safest railroad in the country.

HEADLIGHT Highlights



In Chicago . . .

and ready to board New York Central's Twentieth Century Limited after announcing their engagement are popular songstress Peggy Lee and movie actor Dewey Martin. Miss Lee was headed from Hollywood to New York to appear on a TV show.



At dedication . . .

of Broadcast Center, new home of WSBT and WSBT-TV, South Bend, Ind., prominent Indiana-born business men took part in a panel discussion of "Hoosiers in Business." Among them was NYC's Vice President-Personnel, Lawrence W. Horning (second from right), a native of Seymour, Ind.

From left: Donald D. Hoover, President, Bozell & Jacobs (advertising); Emil Schram, retired President, N.Y. Stock Exchange; Bill Shadel, CBS Commentator and panel moderator; Bernard Kilgore, Publisher, *Wall Street Journal*; Mr. Horning; and Carl C. Helm, National Assn. of Manufacturers.



Something new . . .

in the way of telephone information service is provided by NYC in LaSalle Street Station, Chicago. Coquette Beran of Woodstock, Ill., demonstrates special phone on station's main floor through which travelers may get instant train and fare information direct from the Central's information bureau. Service is addition to station's existing public information service.



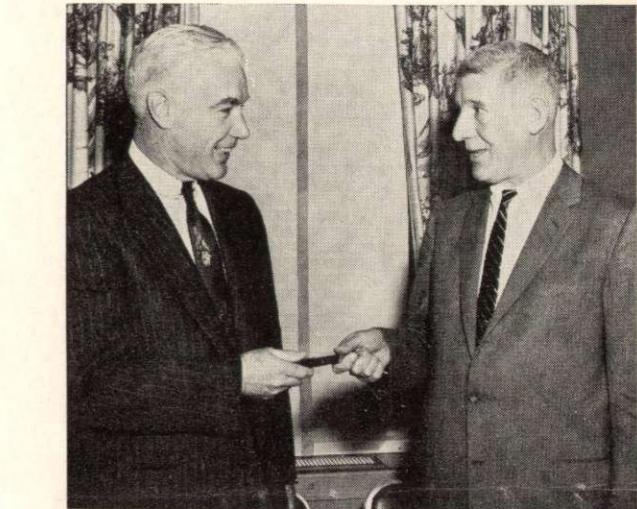
Gathered . . .

for their commencement dinner, graduates of the Central's apprentice training course at Harmon, N.Y., Diesel-Electric Shops were joined by NYC officials to celebrate completion of their schooling. Toastmaster at the dinner was Eric D. Scaringi, chairman of Sheet Metal Workers' Local 31, and member of NYC Apprenticeship Committee.



Souvenir . . .

brief case is presented to Mayor Richard J. Daley of Chicago (right) by Sidney W. Bone, Passenger Sales Manager of the Central. The case is a memento of the inaugural run in regular service of NYC's lightweight Great Lakes *Aerotrain* between Detroit and Chicago. At left: E. F. McLaughlin, Passenger Rep.



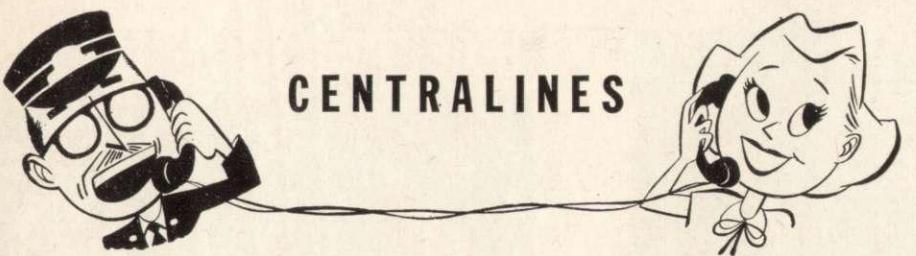
Achievement spiked . . .

is the story of this picture. John F. Nash (left), President of the Pittsburgh & Lake Erie Railroad, recently received a gold spike for his services to the Community Relations Committee of Pittsburgh Railroads. Making presentation is Morton S. Smith, chairman of group.



Big lift . . .

is given heavy shipment from NYC car float at Brooklyn Navy yard. Shipment consists of 300 tons of electric power plant equipment made by General Electric for Japanese firm. NYC's Marine department moved it to Navy yard, which has only crane in New York harbor capable of lifting that much weight.



CENTRALINES

Bill Brown, of the Central's Transportation department at Haverstraw, N. Y., is also one of the favorite citizens of Bergenfield, N. J. Bill lives in Bergenfield, where he is coordinator between the town's police department and the Police Athletic League, which numbers about 1,500 members, from eight to 20 years old.

The youngsters in the League have adopted Bill as a sort of unofficial "extra" father. Hardly a day goes by that one or more of them doesn't call on him with a problem — something wrong at school or home, a quarrel with a friend, or just somebody who needs a listener. Bill, they know, always has time to listen.

A life-long sports fan, Bill has done a great deal toward the development of athletic activities for Bergenfield's youngsters.

Recently, Bill received an award for his work with the PAL. The Bergenfield-Dumont, N. J., Chapter of B'nai Brith Women gave him a plaque naming him as town's Citizen of the Year.



Forty-eight chapters of the Railway Business Women's Association from all parts of the country attended organization's annual convention in Los Angeles, May 22-24. Detroit chapter's delegation was headed by its president,

Jessie Wood, who works for NYC there, and **Anne Conlogue**, RBWA's national welfare chairman, also a Central employe . . . Our inquiry in the March HEADLIGHT about origin of

safety sign found at Ashtabula, O., turned up information that creator of the sign is **Albert Friedman**, of NYC's Car department at Cleveland.

Clarence Ferguson, Yard Conductor at Cleveland Union Terminal, and Secretary of the International Board of Directors of the Switchmen's Union of North America, writes that since Mr. Friedman started working for the Central in 1941 he has turned out more than 100 safety slogans. The sign found at Ashtabula was made in 1944.

"His safety-mindedness," writes Mr. Ferguson, "springs from his life-pattern of helping others at every opportunity."

Mr. Friedman's hobby is painting portraits of scholars and sages of ancient times. He donates his paintings to various Hebrew Schools. A part-time cantor, Mr. Friedman also conducts services at his synagogue in Cleveland.

James L. Robinson, Division Freight Sales Manager at Toledo, has been elected first vice president of the Toledo Transportation Club . . . **James M. Donovan**, Division Freight Sales Manager, Albany, N. Y., representing the city's Railroad Community Committee, spoke on President Eisenhower's Cabinet Committee Report on Transportation Policy before the Rotary Club of Lake George, N. Y. . .

Warren R. Walworth, NYC Training Supervisor, discussed the continuing nature of the learning process at a meeting of the Metropolitan Maintenance of Way Club in New York. Under the heading "School Is Never Out," he discussed training programs of the Central and other railroads, emphasizing that one of the most important points about training or learning is acquiring the ability to get along with others.

The Lake Shore Pioneer Chapter-New York Central Veterans Association, will hold its 41st annual reunion at Cedar Point, near Sandusky, O., Saturday, June 23. Special trains will run from Buffalo and Indianapolis to Sandusky with reduced fares in effect.

Pension Pointers

By Frederick P. Fleuchaus
Secretary, NYC Board of Pensions

Employees of the New York Central System receiving monthly salaries in excess of \$350 are eligible for membership in the New York Central System Funded Contributory Retirement Plan for Salaried Employees and Officers.

Employees have lost creditable prior-to-membership service because of failing to file their applications within the time prescribed by the Plan. Therefore, if you are a salaried employee regularly assigned to a permanent job, receiving a monthly rate in excess of \$350 and wish to become a member of the Plan, you should file your application so as to reach the Secretary of the Board of Pensions not later than the end of the month following the month in which you first receive over \$350 per month.

Application forms may be secured from your employing officer, or from the Board of Pensions.



RAIL QUIZ

Answers on page 21

- At a meeting point between an extra train and a regular train, which train should take the siding?
- Does the Railroad Retirement Board consist of three, six or nine members?
- Is an open station a station that remains open at all hours, a station equipped to receive freight on a C.O.D. basis, or a station to which all shipment must be prepaid?
- In passenger train timetables, does an asterisk (*) indicate that a train is operated daily, daily except Sunday, or Sunday only?
- Is a milk car classed as a freight train car or a passenger train car?
- Does "tonnage rating" apply to weight of a locomotive, horsepower of a locomotive, or load pulled?

New York Central Headlight

Shareowners Meet in Albany; Elect Central Directors

New York Central's annual meeting of shareowners was held Thursday, May 24. The new lightweight *Xplorer* made a special run from New York, where most of the shareowners' addresses are, to Albany, N. Y., where the meeting is held following the company's charter.

More than 380 passengers were aboard the train, which left Grand Central Terminal at 8:30 a.m. A special excursion rate of \$3.50 (including tax) for the round trip was in effect. Some of the shareowners were Central employees and retired NYC people. They, of course, rode free. The *Xplorer's* novel Cruisin' Susan snack service was available on the going trip for a "second breakfast."

At Albany, chartered buses met the train and carried its passengers to the Palace Theatre. Total attendance at the meeting reached 650.

Principal business transacted at the meeting was the casting of votes for directors, the action by which the voting owners of a corporation exercise their control. Fourteen members of the Central's Board of Directors were re-

elected. The 15th member, Clint W. Murchison, of Dallas, Tex., had asked that his name be dropped from the slate to be voted on, citing the pressure of other duties. In his place, Donald Carter, also of Dallas, was nominated and elected. Mr. Carter is President of the Sun Investment Co. and Gulf Coast Rice Farms, Inc.

The Central's other directors are William P. Feeley, Dr. R. Walter Graham, Allan P. Kirby, William H. Landers, Frederick Lewisohn, Richard M. Moss, Alfred E. Perlman, Eugene C. Pulliam, Sid W. Richardson, Earl E. T. Smith, Daniel E. Taylor, Orville Taylor, Lila Bell Acheson Wallace, and Robert R. Young.

Former Governor Thomas E. Dewey of New York was retained by NYC's management to serve as parliamentarian during the meeting.

Central Chairman Robert R. Young presided and addressed the meeting briefly. NYC President Alfred E. Perlman reported to the Central's owners on the company's progress during the last year and discussed prospects for the future.



"Competition gives me more for my money"

—my refrigerator is a good example!"

Inquiring Reporter: There are bills in Congress that would give regulated forms of transportation, such as railroads and some trucks and barges, more freedom to price their services in competition with each other—and with unregulated trucks and barges, too. What's your opinion of that?

Housewife: Well, what I want to know is—will competition in transportation benefit me? Now when I bought my refrigerator, three different stores competed for my business—and I got a mighty good buy!

Inquiring Reporter: According to a Cabinet Committee appointed by President Eisenhower, if the various kinds of transportation were allowed greater freedom to compete with one another in rates, it would mean savings for everyone.

Housewife: I thought so. I remember reading that railroads are often required to set their rates higher than would otherwise be necessary—just to protect their competitors.

Inquiring Reporter: That's right—and the Cabinet Committee recommended that each form of transportation should be allowed to make rates related to its own costs and needs, so long as the rates are not below cost and are not discriminatory.

Housewife: Well, in that case I'm all for competitive freight rates. After all, I pay the freight on everything I buy!

For full information on this important subject, write for the booklet, "Why Not Let Competition Work?"

NYC Hiring Rules Are Standardized

New York Central's Personnel department has set up the first standardized employment procedure ever carried out over the entire railroad.

The new standards control employment at 3,000 hiring points. They apply whenever a new man or woman is hired for any of the Central's 85,000 jobs.

The new employment procedures are incorporated in an attractive 65-page booklet distributed to Central supervisors responsible for hiring new employes. The booklet reiterates the Central's long-standing policy of seeking and considering applicants of the highest quality, regardless of race, creed, color, or national origin. New York Central selects employes, the booklet emphasizes, "on the basis of merit, skill, experience, training, intelligence, character and physical fitness."

The standardized employment procedures outlined in the booklet are de-

signed as a helpful guide to those who select new employes for the Central. The procedures also will help in guiding new employes into jobs in which they will be happy and most productive. The practices set forth in the booklet are based on ten simple steps in the selection of employment applicants—steps that will help the Central find men and women who will grow increasingly valuable to the railroad as their NYC careers progress. The overall purpose of the booklet is to apply to New York Central the latest techniques covering the hiring of new employes.

TWO IN ONE

In keeping with the practice of recent years, the next HEADLIGHT will be a combined July-August issue, appearing late in July. With the September issue, monthly publication will be resumed.

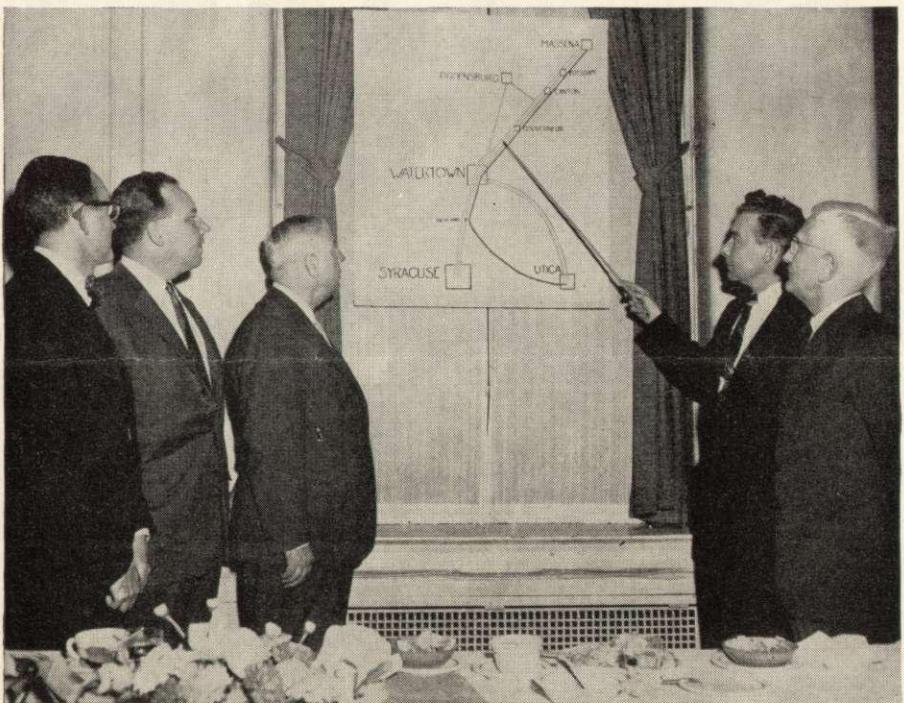
Better Train Service Discussed For Northern N.Y. State

Future rail passenger service into the "north country" of New York State was the subject of a luncheon meeting last month between New York Central representatives and business and civic leaders of the area.

The meeting was the first of what may develop into a series of similar sessions in areas where NYC is seeking to bring its passenger service into line with current market and competitive conditions, and to place it on a sound financial footing.

At a previous luncheon, held last December, local business and civic leaders asked the Central to appraise its passenger service in the area to see what might be done to bring it back to financial health. Both meetings were presided over by Dr. Lewis K. Sillcox, Honorary Vice Chairman of the New York Air Brake Co., which has its headquarters in Watertown.

Last month's meeting was in the nature of a report by the Central's passenger research and economic analysts.



POINTING OUT details of NYC proposals for modernizing passenger service in northern New York State at luncheon meeting in Watertown, N.Y., are (from left) John S. Gallagher, Jr., Director of Passenger Research; John J. Danhof, Jr., Superintendent; Edward J. Gibbons, General Manager; George M. Casady, Director of Passenger Service Economics; and Dr. Lewis K. Sillcox, Honorary Vice Chairman, New York Air Brake Co. Area's civic, business leaders attended.

They reported, in essence:

1. The "north country" area in New York State has future growth potential and is worthy of limited development.
2. New York Central is now serving areas where the service is not wanted or used; in effect the trains don't go where and when people want to travel.
3. The area cannot possibly hope to support the present number of separate passenger trains, sprinkled over five separate branch lines.
4. The present service currently loses over \$1.5 million a year. John S. Gallagher, Jr., Director of Passenger Research, and George M. Casady, Director of Passenger Service Economics, presented to the meeting a bold plan for building passenger service in the "north country" area served by the St. Lawrence Division. The plan is predicated on actual travel needs as reported to the Central by travelers in the area,
5. Include a bedroom-lounge sleeping car on the night trains, replacing the present outmoded buffet-coach for food and beverage service.
6. Discontinue two trains a day in each direction between Utica and Watertown via Carthage.

and on the creation of a modern, attractive, salable product.

Principal features of the plan are:

1. Creation of a new "main line" from Syracuse to Watertown and Massena, featuring fast service with several trains a day.
2. Discontinuation of one-train-a-day local branch services between Ogdensburg and Watertown; Utica and Watertown via Richland; and Ogdensburg and DeKalb Jct. Ogdensburg would have limousine or bus connection to and from Canton, honoring rail tickets.
3. Add two new trains daily between Syracuse and Massena, serving Watertown, Gouverneur, Canton, Ogdensburg and Potsdam en route.
4. Operate the present overnight sleeper service from New York via Syracuse, and advance its schedule to provide arrival at Massena at 7:45 a.m. (EST) instead of the present 10:30 a.m. This train would have a set-out car sleeper for Watertown which passengers could occupy until 8 a.m.

5. Include a bedroom-lounge sleeping car on the night trains, replacing the present outmoded buffet-coach for food and beverage service.
6. Discontinue two trains a day in each direction between Utica and Watertown via Carthage.

The Central would like to have the night train from Massena to New York operate later, but this cannot be done because of the close connections necessary for the Pittsburgh sleeper handled three days a week on the same train.

The Central's spokesmen presented the plan as evidence of the railroad's faith in the future of the territory, but emphasized that it must be carried through as a whole program—the old-fashioned, no longer useful local trains must be removed before modern service can be instituted.

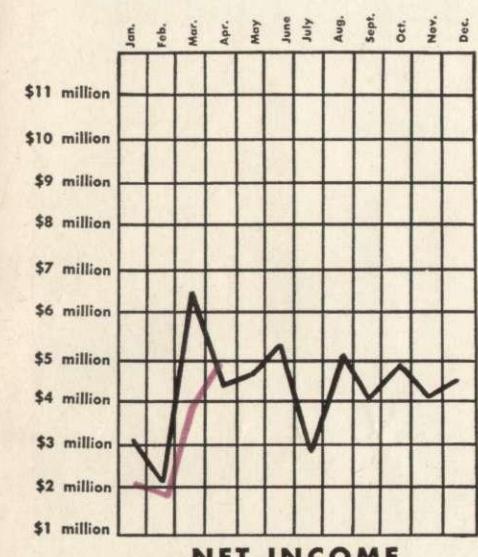
The New York Central, they told their audience, wants to provide fast, attractive passenger train service wherever it can do so at a profit. Realization of this goal, they said, depends on getting rid of expensive old-style trains and the provision of fast modern-style trains which can be sold in volume in today's highly competitive market.

The Watertown meetings are unusual in that the railroad was given an opportunity to work closely and harmoniously with the communities involved.

These are the



FACTS



NET INCOME

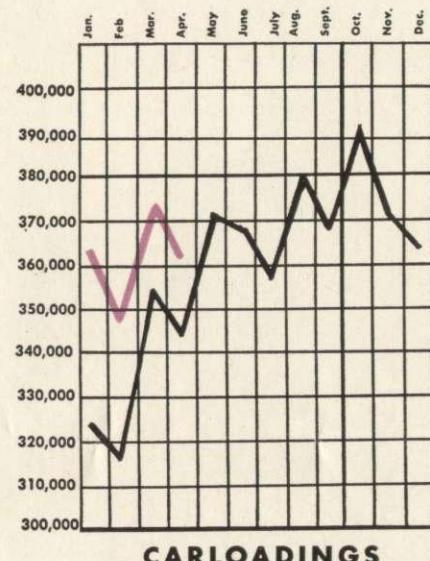
is what's left after all the bills are paid

— 1956 — 1955

NET INCOME of the Central in April, 1956, was \$4,084,575, bringing total net income for the first four months of the year to \$13,674,365.

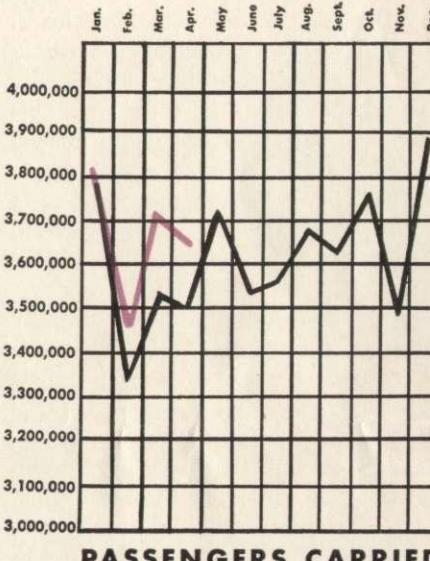
Operating revenues were \$67 million for April, 1956, against \$61 million for April, 1955. For the first four months of this year, operating revenues were \$261.7 million. For the same period of 1955 they were \$238.9 million.

Operating expenses were \$53.5 mil-



CARLOADINGS

show how Central's freight business is



PASSENGERS CARRIED

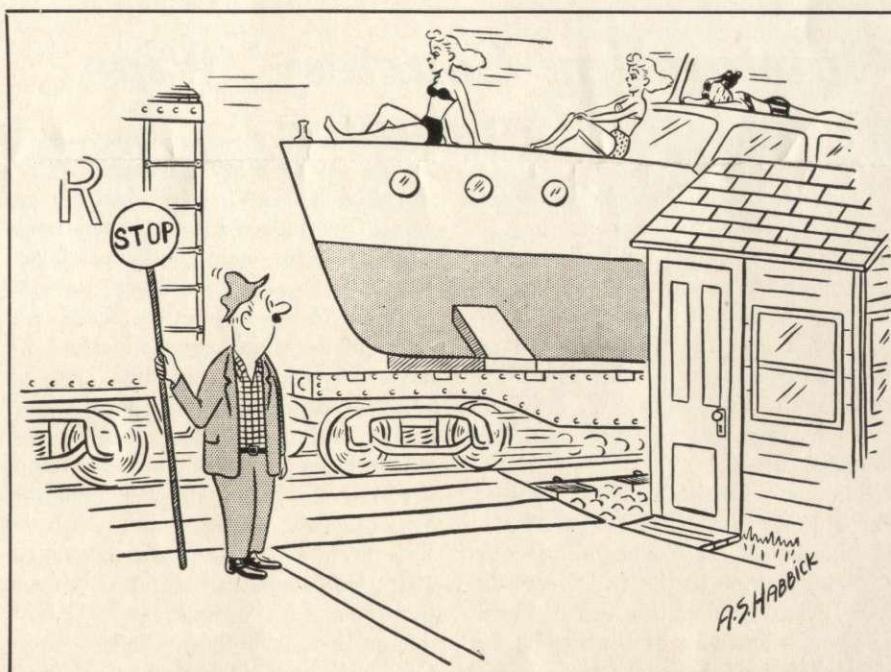
are key to Central's passenger business

lings for the first four months of 1956 are 1,451,749. This is a rise of 112,507 cars or 8.4 per cent, over the first four months of last year.

PASSENGERS CARRIED on the NYC System in March, 1956, numbered 3,725,299. This was a rise of 198,400 above the same month of last year. In the first three months of this year, New York Central trains carried 11,036,797 passengers, an increase of 377,599 over the first quarter of 1955.

25 Years Ago

Ticket Agent R. C. Keough of Bellevue, O., became suspicious when he heard noises inside the station. His son, who was passing outside the station, also heard noises and ran home to get a rifle. As he returned with the gun he met his father and a city policeman on their way to investigate the strange sounds. As they approached the station they saw one man fleeing but could not capture him, although he was wounded by a shot from the policeman's revolver. Mr. Keough took the rifle from his son and entered the station where he found a second man who threatened him with a brake shoe key. Mr. Keough held the man at bay until the policeman returned and arrested him. Although the would-be thieves had broken into the office safe, they had been routed before they stole anything.



NYC Apprentice Plan Draws Labor Dept. Award

Called upon to make a speech at a meeting of the Eastern Seaboard Training Directors Association, Malcolm S. Riegel, New York Central's Coordinator of Training, took the platform only to find that before he could make his speech, he was to receive a special award.

The award was in the form of a Certificate of Meritorious Service from the Secretary of Labor of the United States, James P. Mitchell. It was presented by Edward E. Goshen, Deputy Director of the Bureau of Apprenticeship of the U. S. Department of Labor.

"The U. S. Department of Labor," Mr. Goshen said, "desires to recognize the services of an outstanding individual who has contributed to an unusual degree to the training of apprentices."

"The New York Central Railroad," he continued, "has one of the finest programs in the country, and the man most responsible for the improvement resulting in that achievement is the Chairman of their General Apprentice Committee.

"Therefore, it gives me great pleasure to carry out the directive of Secretary Mitchell, and present this certificate of meritorious service to Malcolm S. Riegel."

The certificate states that as a member of the New York Central's General Joint Apprentice Committee he has given unsparingly of his time and



PRESENTATION of award from U. S. Labor Department recognizes achievement of Central's apprentice program. NYC Training Coordinator Malcolm S. Riegel (left) accepts certificate from Edward E. Goshen, U. S. Bureau of Apprenticeship.

energy in the fulfillment of the many duties performed by a member of such a committee. In so doing, he has "rendered a valuable service to the trade, his community, and to his nation."

Accepting the award, Mr. Riegel said he was grateful for it on behalf of all the people who made it possible.

'Outstanding Courtesy' Wins Award for Conductor

Louis H. Costin, New York Central Conductor from Indianapolis, has received the Federation for Railway Progress courtesy award.

Presentation of a United States Savings Bond and the Federation's lapel emblem was made to Mr. Costin in Indianapolis by Gregory W. Maxwell, General Manager of the Central's Southern District.

Conductor Costin, a New York Central employee since 1916, was selected for the award for "outstanding courtesy and service to the traveling public." In announcing the award, James G. Lyne, Chairman of the Federation for Railway Progress, wrote to L. W.



COURTESY AWARD of Federation for Railway Progress is pinned to lapel of Conductor Louis H. Costin by General Manager Gregory W. Maxwell.

More Accounting 'Brains' for NYC Auditors

Electronic high-speed computers added to Detroit office to aid in preparation of Central paychecks

New York Central, which was the first commercial installer of punch card tabulating equipment, continues its leadership in the use of electronic accounting devices with installation of its third International Business Machines 650 magnetic drum, high speed data processing machine.

The Central's latest installation (of two machines) is at the Detroit office of the District Auditor of Expenditures. The machines will be used initially to compute payrolls and payroll statistics for approximately 44,000 Central employees west of Buffalo.

Announcing the addition to NYC's already extensive roster of electronic accounting "brains," George H. Albach, Comptroller, said that the Central is not only a pioneer in the use of these devices, but believes it is further advanced in their application than any other company in the railroad industry.

The first IBM 650 on the Central was installed in July, 1955, at Utica, N.Y., where it is used for payroll processing. Later the same month, a second machine began processing car service and locomotive statistics in the Car Service Bureau at Buffalo.

More on order

NYC has two more similar machines on order as well as an IBM 705 magnetic tape data processing machine. A staff of Central employes is engaged in programming work and research for this equipment. They have qualified for this highly specialized work by special "screening" tests and have attended training courses as well as company seminars.

Two of the most significant features of the 650 computer are its ability to check the accuracy of its answers and its magnetic drum "memory." The drum "memory" holds up to 20,000 digits. These digits are stored in 2,000 fixed locations on the drum of ten digits each. The drum, which is only four inches in diameter and 16 inches long, turns at the rate of 12,500 revolutions a minute, so that on the average, any of the 20,000 digits in the "memory" are accessible in less than 3/1,000 of a second.



PUSHING SWITCH, Central's Comptroller George H. Albach puts into action one of two new electronic computers in Detroit accounting office. Watching (from left) are F. D. Martin, K. W. Porter and J. J. Popp, Assistant Comptrollers.

The electronic arithmetic unit performs calculations involving ten digits for each factor with a 20-digit result at a speed compatible with the "memory" access time—3/1,000 of a second. Typical rates of performance are: addition and subtraction—200 per second; multiplication—60 per second; division—50 per second.

Helps with payrolls

To solve the Central's payroll requirements, the 650 operator first programs the machine by feeding into it a series of punched cards which give it operating instructions on how to solve the problem, step by step. Then, by the same method, the operator gives the machine all the established data, including hours worked, pay rates, exemptions code, tax codes, etc.

The program and the established data are transmitted from the device which reads the punched cards to the magnetic drum "memory." Each number is stored on the surface of the drum as tiny magnetized spots and each group of spots has an "address" so that any number—either date or instruc-

tions—can be called for and made available when needed. Next, the problems themselves are transmitted to the machine by punched cards.

In doing the problem, the calculator follows the stored program faithfully, taking numbers from the input cards or the memory as needed, performing the calculations called for, and automatically moving on to the next step. At any time the operator may manually alter or add to the stored data or program instructions by setting knobs on the control panel. Final answers are produced on punched cards. The calculation of each employe's pay, deductions, year-to-date statistics and distribution is performed in one pass of the cards through the machine.

In addition to its large numerical capacity, the calculator also features a "Table Look-up" operation which facilitates the automatic searching of rate tables. The Central makes use of this feature in the calculation of special tax deductions and the computation of the distribution of the entire payroll to account and job classifications.



NEWS BRIEFS

NYC FEELS IT HAS

...the responsibility of a partner in the future progress of Buffalo and intends to meet that responsibility with improved service and facilities which will greatly aid the expansion of the city's economy.

This message was brought to residents of Buffalo by the Central's President, Alfred E. Perlman, in a speech before the city's Chamber of Commerce.

Stating that the Central felt its duty to provide Buffalo with better service as one of the most important lifelines of the city's progress, Mr. Perlman told his audience of plans for improvements in the Central's facilities in and around Buffalo. These include yard improvements, centralized traffic control and faster freight service.

GENERAL JAMES VAN FLEET

...who is now retired from the U. S. Army, has written a book on railroading. The general, Commander of U.N. forces in Korea, says the railroads "were a great military asset" in a volume entitled "The Winning of the Wars."

The railroads, he writes, "are as much a part of the military strength of the nation as our Army, Navy, Air Force and Marines, because none of these great armed services could long operate without the logistical support which railroads provide. No other form of transport, nor all other forms combined, could take over the job of railroads, because they all lack some of the inherent characteristics on which the military value of railroads is based."

REVIEW OF RAILWAY OPERATIONS

...detailing 1955 U.S. railroad operating facts and figures, is available from Association of American Railroads, Washington 6, D.C.

THE FOUR MILLIONTH VISITOR

...entered the Kodak Photographic Information Center in Grand Central Terminal last month. Visitors from all parts of the globe regularly stop in at the center to see the attractive photographic displays or to get the latest information on photographic developments of interest to picture takers everywhere.

DEFENSE PLANS

...for the nation's railroads against possible enemy air attack are outlined in a booklet published by the Association of American Railroads. Called

"Railroad Planning for Defense—a Guide," the 24-page booklet was prepared in cooperation with the Office of Defense Mobilization, the transport mobilization staff of the Interstate Commerce Commission and the National Railroad Defense Planning Committee. It stresses factors and problems of maintenance, operation and protection of equipment and facilities which might be expected in event of enemy action in this country.

AUTOMATION

...stands to benefit the railroads more than other industry. This was the theme of a speech given by Thomas J. Deegan, Jr., NYC's Vice President-Staff, at the Second Railroad Management Seminar of the University of Michigan at Ann Arbor.

Speaking at the annual Railroad Night Dinner of the Seminar, Mr. Deegan, said that automation holds out such promise for the nation's railroads because in no other U. S. industry are there so many things done in the same way as they were a century ago, and because of the size and complexity of railroad operations.

The use of "automatic" devices, he declared, should be able to help the railroads not only make up for what he called their long-time delay in adoption of new technological and managerial processes, but should also help the industry gain renewed public acceptance.

"The impact of automation is by no means limited to our passenger and freight customers," he said. "We look forward also to an almost immeasurable improvement in the railroads' public relations. The potential effects on public feeling of our regaining the ranks of progressive industry could be beyond description."

Mr. Deegan pointed to the introduction of new lightweight trains of the Train X concept and radical new freight car designs, both introduced in the past year, as examples of railroad technological awakening. Another such advance is the electronic reservation system—like the Central's Centronic—which enables passengers to obtain reservations in seconds rather than hours. Managerial and accounting procedures are other fields in which he described the advent of new techniques.

The public, generally, and especially the investing public, has begun to sense a new spirit of progress in the railroad industry, he told his listeners. He predicted that this confidence will enable the railroads to find eventual new financing.

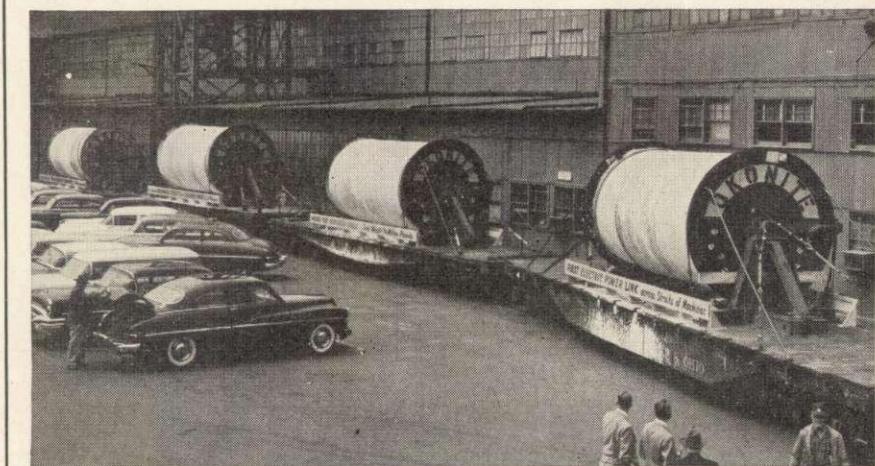
Pats on the back

The Superintendent of a home for children in Valhalla, N. Y. recently wrote the Central commanding the courteous service they continually receive from Station Agent Sidney Placksin of the North White Plains station, which serves the home. Mr. Placksin recently went out of his way to get information on the new Daylight Savings time schedules, although they had not yet been issued, so that the home could include the new train times in their notices of visiting hours.

The thoughtfulness and concern of Lewis H. Phillips, Depot Passenger Agent at LaSalle Street Station in Chicago, did not go unnoticed or unappreciated. Not long ago a nurse, who had just arrived in Chicago from Poughkeepsie, N. Y., was called back to Poughkeepsie by the sudden illness of her brother. However, the next train out of Chicago was not scheduled to stop in Poughkeepsie which would mean nearly two hours would be lost by the lady's having to change trains. Mr. Phillips, realizing the woman's anxiety, called New York and obtained permission for a special stop enabling the passenger to save the important time. A friend who wrote the Central in behalf of the grateful nurse concludes his letter: "It is this kind of cooperation that will continue to make the New York Central System the nation's leading railroad."

Many of our retired NYC people merit recognition and thanks for their continuing efforts in selling the Central's service. Such is the case with Andrew T. Wickham, retired Conductor of Cleveland. Mr. Wickham, though he is confined to his home by illness, has promoted the Central's interests by having his friends contact the NYC offices with their travel requirements. His most recent sales success resulted in having a friend travel to California by rail instead of going by bus as the gentleman had originally planned. This loyalty and thoughtfulness on the part of Mr. Wickham and all of our former fellow workers serves as an inspiration to all of us and makes us very grateful and proud of all of them.

Toledo Conductor D. F. Sipe received a letter of thanks from a grateful passenger who had lost his billfold on an NYC train. The wallet contained



Big shipment for historic job . . .

This month, for the first time in history, the upper peninsula of Michigan will be linked electrically with the lower portion of the State when Consumers Power Co. lays four cables 250 feet under the Straits of Mackinac. These cables will carry electric power at 46,000 volts to the 350,000 residents of the region which is famous for copper and iron mining as well as its recreational facilities.

New York Central had a hand in the project by transporting materials to the site. Manufactured by The Okonite Co. at its Paterson, N. J., plant, the paper-insulated, lead-sheathed, armored power cables are approximately 2.1" in diameter. Four railroad flat cars were used to move the three-quarters of a million pound shipment to Mackinaw City, Mich. A fifth car—a gondola—carried a lifting beam of 100-ton capacity and other accessories needed for transferring the huge cable reels to a barge and preparing them for laying in a single operation.

The unusual submarine cable contains 585 miles of #8 galvanized steel armor wire (230,000 lbs.); more than two carloads of lead (225,000 lbs.); 16,600 lbs. of jute; 300 miles of annealed copper wire (56,100 lbs.); and one carload of paper (45,500 lbs.).

The giant shipment traveled NYC from Black Rock, N.Y., to Mackinaw City. Details of its Central routing were worked out by Charles J. Blaker, Okonite's Traffic Manager, and Patrick N. Clifford, District Freight Salesman for the Central at Newark, N. J.

important papers and a considerable sum of money, and the customer was very appreciative of Mr. Sipe's honesty and helpfulness in seeing that the billfold was returned to him intact.

Answers

- ...to Rail Quiz on page 14
- 1. Extra train
- 2. Three
- 3. A station equipped to receive freight on a C.O.D. basis
- 4. Daily
- 5. Passenger train car
- 6. Load pulled

Taxes of Class I railroads in February this year averaged \$2.9 million a day.



"It's the shop bulletin board. I like to read something on the way home."

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 of service spent with the Central:

EASTERN DISTRICT

Atchinson, G. A., Carman, Selkirk, N. Y.	47
Bechtle, Chester E., Conductor, St. Lawrence Division	49
Berardi, F., Section Laborer, Poughkeepsie, N. Y.	15
Blank, W. N., Conductor, Mohawk Division	52
Bowen, J. H., Stevedore, New York	20
Breedlove, Harvey M., Conductor, Mohawk Division	38
Brennan, J. J., Brakeman, West Springfield, Mass.	34
Brock, F. J., Locomotive Fireman, Mohawk Division	44
Brockway, W. J., Car Repairer and Inspector, Syracuse, N. Y.	48
Bronk, Charles R., Machinist, Helper, Harmon, N. Y.	30
Buhler, J. A., Locomotive Engineer, Buffalo Division	39
Bussell, P. H., Locomotive Engineer, Albany Division	49
Capalbo, N. F., Section Laborer, Electric Division	26
Carter, G. D., Conductor, Syracuse Division	40
Chipperfield, C. J., Conductor, Syracuse Division	39
Codyre, P., Locomotive Engineer, Hudson Division	39
Connor, Mrs. E. H., Matron, White Plains, N. Y.	21
Dare, J. L., Conductor, Mohawk Division	43
De Freitas, L., Checker, New York	29
Di Francesco, J., Extra Gang Laborer, Utica, N. Y.	29
Dooley, J. F., Conductor, Suspension Bridge, N. Y.	50
Drubik, G. J., Laborer, East Buffalo, N. Y.	39
Filozof, B., Section Laborer, East Buffalo, N. Y.	23
Fisher, J. W., Section Laborer, Buffalo Division	45
Flynn, E. J., Conductor, Weehawken, N. J.	41
Foley, J. F., Clerk, New York	41
Fox, G. H., Timekeeper, Utica, N. Y.	38
Fretto, D., Section Laborer, Syracuse, N. Y.	14
Gill, E., Car Inspector and Repairer, Albany, N. Y.	32
Gleason, L., Locomotive Engineer, Syracuse Division	46
Hooker, W. D., Train Baggage-man, Mohawk Division	43
Stillman, W. R., Car Inspector,	

Kelliher, J. P., Yardmaster, Worcester, Mass.	44
Krapish, V., Foreman, Harmon, N. Y.	40
Krukovsky, M. S., Car Repairer, New York	46
Kurtyska, M., Section Laborer, Utica, N. Y.	11
Ladue, A. H., Conductor, St. Lawrence Division	51
Lybolt, L. E., Carpenter, St. Lawrence Division	31
Maggio, M., Stevedore, New York	13
Major, M. F., Chief Telephone Operator, Albany, N. Y.	46
Maker, E. C., Brakeman, Buffalo Division	38
McGuinness, J., Agent, Emeryville, N. Y.	34
Paolucci, L., Laborer, Rensselaer, N. Y.	42
Paro, Ernest I., Conductor, Albany Division	45
Pazienzo, F., Stevedore, New York	23
Burrbridge, H., Porter, Chicago	24
Burgoyne, J. J., City Passenger and Ticket Agent, Erie, Pa.	44
Keith, E. J., Locomotive Engineer, Canada Division	38
Looby, P. F., Bridge Tender, Saginaw, Mich.	29
Lusty, F. E., Locomotive Engineer, Jackson, Mich.	44
Charski, W., Car Inspector and Repairer, Nottingham, O.	50
Cimorelli, M. R., Clerk, Erie, Pa.	50
Cunningham, G., Agent, Toledo Division	48
Esterline, E. C., Locomotive Engineer, Ohio Central Division	39
Flanagan, W. T., Machinist, Collinwood, O.	44
Fulton, W. A., Carpenter, Air Line Junction, O.	46
Reardon, J. P., Relief Chief Station Engineer, Buffalo	33
Geiger, Clemence A., Office Engineer, Cleveland	40
Reichling, P., Freight Trucker, New York	11
Retchless, R., Conductor, Syracuse Division	12
Halsall, S., Inspector, Pittsburgh	28
Ribachonek, S., Trucker, New York	17
Rosettie, C. E., Conductor, Corning, N. Y.	49
Johnson, A. J., Boilermaker, Elkhart, Ind.	47
Sabine, J. A., Checker, New York	31
Savoy, L., Section Laborer, Pennsylvania Division	43
Setchell, D. J., Locomotive Engineer, Albany Division	44
Smith, Ernest J., Locomotive Engineer, Pennsylvania Division	38
Stablewski, J., Freight Carman, Gardenville, N. Y.	11
Steinbrecher, A. H., Disbursement Accountant, New York	50
Stewart, James A., Conductor, Boston Division	13
Roney, C. P., Agent, North Judson, Ind.	51
Stillman, W. R., Car Inspector,	43



CERTIFICATE OF SERVICE was awarded to C. A. Butler, Stationmaster, at ceremonies in Elkhart, Ind., marking the end of his 45 years with the New York Central. Shown in the picture are (left to right): General Yardmaster P. J. Burkart; Mr. Butler; A. J. Wayne, Trainmaster; and H. W. Wiseman, who will succeed Mr. Butler as Stationmaster.



THIRD GENERATION railroader T. C. Mayer (center), Supervisor, Detroit, brought family's NYC service total to 104 years when he retired recently. His son, Jack, in Detroit Frt. Sales Dept. saw him receive Certificate from W. H. LeValley.

Roudebush, R., Telegrapher Clerk, Cleveland	40
Sarich, N., Crane Operator, Cleveland	34
Tarbet, E. C., Telegrapher, Minerva, O.	40
Tarleton, H. E., Chief Clerk, Columbus, O.	41
Thompson, H. H., Baggageman, Elyria, O.	10
Wilson, E. L., Conductor, Ohio Central Division	39
Wright, W., Locomotive Engineer, Western Division	46

NORTHERN DISTRICT

North Adams, Mass.	44
Swanson, J. E., Carpenter, Electric Division	13
Vaughan, Dorothy, Chief File Clerk, New York	38
Venema, H., Janitor, West Albany, N. Y.	29
Waite, Sidney E., Car Cleaner, Albany, N. Y.	13
Waltz, Anson G., Locomotive Engineer, Mohawk Division	40
Williams, R. T., Section Laborer, Canandaigua, N. Y.	37
Williamson, C., Car Repairer, West Springfield, Mass.	39
Wulff, Gilbert H., Carman, East Rochester, N. Y.	29

WESTERN DISTRICT

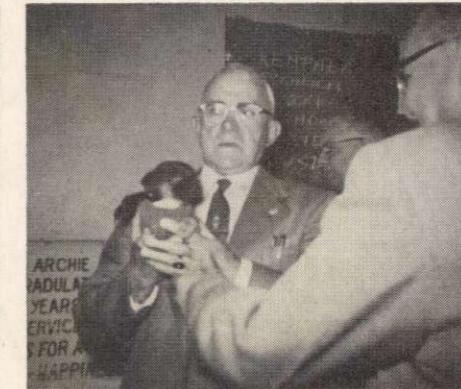
Berridge, C. A., Waiter, Chicago	39
Bittner, G. A., Locomotive Engineer, Erie Division	40
Burbridge, H., Porter, Chicago	24
Burgoyne, J. J., City Passenger and Ticket Agent, Erie, Pa.	44
Burns, A., Clerk, Andover, O.	40
Charksi, W., Car Inspector and Repairer, Nottingham, O.	50
Cimorelli, M. R., Clerk, Erie, Pa.	50
Cunningham, G., Agent, Toledo Division	48
Esterline, E. C., Locomotive Engineer, Ohio Central Division	39
Flanagan, W. T., Machinist, Collinwood, O.	44
Fulton, W. A., Carpenter, Air Line Junction, O.	46
Reardon, J. P., Relief Chief Station Engineer, Buffalo	33
Geiger, Clemence A., Office Engineer, Cleveland	40
Reichling, P., Freight Trucker, New York	11
Retchless, R., Conductor, Syracuse Division	12
Halsall, S., Inspector, Pittsburgh	28
Ribachonek, S., Trucker, New York	17
Rosettie, C. E., Conductor, Corning, N. Y.	49
Johnson, A. J., Boilermaker, Elkhart, Ind.	47
Sabine, J. A., Checker, New York	31
Savoy, L., Section Laborer, Pennsylvania Division	43
Setchell, D. J., Locomotive Engineer, Albany Division	44
Smith, Ernest J., Locomotive Engineer, Pennsylvania Division	38
Stablewski, J., Freight Carman, Gardenville, N. Y.	11
Steinbrecher, A. H., Disbursement Accountant, New York	50
Stewart, James A., Conductor, Boston Division	13
Roney, C. P., Agent, North Judson, Ind.	51
Stillman, W. R., Car Inspector,	43

SOUTHERN DISTRICT

Alexander, C. P., Locomotive Engineer, Indianapolis	33
Kasza, J., Boilermaker, Air Line Junction, O.	39
Lofgren, K. G. H., Machinist, Collinwood, O.	34
McDonald, W. C., Locomotive Engineer, Ohio Central Division	44
Davis, H. S., Laborer, Indianapolis	14
Nichols, Robert E., Conductor, Erie Division	48
Roje, A., Crossing Watchman, Erie Division	38
Gray, L. S., Janitress, Cincinnati	30
Hayworth, R. C., Blacksmith Helper, Beech Grove, Ind.	37
Hutchison, L. H., Trucker, Columbus, O.	10



ENDING a 45-year career with NYC, Leo A. Jones (left), Supervisor of Track, Boston, accepts a gift presented by E. M. Skelton, Division Engineer at a party in honor of his retirement.



BOILERMAKER FOREMAN Archie (Pappy) Shingler, West Detroit, Mich., holds new puppy, one of the gifts he received from friends when he retired.



JOINED by his wife, Engineer Arthur Stevens, Utica, N.Y., walks away from train at Albany after his last New York Central run.

PITTSBURGH AND LAKE ERIE

Bachner, B. A., Triple Valve Repairer, McKees Rocks, Pa.	47
Beyer, F. E., Sheet Metal Worker, McKees Rocks, Pa.	33
Bordash, F., Car Repairer, Dickerson Run, Pa.	37
Burke, W. J., Conductor, East Youngstown, O.	10
Cheshire, N., Locomotive Engineer, McKees Rocks, Pa.	13
Coan, Mrs. H. M., Ticket Clerk, Pittsburgh	12
Colbert, J. J., Locomotive Engineer, McKees Rocks, Pa.	36
Corbin, J., Locomotive Engineer, College, Pa.	36
Daugherty, W. C., Telegrapher, Pittsburgh	48
Disney, G., Hostler, College, Pa.	35
Elk, F. C., Assistant General Auditor, Pittsburgh	46
Fluke, A. M., Clerk, Homestead, Pa.	11
Hendrickson, L. F., Locomotive Engineer, McKees Rocks, Pa.	42

INDIANA HARBOR BELT

Collins, H. G., Yardman, Norwell, Ill.	42
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PETER S. TRAFFORD, Accountant-Disbursements in New York, retired after serving 45 years with NYC.



CONGRATULATIONS are extended to J. A. Studer (right), Signal Supervisor, Columbus, O., by C. F. Brooks, Signal Engineer, Western Region, at a banquet attended by Mr. Studer's friends.



AT RETIREMENT PARTY, Harry A. Fredrickson (left), Assistant Division Engineer, Eastern Division, accepted a gift from fellow employees, presented by George Auer, Division Engineer, Poughkeepsie, N. Y. Mrs. Fredrickson joined her husband as honor guest at party.



There's no other way to travel that's so considerate of your budget, too

They go one way free on this wonderful spree when you buy your New York Central round-trip ticket. Mom and the kids go one way free!

Why shouldn't the kids clamor for a trip on the Central? And why shouldn't you be the first to say, "Come along!" For the New York Central says when you use the Family Plan, the "better half" and all the kids go along for the two-way ride at *one-way fare!* (Moppets under 5 go free all the way!)

And what could be a happier way for a family to travel? So much for the youngsters to see and do. Big picture windows to watch the wide, wide world pass by. Plenty of room for rovers, and

clothes enough for a month. Exciting dining car meals for any budget. Clean washrooms. Congenial club cars for refreshments, games and happy talk.

What's more, no other transportation drops you off right where you want to be... with nary a wrinkle in your nerves or clothes.

So next time bring your whole family. Big savings on any train any day of the year with our Family Plan. Short trip, long trip, your trip on the Central is always a pleasure.

Take it easy...take the Central!

New York Central Railroad