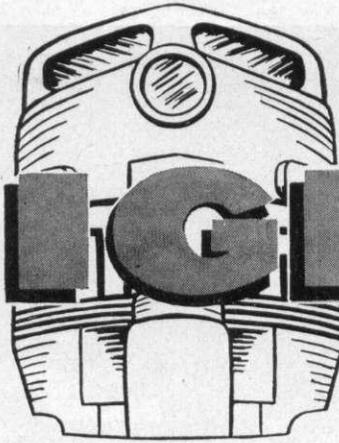




HEADLIGHT



JULY-AUGUST, 1954

New Management Asks Best Work Of All on NYC

The Central's new top management, headed by Board Chairman Robert R. Young and President Alfred E. Perlman, has assured Central employes of "every opportunity to show what they can do to help make this the best and most efficiently operated railroad in the country."

The new top officers were chosen June 14 by the Central's new Board of Directors whose election by the company's stockholders at the annual meeting had been announced by the inspectors of election the same day.

Issues statement

In a statement issued shortly after assuming the chairmanship, Mr. Young thanked "the thousands of shareowners, employes and customers who supported us" and said: "We offer the warm hand of conciliation to those who willingly or unwillingly worked against us."

Mr. Young was Chairman of the Board of the Chesapeake & Ohio Railway from 1942 until Jan. 19 of this year, when he resigned that post to seek membership on the Central's Board of Directors in representation of his large ownership of NYC stock. Mr. Young has been since 1937 Chairman of Alleghany Corp., an investment company with large holdings in railroads, financial companies and a wide diversification of other business enterprises.

Getting a look at NYC

President Perlman has managed to get a first-hand look at a considerable portion of the 10,700-mile system in the short time since he became operating head of the road.

Previously he was Executive Vice President of the Denver & Rio Grande Western Railroad.

He has made a number of fast-moving



Wide World photo

NEW CHIEFS of the New York Central System, Robert R. Young (left), Chairman of the Board of Directors, and Alfred E. Perlman, President, examine report of NYC's 1953 performance following their election to the posts by the Board. Pledging their own best efforts in the Central's behalf, they asked the cooperation of all of the System's employes.

inspection trips in recent weeks, fitting them in among busy days at headquarters in New York. Following one tour, in which he spent three consecutive 18-hour days visiting yards, shops and offices, he remarked: "I sense a healthy enthusiasm in the family of Central employes, a readiness to get on with the job of making this a railroad of which we can all be proud."

The new President has stated his intention to meet as many Central people as he can at the earliest possible opportunity. "My first job, as I see it," he told employes in a message posted on bulletin boards, "is to get better acquainted with the railroad and with you, the people who make it run."

In his position before coming to the Central, Mr. Perlman had a key role in modernizing the Rio Grande road and

in lifting it from bankruptcy to prosperity. He was with the 2,300-mile road 18 years, starting as Maintenance of Way Engineer.

Started rail career early

His rail career goes back much farther, starting in college days when he worked summer vacations for railroads in his home town of St. Paul, Minn. After graduation from Massachusetts Institute of Technology in 1923, he went to work for the Northern Pacific as a draftsman at the age of 20.

A year later he left the drawing board to go to work as a track laborer for the same road. After a series of promotions he was made a roadmaster in 1927. His railroad sent him to the Harvard Graduate School of Business Administration

(Continued on Page Two)



NEW DIRECTORS and officers of the Central are pictured holding their first meeting. From left: Directors Richard M. Moss, Frederick Lewisohn, William H. Landers, Allan P. Kirby, R. Walter Graham, Jr., William P. Feeley; Alfred E. Perlman, President; Robert R.

Young, Chairman; G. W. Glenn, Vice President-Law; Directors Lila Bell Acheson Wallace, Andrew Van Pelt, Orville Taylor, Daniel E. Taylor, Earl E. T. Smith, and Eugene C. Pulliam. Not included in this picture are Directors Sid W. Richardson and C. W. Murchison.

Two New Central Officers Are Named

Two men have been named officers of the Central by the Board of Directors.

Garrard Wood Glenn has been named Vice President-Law, and **Charles T. Ireland** has been named Secretary.

A native of Martinsburg, W.Va., Mr. Glenn graduated from Yale College and the University of Virginia Law School.

He entered private law practice in New York City in 1936 with the firm of Cravath, DeGersdorff, Swaine & Moore. He became associated with the firm of Lord, Day & Lord in 1945 and in 1948 he was made a partner in that firm.

In World War II, Mr. Glenn served as a Lieutenant Commander in the Navy.

Mr. Ireland was born in Boston. Also an attorney, he graduated from Bowdoin College and Yale Law School.

After engaging in private law practice in New York, he served as Counsel and Secretary of the Allegheny Corporation.

During World War II Mr. Ireland served in the U. S. Marine Corps, and was decorated with the Silver Star, Purple Heart and two Presidential Citations.

Both Mr. Glenn and Mr. Ireland are headquartered in New York City.

New Management

(Continued from Page One)

for courses in railroad management in 1930.

Shortly after he returned to his post on the NP, he was "borrowed" by the government's Reconstruction Finance Corp. to serve as a consultant. His next position was with the Chicago, Burlington & Quincy Railroad, where he directed the rebuilding of flood-damaged lines in several western states.

He went to the Rio Grande in 1936, became that road's Chief Engineer in 1941, General Manager in 1948 and Executive Vice President in 1952. Meanwhile he had performed special assignments for the U. S. government in planning rehabilitation of the railroads of Korea, and for the Israeli government as an advisor on railroad improvements.

Summing up his observations after his first few weeks of getting acquainted with the Central, Mr. Perlman said, "All of us on this railroad have a big job to do; and from what I've seen so far, I'm certainly glad to be here and have a part in doing it."

NYC Men In New Operating Posts

A. W. Laskoske has been named General Manager-Line East, with headquarters at Syracuse, succeeding Fred A. Dawson, who retired at the end of June as Vice President and General Manager-Line East.

Mr. Laskoske had been General Manager of the Michigan Central District at Detroit. He is succeeded in that post by **Ernest C. Johnson**, formerly General Superintendent at Cleveland.

Stephen T. Keiley has been appointed Manager of Passenger Transportation at New York, succeeding George H. Baker, who has retired after 48 years with NYC.

Gregory W. Maxwell succeeds Mr. Johnson as General Superintendent at

Cleveland. He formerly held that position in the New York Terminal District.

Mr. Laskoske, a native of Michigan City, Ind., joined the Central in his home town in 1917 as a Yard Clerk. He became Yardmaster there in 1926.

After a number of promotions he was named Assistant Superintendent at Niles, Mich., and later served in that position at Chicago and Jackson, Mich.

Mr. Laskoske became Superintendent at Detroit in 1946 and General Manager there in 1953.

Mr. Johnson, new General Manager at Detroit, is a native of Elkhart, Ind.

(Continued on Page 13)



Mr. Laskoske



Mr. Johnson



Mr. Keiley



Mr. Maxwell



CROWDS totaling over 73,000 visited Talgo, new type of passenger train when it was displayed for four days in Grand Central. Observation car of the train can be seen beside platform at right.



INSIDE of Talgo coaches features draped picture windows and reclining seats similar to those on present streamliners. But familiar overhead luggage rack is missing; baggage goes in separate car.

Train of New Design Shown at Grand Central

THE FAST, low-slung Talgo train, regarded by many as a model for tomorrow's railroad passenger equipment, was exhibited to the public in Grand Central Terminal July 8-11.

Over 73,000 persons visited the train, which the week before had attained a speed of 102 miles an hour in a test run between New Haven, Conn., and Boston on the New Haven Railroad.

The public exhibition in Grand Central was sponsored jointly by the Central and the New Haven.

Built by ACF Industries, Inc., the Talgo embodies new design features which may help solve some of the railroads' problems of passenger service. A light-weight train of this general type has long been advocated by Robert R. Young, Chairman of New York Central's Board of Directors.

The Talgo train weighs approximately 75 per cent less than present standard passenger coaches. The saving in weight is made possible by using short, articulated car units, each supported by a pair of wheels at the rear and resting on the unit ahead at the front.

The use of short units eliminates the need for many heavy bridging members that are necessary to support the standard longer car. It does this without sacrificing structural strength.

The great reduction in weight permits faster starts and stops, reduced fuel costs, increased life of component parts, less wear on roadbeds and lower maintenance costs.

Another important feature of the Talgo train is its low center of gravity—two feet lower than conventional cars. The car is cradled between its wheels, rather than riding over them. Combined with guided axles which steer the wheels around curves, the lower center of gravity permits higher average speeds on curves without sacrificing safety or passenger comfort. This means faster operating schedules.

The train exhibited in Grand Central is a duplicate, with fewer units, of two trains operated for the past four

years in Spain, where they have turned in over 375,000 train miles between Madrid and the French border.

The interior of the train is painted in attractive colors and is brightly lighted with large fluorescent lamps.

The train as now made up consists of the diesel locomotive, a baggage unit, followed by two coach units, a unit containing air-conditioning and electrical equipment, another coach unit and an observation unit with large picture windows.

From experience with the train in Spain and in experimental runs in this country, its builders have developed a number of further innovations. One of these is a new running gear arrangement which permits complete reversibility for the cars.

Interior arrangements for sleeping cars, diners, club cars and snack bars are also adaptable to the Talgo train.



IN SPAIN Talgo is operated with 16 units and locomotive. Use of short articulated units and low center of gravity make it feasible for the radically designed train to speed around curves with safety.



NEW AUTOS, FRESH FROM ASSEMBLY LINE, ARE GIVEN FINAL CHECK BEFORE THEY ARE LOADED IN SPECIALLY FITTED NYC BOX CARS

ASSEMBLY LINE RAILROADING

AN AUTOMOBILE'S FIRST TRIP IS ON THE RAILROAD

ASSEMBLY LINE production, one of the keys to America's industrial might and prosperity, has grown to its largest proportions in the automobile industry. Playing a major part in keeping the nation's auto assembly lines running smoothly is railroad transportation service.

The Central serves the auto industry principally through the Michigan Central District, which is the chief railroad serving Detroit. Auto parts and assembly plants are located in many other places, but the greatest concentration of them is found in and around the industry's capital, Detroit.

To the men who run these auto plants, NYC's rails are as vital as the endless conveyors that carry engines and car bodies down the line. In fact, an auto's first ride—in the form of the raw materials and component parts from which it is made, and frequently in its finished form, too—is on the railroad.

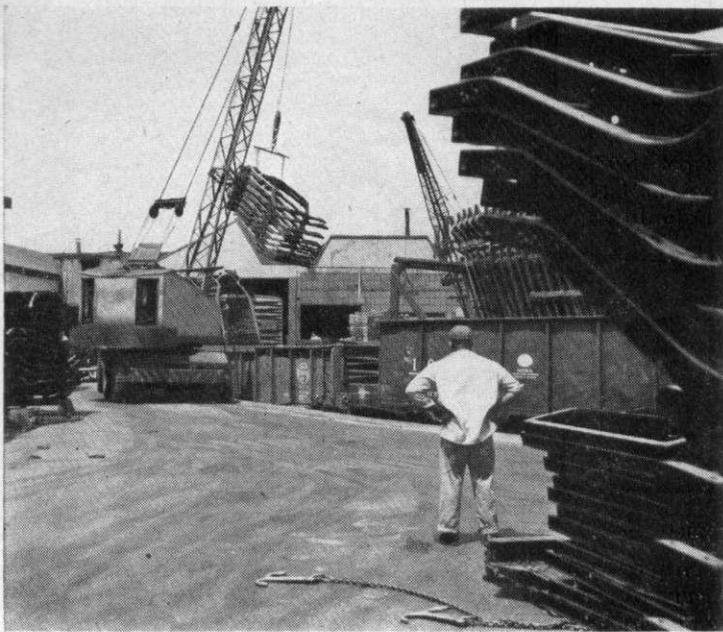
Auto plants are designed with an extremely small allowance of space for storage of materials. Warehousing costs money and would mean higher prices on completed

autos. Instead, car builders rely on the railroad as a kind of "rolling warehouse."

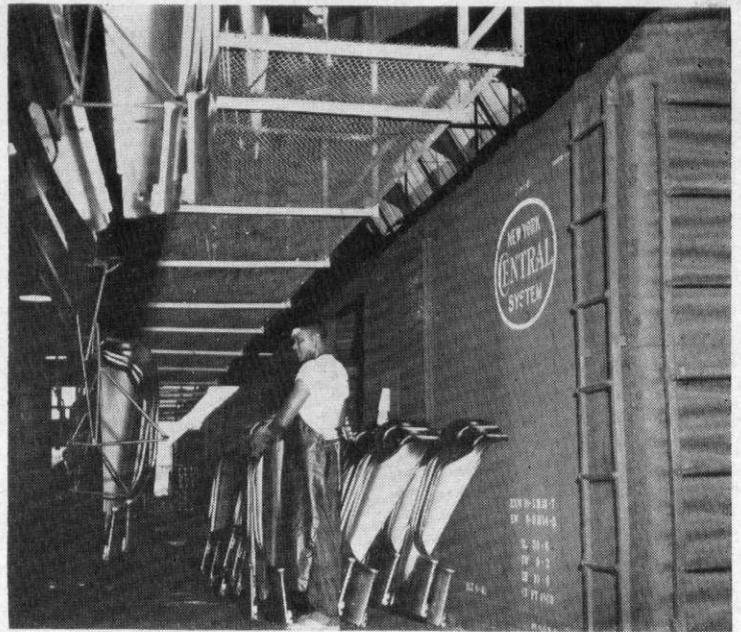
Biggest part of NYC's job in the auto industry is carrying a continuous supply of raw, semi-finished and finished materials in and out of the plants of all the auto building firms. Name any make of car and you'll find materials for it on New York Central trains. Over a quarter of a million carloads of such materials are moved by the Central to and from the Detroit area every year.

Production schedules demand prompt arrival of materials. Delay could interrupt the production of an entire plant. Railroad cars loaded with supplies make daily deliveries to the auto plants, with each part delivered where it is needed at the right time. In an industry the size of the auto-building business this is no small achievement and each of the manufacturers maintains a sizable traffic department, working closely with NYC traffic men to coordinate schedules and keep the flow of materials smooth.

Automobile assembly plants are often as much as a



FRAMES arrive at auto plants by the carload. Mobile cranes unload them from NYC gondolas, start them on the way to main assembly lines. By end of same day, they are in finished cars.



BODY PARTS are unloaded by hand from NYC box cars. Bodies for most models are sub-assembled in separate body plants, then transferred to other buildings to join with other components.

mile long. Autos roll from the larger ones at the rate of 1,000 to 1,500 a day. A single month's production from some of the auto plants, parked bumper to bumper along the Central's tracks, would stretch the 120 miles from Detroit to Battle Creek.

Carloads of frames start process

Inbound NYC gondolas deliver frames by the carload to the plants. The frames are moved almost immediately toward the main assembly line and by the end of the same day most of them have rolled off in completed cars. A new car rolls off an assembly line every 90 seconds, ready for shipment to the dealer who ordered it. Many of these completed cars are shipped in NYC box cars specially equipped for auto loading with racks that hold four cars securely in place.

Railroad operations are also keyed closely to the plants which build the components of autos—engines, bodies, brakes, transmissions, springs and all the other thousands of parts that make up a modern American automobile.

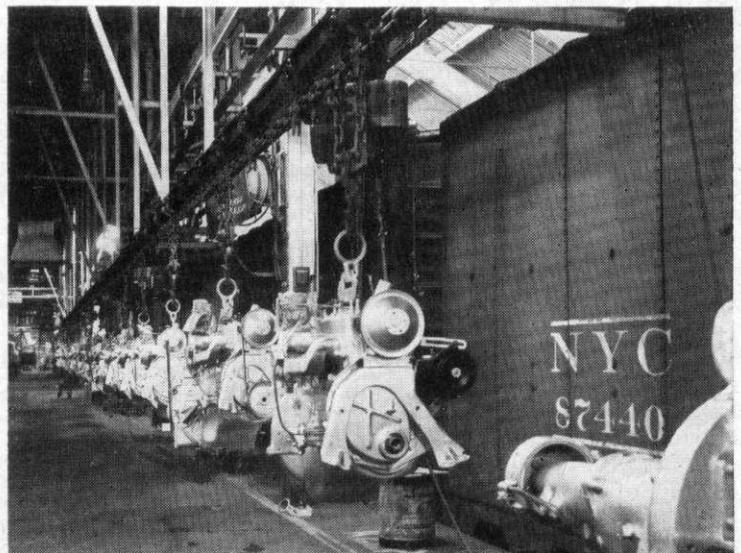
Hundreds of miles of railroad tracks run through the grounds of auto manufacturing plants. Some of the manufacturing companies have big enough plant railroads to require their own diesel switch engines to move cars. The main tracks of the Michigan Central and the tracks of other railroads meet these company tracks at plant gates, where they receive and deliver carloads of raw materials and component parts.

No single plant is big enough to supply all the parts that go into a modern auto. So manufacturers call on many of their own factories and on outside suppliers to fill the gap.

NYC service to auto builders is System-wide

Every state served by New York Central has one or more plants building parts or assembling complete autos. These include body stamping plants, foundries where

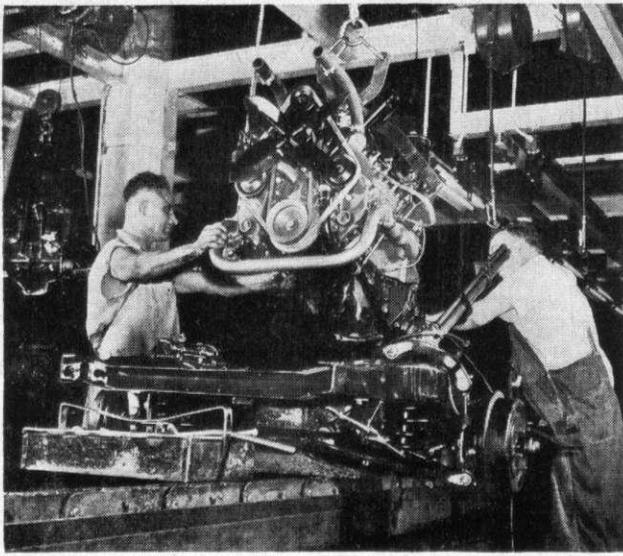
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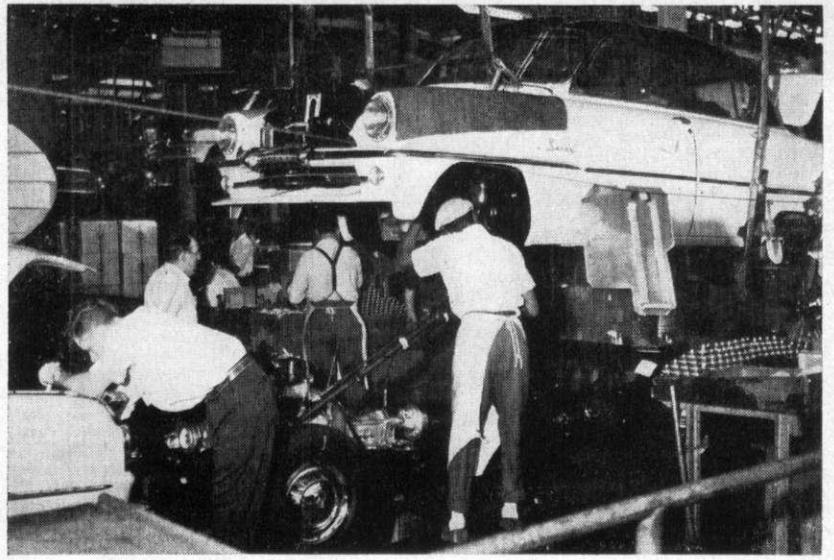
ENGINES travel on overhead conveyor after they are assembled. Each engine is tagged with its destination and is loaded in a box car which will take it to the correct final assembly plant.



READY to head into final assembly line, bodies present odd picture as they are stacked on end. Painted and dried at body plant, they have interiors added before meeting frames on main line.



MOTOR drops gently from above as endless belt moves it over frame which has already received wheels, springs and steering post. Motors are high precision instruments.



ALL PARTS are gathered on final assembly line and as mechanics put them together the familiar lines of the American automobile begin to appear. Work must be done quickly since the production line never stops going.

An AUTO'S FIRST RIDE (continued)

castings for engine blocks are made, transmission plants, and others that make springs, wire, bolts, upholstery, electric equipment, dash board instruments, safety glass and plastics. The list of individual parts in an auto run from 11,000 in some of the smaller models to over 15,000 in the bigger ones.

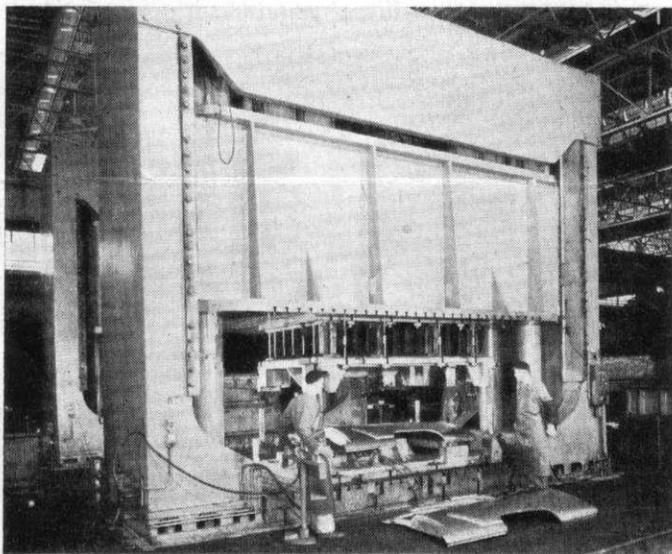
At one plant near Detroit, over 400 railroad cars a day pass through the plant gates. This single plant consumes enough electricity to supply the city of Boston, enough gas to meet the needs of Cincinnati and enough coal (over 2,500,000 tons a year) to heat all the homes in Grand Rapids.

The same story, in varying scale is repeated at the plants of each auto maker. The lower and medium priced cars come off the assembly lines by the thousands, while the higher priced cars come off in slightly smaller num-

bers. For all of them, New York Central does an important job.

Auto building is one of the world's biggest industrial enterprises and one of America's strong arms. The arteries that feed this arm are the railroads, carrying an endless stream of raw materials from mine and mill and forest to the factories which make auto components and then taking them to assembly plants. When the auto industry was called upon to turn its vast productive capacity to the needs of war, the railroads were at the start and finish of the assembly line, feeding materials and transporting finished tanks, planes and guns for the armed forces.

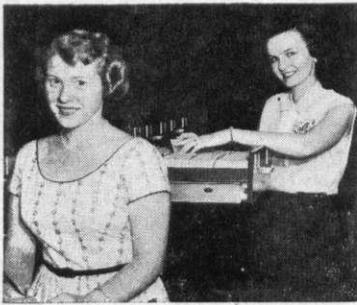
The job it does for the auto makers is one example of how New York Central serves the basic needs of the country, helping to create jobs and keep the nation strong.



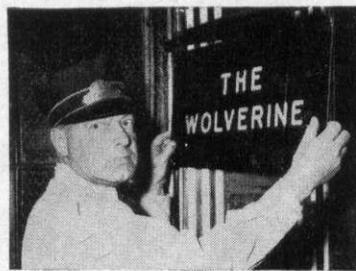
HUGE PRESS stamps out thousands of body sides every day from raw materials delivered to parts plant by rail. NYC also carries the big machines to auto-building plants.



FINISHED AUTOS are shipped in box cars equipped with special racks to hold them safely in place. A single box car will take four automobiles. Shipment by rail protects cars from the weather in transit.



Anne Burghardt and Claire Cruze, Secretaries, Pension Bureau, New York: "One of the things we remember best happened to both of us and gave us a chance to help someone in need. We are neighbors and commute together from Fleetwood, N. Y., as well as work together for the Central. One morning as we left our train in Grand Central, we noticed a man who was staggering. Most people seemed to think he was intoxicated and stayed as far away from him as they could. As we walked past him, we looked closely and felt he was ill. So we asked if he needed help. He said he did and was very grateful when we contacted a Red Cap who got him a wheel chair to help him from the station."



Charles Lenze, Gateman, Chicago: "The one I remember was the time they brought the notorious Dillinger gang through LaSalle Street Station. I was on duty then, and you should have seen the place. It was a far cry from a normal day. The place was jammed with federal and local police, all armed with machine guns and shot guns. The mobsters were handcuffed and wearing leg irons, too. They were tied up real tight with just enough freedom to walk and nothing more. The police weren't taking any chances with them and I don't blame them."



Sanford C. Horton, Stationmaster, Albany, N. Y.: "What I remember most is being associated with the late President Roosevelt. It started when he was still Governor of New York and was campaigning for President for the first time in 1932. When I met him he was all alone on the station platform with one of his aides, waiting for the campaign train to come into the station. From then until he died I saw him that close and talked with him about a hundred times. I saw many of his famous advisers and saw him age under the burden of his job."



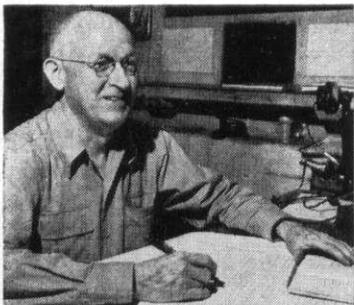
Jennie K. McGinnis, Clerk, Clifton Springs, N. Y.: "My most interesting railroad experiences were the ones that occurred before I worked for the Central myself. My father was an Agent for the railroad and I enjoyed watching the things he did and helped him all I could when I was a girl. I followed Dad everywhere and was proud of the respect other people had for him as railroad agent and as a man. He was always doing generous things. I remember once when we had a huge snowfall that tied things up pretty badly Dad took an entire family off a train and housed and fed them in the station for three days, until a farmer friend they were to visit could get his sled and horses over the snow."

VIEWES around the System

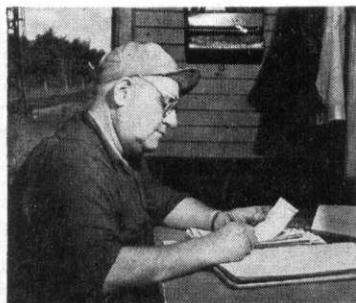
NYC FOLKS RECALL

Memorable Experiences

The HEADLIGHT asked eight Central employees: "What was your most memorable experience while working for NYC?" Their answers are given on this page.



Joseph Wood, Engine Dispatcher, Corning, N. Y.: "One of the things I most enjoy recalling is the way Fred Raymond used to tell stories. Fred was an Engineer on the Pennsylvania Division. There was the one about the spring day he was rolling through Pine Creek when he heard a buzzing noise overhead. Looking up, he saw a rattler in the talons of a hawk flying low overhead. He blew his engine whistle and scared the hawk into dropping the rattler, which fell into the engine cab. Fred killed it with a shovel. Fred was always quite a story teller, but this one was supposed to be the truth. In fact, the Associated Press carried the story."



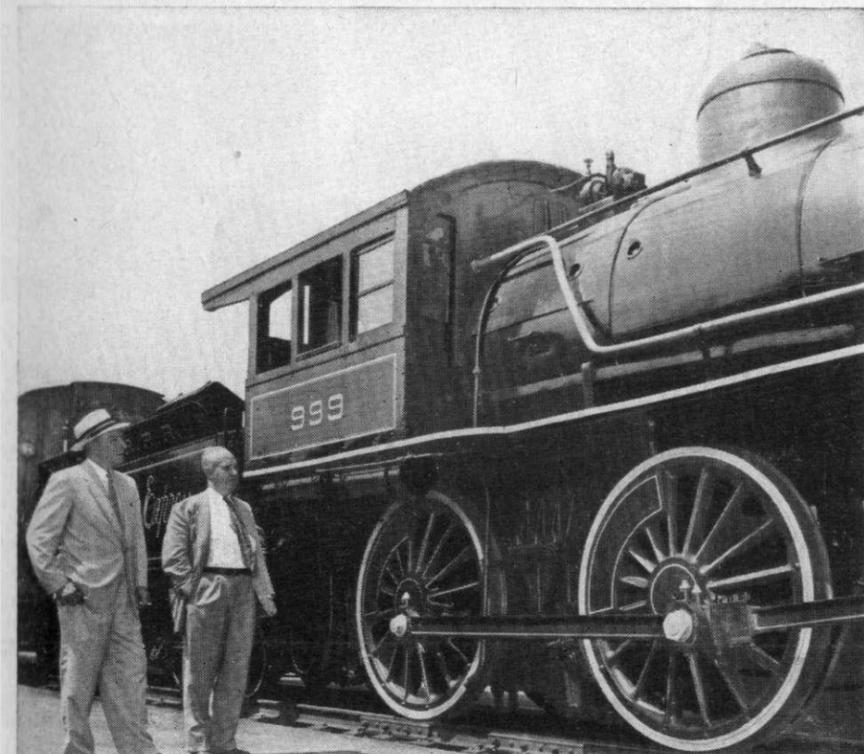
E. M. Myles, Freight Conductor, Selkirk, N. Y.: "We stopped our train at Wayneport one night and I got out to look along the train. I saw a couple of figures running and next thing I heard was two bullets bang off the side of the tank car where I was standing. Next car was an empty gondola and I jumped into it as fast as I could. A Central policeman found me and explained it was a pair of thieves. Police had been firing at them but, of course, from a distance they couldn't see me in the dark."



Fred M. Woodhouse, Cook, B&B Gang, Watkins Glen, N. Y.: "Quite a few years ago we had a new engineer on the engine of a work train and we were going along about 25 miles an hour. Everything seemed normal but suddenly for some reason or other he gave an emergency application of the air and the cars stopped—but fast. I was thrown on the floor of the car with the dinner on top of me, right out of the oven. The meal that day was sandwiches from a grocery store at the next town."



Frank Abendschein, Locomotive Engineer, Buffalo: "The only time I was ever really scared was when I was a Fireman on a steamer. It was about 30 years ago. Near Palmyra, N. Y., we ran into a tornado—something you don't often get around these parts. The entire engine swayed crazily and we thought sure it was going to leave the rails. Suddenly we came to an unexpected stop. There was a lot of crunching noise. All we could see was the smoke coming out the smokestack. The rest of the engine was covered with trees and debris. It took the section men about four hours to chop out the trees from under the locomotive."



Old 999

... gets once-over at Albany, N. Y., from Mayor Erastus Corning (left) and NYC Superintendent C. B. Fleming. Engine was built in West Albany shops. It was exhibited during fete honoring city as "Cradle of the Union" where first meeting talked of union of colonies. Mayor Corning is great grandson and namesake of New York Central's first president.



Conferring

... with Governor Christian A. Herter of Massachusetts is NYC Dispatcher Al Rheault (right) of Boston, president of the Massachusetts Amateur Softball Association. J. F. Jones (left) is one of Al's fellow commissioners. Over 1,600 teams compete. They conferred on plans for big Labor Day week end tourney.



Safety award

... is presented to Helen Arkwright of Assistant Superintendent's office, Alliance Branch of Cleveland Division, by Division Superintendent A. G. Teets (right) and NYC Manager of Safety D. E. Mumford. Certificate honors train crews of the Alliance Branch for completing a full year without an injury.



New plaque

... for Vanderbilt Post, Veterans of Foreign Wars, is hung in employes' social room in NYC's New York office building by (from left) Paul Delaney; Post Commander John McManmon; past Commander Albert Turtoro. Mr. Delaney made plaque.

Headlight Highlights



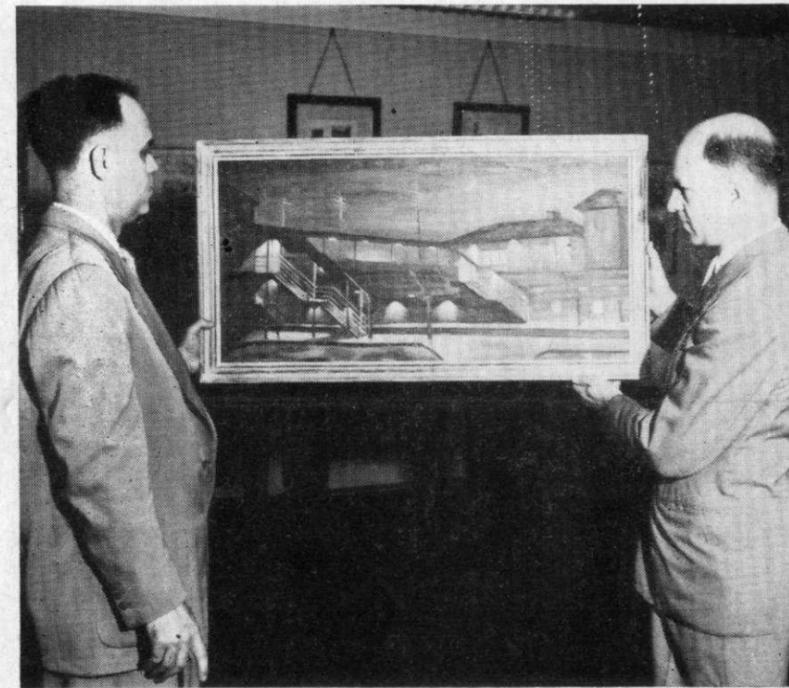
Arriving

... to take part in "Freedom Festival" held recently in Jackson, Mich., the Robert Vogeler family steps from NYC train which carried them there. Mr. Vogeler is the American imprisoned in Hungary for 17 months.



Touring students

... were recent guests of the Central at West Springfield, Mass. Apprentice Instructor Harry C. Fletcher (left, front row) and Apprentices R. E. Sanbaum and A. C. Shutt (right) guided the group of sixth grade students and their teacher through the NYC diesel shop, then showed them railroad motion pictures. Essay contest followed the visit, and Mr. Fletcher presented model engines to contest winners as prizes.



Prize painting

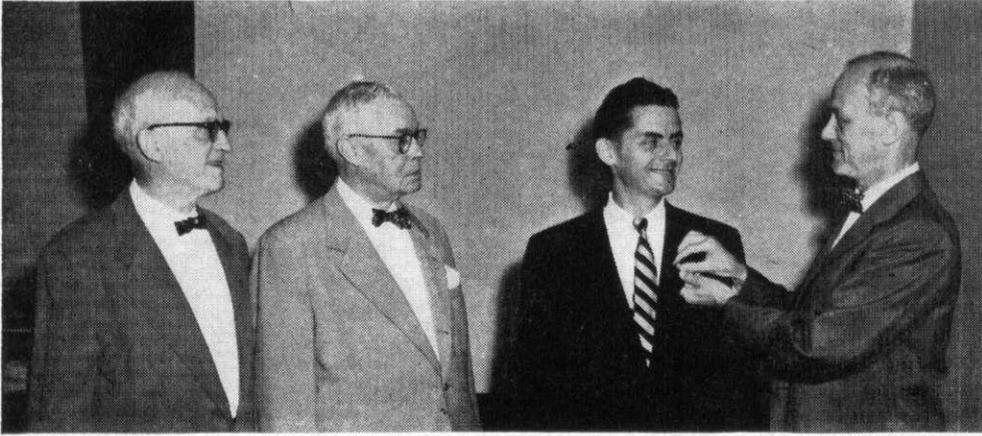
... is shown by its painter, Melvin Jennings (left), to E. W. Kruppenbacher, Assistant Manager-Mail Traffic for NYC. Mr. Jennings, a Post Office Department employe, has worked in Grand Central Terminal over 20 years. His painting of a night scene at NYC's Tuckahoe, N. Y., station recently won first prize in an art exhibit.



Medal is pinned

... on W. T. Gaynor, NYC Advertising department, for aid to Sleepy Hollow Historic Restorations, Tarrytown, N. Y. From left: H. G. Rowell, Restorations Director; Alice Runyon, his Assistant; W. H. White; R. Rose, of Passenger department.

Courtesy, Service Win Award for GCT Salesman



AWARD from Federation for Railway Progress is pinned on lapel of Ticket Salesman Joseph A. Harvey by F. H. Baird, Assistant Vice President-Passenger Traffic. At left: George A. Philips, Ticket Agent, Grand Central Terminal; and E. E. Pierce, General Passenger Agent. Mr. Harvey was selected for award after Federation received letter from couple praising his courteous and helpful service to them despite their unusual request.

His courtesy and helpfulness to passengers, based on his philosophy that "courtesy is not an experiment," won Joseph A. Harvey, Ticket Salesman, Grand Central Terminal, the July monthly Employee Service Award of the Federation for Railway Progress.

Cited by a couple he served patiently despite an unusual request, Mr. Harvey has received a \$25 U. S. Savings Bond and a gold lapel pin from the Federation in recognition of his good work. The bond and pin were presented to him by F. H. Baird, Assistant Vice President-

Passenger Traffic, at a brief ceremony in Mr. Baird's office.

In most railroad stations—especially busy big ones like Grand Central—ticket salesmen are used to having customers approach and announce their destinations. In cases of hesitant passengers, the salesman usually doesn't have to ask more than, "Where to, please?"

It was different, however, one afternoon this spring when a couple approached Mr. Harvey's window. They were Mr. and Mrs. Donald Foster of

Trenton, N. J. Mr. Foster explained that he and his wife are confirmed rail fans. They found themselves in New York that day with some unexpected time to spare before keeping an appointment and were interested in taking a short rail trip. Could Mr. Harvey suggest one for them?

Far from being annoyed at dealing with two passengers who didn't know where they wanted to go, Mr. Harvey took the time and used some extra ingenuity in looking up a number of timetables and advising the Fosters on a short trip that would be interesting to them, give them a chance to ride some new NYC equipment and get them back to New York in time to meet the demands of their schedule.

Impressed with the courtesy and patience Mr. Harvey showed them, Mr. and Mrs. Foster wrote to the Federation. Their letter was responsible for Mr. Harvey's selection as FRP "Man of the Month" in July.

Mr. Harvey has been with the Central since 1945. He became a railroader after returning from Army service in the Pacific where he was a tank commander during World War II.

Talking about his job, Mr. Harvey says that "experiments in new ticket selling methods and fare reductions may help improve what the Central has to sell its customers, but good service and courtesy should never be an experiment."

Safety Record Is Better Than '53

The Central's System-wide on-the-job safety record in the first five months of 1954 showed improvement over the same period of last year. For 1954, the ratio of accidents per million man hours worked is 8.73, compared with 9.33 a year ago.

Leader among the larger districts of the System in on-the-job safety for the first five months is the Michigan Central District, with a ratio of 5.97.

Runner-up among the larger districts of the System for the period is Line West, with 6.79.

Big Four completed the five months with a ratio of 7.43, and Line East had a ratio of 11.76.

Among the smaller units of the NYC System, Peoria & Eastern Railway holds the top spot with a five-months ratio of 2.13. Second place road in this group is Indiana Harbor Belt, with a ratio of 4.95 on-the-job accidents per million man hours worked.

Chicago River & Indiana Railroad

takes third place with a ratio of 5.07. Pittsburgh & Lake Erie was fourth with 6.79, and Boston & Albany was fifth with 9.55.

Group Travel Plan Cuts Fares on B&A

The Central's Boston & Albany District is the first railroad in New England to inaugurate the group economy travel plan for coach travelers.

The plan, started on the B&A July 22, benefits three or more adults traveling together and means savings of approximately 25 per cent under regular round-trip coach fares.

Passengers taking advantage of the group economy plan will save on travel from any point on the B&A to any other point on the New York Central System and other railroads which also have the plan in effect.

The new bargain rates may be used by parties of three or more adults or the equivalent in fares—two half-fare children equal one adult. Under the plan, children under five travel free,

those under 12 at half fare, and those 12 and over at full fare. The tickets are good for 30 days.

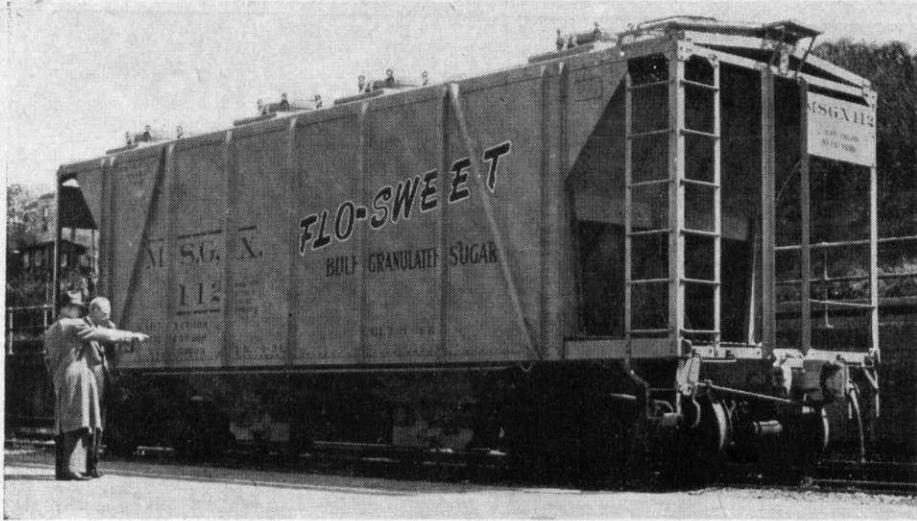
This group travel plan supplements the family fare plan which has been in effect on the B&A since 1952. Under that plan, both coach and Pullman passengers can effect considerable savings when traveling as a family unit.

May Results Show Heavy Loss

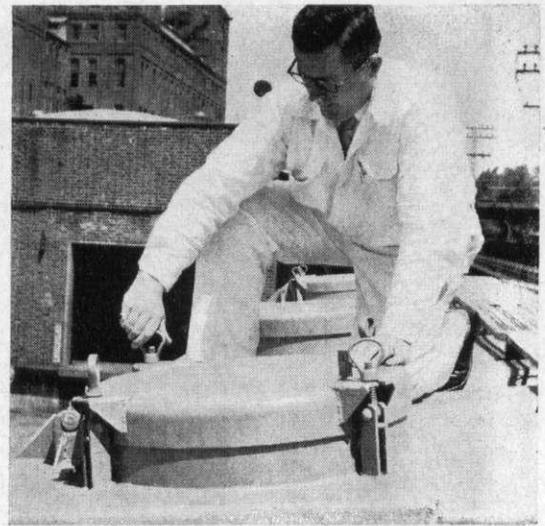
A continued lag in business volume, combined with heavy expenses partly due to anticipated back pay requirements, resulted in the Central's showing a deficit of \$7,117,250 for May.

Operating revenues were 17.5 per cent below May of a year ago. Operating expenses, on the other hand, were within two per cent of last May's figure. They included money set aside to cover expected industry-wide retroactive wage settlements with unions representing non-operating employes and locomotive engineers.

The large loss in May left the Central with a deficit of \$7,087,356 for the first five months of 1954.



COVERED HOPPER cars are now equipped to carry bulk sugar, eliminating need for costly handling in sacks. L. B. McMillen, Assistant to General Freight Traffic Manager, points out details to Warren Buch, Traffic Manager of the Refined Syrups Co.



TIGHT FIT of hatch is checked after loading by Michael Kehoe, sugar company's Shipping Superintendent. It's like those on submarines.

NYC Helps Shipper Streamline Shipping Methods

NEW YORK CENTRAL freight service means more than the simple carrying of shipments from one point to another. It includes, for example, a constant effort to help shippers find better ways of shipping their products and the development of new equipment for more efficient handling of freight.

Take, for instance, the case of the sugar cars now running between Yonkers and LeRoy, N. Y.

Refined Syrups & Sugars, Inc. of Yonkers supplies granulated sugar for the Jell-O plant of General Foods Corp. at LeRoy. Sugar is the largest single ingredient in the famous gelatin dessert. The manufacturer has always taken great pride in the sparkling quality of its product and the sparkle is the result of using very high grade sugar in top condition.

The traditional manner of shipping sugar is in cotton sacks, holding 100 pounds each. The sacks usually are serviceable for several trips before they begin to wear out. A four-man crew at the Yonkers sugar plant can load a box car with 1,000 sacks of sugar in six to seven hours—nearly a full day's work.

New method developed

NYC has developed through its subsidiary, Merchants Despatch Transportation Corp., a system of shipping sugar in bulk, resulting in great time and labor savings to both companies. MDT, primarily a refrigerator car line, also owns special cars of various kinds for leasing to shippers.

The new system uses covered hopper cars for shipping sugar in bulk. One man using a large hose connected to storage bins now loads a car with 38 tons of sugar in an hour and a half.

At the receiving end the work of lugging the heavy sacks out of the cars is also eliminated. The hopper cars are

spotted over hatches in the Jell-O plant, and sugar pours out of the cars into storage bins.

Covered hopper cars were introduced on the Central originally for carrying bulk commodities requiring protection from the weather. In shipping food products such as sugar, of course, special measures are applied to insure perfect sanitation. Freedom from moisture, which would cause the sugar to lump, also must be assured.

In the sugar hopper cars, pressed wood backing is placed against the steel walls inside the car. Then a three-inch layer of cork insulation is applied and held in place by timbers. Finished plywood is laid over these and serves as the final interior surface.

All joints inside the hoppers are covered with stainless steel. Hatch open-

ings on top and discharge openings on the bottom are sealed with special heavy rubber gaskets. The rubber seals go between the plywood and the steel car walls, making the car air-tight. The top hatches are copied from the tight-fitting hatches used on naval submarines.

Insulation keeps temperature steady

The cork insulation in the walls keeps out moisture and maintains an even temperature inside the car. Condensation or sharp temperature changes inside the cars could make the sugar lump and lose its free-flowing sparkling qualities. (Stick a damp spoon into your family sugar bowl and see what it does to the sugar it touches.) Moisture that collects on the car walls between the lining and the steel runs down and escapes through "weep" holes provided especially for this purpose in the car bottom.

One problem encountered in loading the car is also a problem familiar to every housewife who pours a bag of sugar into a kitchen canister. The sugar piles up in the center faster than on the sides, making even loading difficult. The solution to this problem was found in a small electric vibrator which, when attached to the car, jiggles it just enough to spread the sugar around as desired.

The sugar-carrying hopper cars were fitted out for Merchants Despatch by the J. C. Corrigan Co. of Boston, builders of conveying machinery. Refined Syrups & Sugars, Inc. also ships large quantities of liquid sugar via NYC in tank cars.

When the manufacturing process is completed at the Jell-O plant, NYC steps back into the picture at the outbound freight platform and carries away from the plant carloads of the popular food product consigned to dealers all over the country.



ONE MAN can load a hopper car with sugar in an hour and a half using hose. The old system took four men a full day.

Centralines

New York Central women in the news: **Edith Jones**, City Passenger Agent for NYC at San Francisco, Cal., has been elected president of the Soroptimist Club of that city, a business women's organization. Last year she was selected by the national Business & Professional Women's Clubs for special recognition among women in her area because of her active role in a number of women's business groups. . . .



Mrs. Jones

Margaret C. Burke, Car Service department, Buffalo, has been named to the public information service of the civil defense organization in Buffalo's southwest zone. Zone Commander praised Miss Burke's patriotic spirit and efficiency in discharging her duties as a volunteer. . . . **Majorie Whearty**, Freight Traffic department, Boston, has been elected first vice president of the Women's Traffic Club of New England. . . . Women's Division of the Pittsburgh & Lake Erie Athletic Association recently held a card party to raise funds for a foundling home building campaign. . . . **Lucille Van Delinder**, Rochester, N. Y., wife of a Central Conductor, has been nominated by the Central's Safety department for the Carol Lane Award for Traffic Safety. Award is administered by the National Safety Council. Mrs. Van Delinder is Safety Chairman of the New York State Congress of Parents and Teachers.

Back to work after a Florida honeymoon are **Mr. and Mrs. Charles Ormiston**. They met at work in Chief Claim Agent's office, New York, were married in June. . . . **Howard C. Brown**, first trick Operator, NYC Signal Station NA at Angola, N. Y., makes his first bid for public office this fall as candidate for State Assembly from Buffalo's fourth district. His father, **J. C. Brown**, is a Central Passenger Conductor, and brother **R. H. Brown**, a Freight Conductor. . . . Major **John B. Hanks**, NYC Agricultural Agent at Detroit, spent 15 days on active duty with Transportation Corps Reserve at Fort Sheridan, Ill. . . . **E. E. Exon**, NYC Real Estate & Tax Agent, Cincinnati, has been elected secretary-treasurer of the American Railway Development Association.



Mr. and Mrs. Ormiston

Louis Bonderefsky, Assistant Manager, Telephone Information Bureau, Grand Central Terminal, has been elected president of the New York State Credit Union League. He heads Grand Central Employees Federal Credit Union in New York. The league represents 900 credit unions in State with a membership of 40,000. He also is a director of the Credit Union National Association, made up of 19,000 credit unions from coast to coast with 9 million members. . . . **William Hughes Mulligan**, recently named Assistant Dean of Fordham University Law School, is son of **S. H. Mulligan**, Manager of NYC "Q" Telegraph office in New York. . . . **Rier M. Smith**, retired NYC Locomotive Engineer, has been chosen Ohio's representative railroad engineer to receive a travel award from *Holiday* magazine. Mr. Smith was 97 last January and was selected for the award because he is the oldest



Mr. Bonderefsky

member of the Brotherhood of Locomotive Engineers in Ohio. He piloted NYC engines for 53 years. . . . NYC Conductor **L. Foster Kilman**, Pana, Ill., used Navy-gained first aid experience in effort to revive 12-year old boy pulled from lake. Unfortunately, rescue had come too late and artificial respiration efforts failed. . . . **H. C. Robinson**, Passenger Representative, Detroit, was praised by students of city's Day School for the Deaf for special tour of Detroit rail facilities on which he escorted them. . . . **Neil R. McCormick**, NYC's Assistant General Freight Agent at Buffalo, and Chairman of the Niagara Frontier Railroads' Committee there, was speaker at dinner meeting of 150 of area's civic, political, labor, agricultural and business leaders.

How's Your RIQ*

*Railroad Intelligence Quotient
Answers on Page 16

- The first two-arm semaphore signal, with both blades on the same mast, was introduced on a predecessor road of the New York Central System, the Utica & Black River Railroad. In what year did this happen?

a. 1857	c. 1872
b. 1863	d. 1888
- Approximately how much did Class I railroads in the U. S. spend for iron and steel products last year?

a. \$107 million	c. \$613 million
b. \$495 million	d. \$873 million
- The average freight train load on U. S. railroads set a new record last year. What was it?

a. 1,301 tons	c. 949 tons
b. 1,732 tons	d. 889 tons
- In railroad slang, what is a "flimsy"?

a. a locomotive roster	c. a train order
b. a waybill	d. a female car cleaner
- About how many railroad freight stations are there in the U. S.?

a. 17,000	c. 37,000
b. 27,000	d. 57,000
- In what year was the first code of uniform train signals adopted by U. S. railroads?

a. 1884	c. 1900
b. 1872	d. 1914
- Approximately how many passenger and freight trains are operated on American railroads every day?

a. 25,000	c. 13,000
b. 18,000	d. 7,000
- How many miles of railroad track are there in New York State?

a. 7,369	c. 9,432
b. 5,871	d. 3,005
- In which class is the greatest number of U. S. railroad companies found?

a. Class I	c. Class III
b. Class II	d. switching and terminal companies
- What is the approximate cost of a standard single unit diesel locomotive?

a. \$175,000	c. \$90,000
b. \$100,000	d. \$50,000

member of the Brotherhood of Locomotive Engineers in Ohio. He piloted NYC engines for 53 years. . . . NYC Conductor **L. Foster Kilman**, Pana, Ill., used Navy-gained first aid experience in effort to revive 12-year old boy pulled from lake. Unfortunately, rescue had come too late and artificial respiration efforts failed. . . . **H. C. Robinson**, Passenger Representative, Detroit, was praised by students of city's Day School for the Deaf for special tour of Detroit rail facilities on which he escorted them. . . . **Neil R. McCormick**, NYC's Assistant General Freight Agent at Buffalo, and Chairman of the Niagara Frontier Railroads' Committee there, was speaker at dinner meeting of 150 of area's civic, political, labor, agricultural and business leaders.

'Action' Committees Attack Loss and Damage

In its never-ending battle against loss and damage to freight moving via NYC, the Central's Freight Loss & Damage Prevention Bureau is enlisting the aid of every employe who in any way handles freight.

The conductor who pulls a pin or gives a signal; the engineer who guides a locomotive; the freight handler who loads a box car with LCL freight; the clerk who makes out a way bill—these and others are being mobilized in an all-out attack on loss and damage.

Local committees are being formed at key points throughout the NYC System to put the program into practice.

One of the first committees formed is already hard at work at Weehawken, N. J. Weehawken Yard was an honor roll yard in 1953 with a good record in car handling, including four months without a single excessive coupling speed impact charged against it.

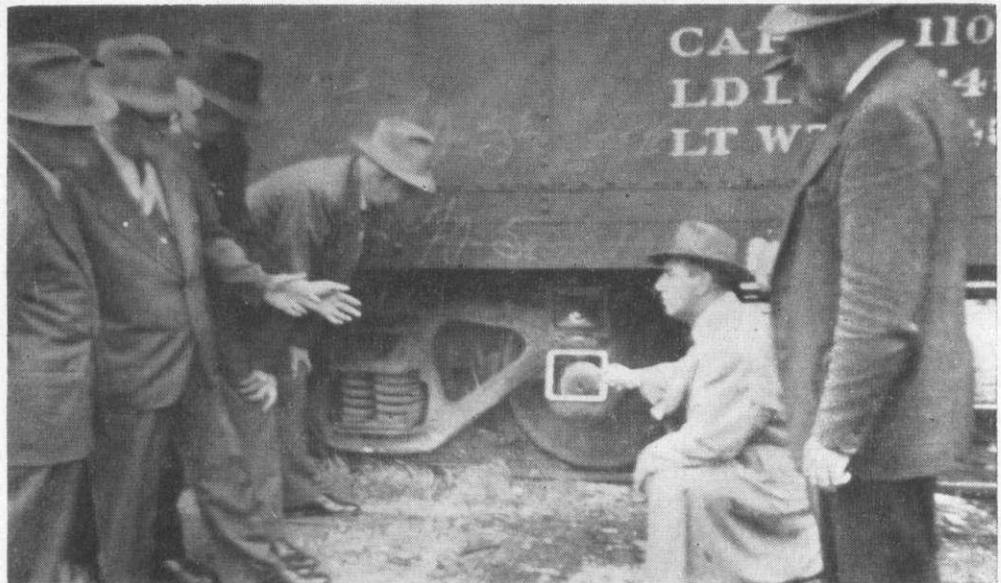
Trying to improve on last year

Not content to rest on the laurels of last year, Central employes at Weehawken Yard are putting forth their best effort to do a still better job this year.

Trainmaster Richard Gill heads the Weehawken Action Committee, as the group calls itself. Other members include George Welch, General Yardmaster; George Tulip, General Car Foreman; Richard Knight, Assistant General Yardmaster; Frank Jensick and Frank Korab, Yardmasters; Henry Thomas, Police Lieutenant; and Theodore Lyons, Pier Foreman.

The committee members pool the experience and knowledge they bring from their various departments to help each other fight loss and damage.

They study local operating conditions and practices to determine what can be done to expedite car movements to better suit customer's needs. With the facts and ideas absorbed at committee meetings, they try to help all the employes



COMMITTEE IN ACTION at Weehawken, N.J., studies means of preventing freight damage and gets some pointers from General Car Foreman G. L. Tulip (kneeling) on how to prevent hot boxes. Others (from left): T. Lyons, Pier Foreman; G. Welch, General Yardmaster; H. Thomas, Police Lieutenant; R. Knight, Assistant General Yardmaster; F. Korab, Yardmaster and F. Jensick, Yardmaster. All are on the Weehawken "Action Committee."

with whom they come in contact to better understand how their work affects the Central's standing with shippers. They also keep a sharp eye out for equipment that needs servicing before it can produce top quality NYC transportation.

Rough handling watched

The committee is particularly alert to keep all car handling in the safe category. Rough handling of cars is the biggest single cause of damage to freight and an intensified effort is being made to acquaint all yard employes with the need for coupling cars at no more than four miles an hour, the maximum safe coupling speed.

Not only at Weehawken, but also throughout the entire NYC System, the campaign is being taken directly to the

men on the job through similar committees.

Wide use is being made of impact registers, which measure coupling speeds and record automatically the impact received by car and contents. Impact test results help to pinpoint areas with special problems that cause consistent damage so that they can receive special attention.

Customers will judge results

The task of reducing loss and damage is being placed in the hands of the Central's employes who handle the freight. Customers will judge the Central and its service by the way their shipments are handled and their future use of the New York Central System's freight service will depend largely on that judgment.

Operating Men

(Continued from Page Two)

He entered NYC service there as a Stenographer in 1917. He became Yardmaster there in 1929 and Night General Yardmaster in 1938.

Following his appointment in 1939 to special service work in Cleveland, he was made Assistant Superintendent at Chicago in 1945, serving later in that capacity at Toledo, O., and Mattoon, Ill.

He was appointed Superintendent at Chicago in 1950. In 1953 he was named Superintendent at Toledo and later the same year became General Superintendent at Cleveland.

Mr. Keiley, new Manager of Pas-

senger Transportation, was born in Yonkers, N. Y. He joined the Central in 1924 as a Chainman in the Engineering department.

After a series of promotions he was transferred to the Operating department in 1940 as Special Agent. In 1941 he moved to Norwood, N. Y., where he spent three years as Trainmaster before being transferred to New York in the same capacity.

Mr. Keiley served as Assistant to the General Manager at Syracuse, Transportation Assistant to the Vice President at New York, Assistant to the Manager of Grand Central Terminal and Superintendent at Watertown, N. Y., before being named to the top operating post on the Boston & Albany in 1952.

Mr. Maxwell, a native of Toledo, has been with NYC since 1939. He started as a Traveling Car Agent. Upon his return from military service in World War II he was appointed Assistant Trainmaster at Buffalo and became Trainmaster there in 1948. He was appointed Assistant to the General Manager at Syracuse in 1950 and returned to Buffalo a year later as Assistant Superintendent. He became Superintendent there Jan. 1, 1953 and was named General Superintendent at New York in March of this year.

In other appointments at New York, Arthur Lausten has been named Industrial Representative, and William A. Newman has been appointed Assistant to Foreign Freight Traffic Manager.

Monthly Roll Shows Recent NYC Retirements

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 with the Central.

Adams, Walter A., Chief Clerk, McKees Rocks, Pa.	36 11
Aldridge, William F., Locomotive Engineer, Indiana Division	49 7
Andziewicz, Frank, Switchman, Chicago	41 6
Aslan, Peter, Assistant Foreman, Rockport, O.	30 10
Aust, George H., Locomotive Engineer, Indiana Division	46 10
Baker, George H., Manager, Passenger Transportation, New York	48 6
Banyasz, Andrew, Freight Carman, East Buffalo, N.Y.	32 3
Becker, Frank J., Locomotive Engineer, Toledo Division	41 8
Bickford, Ralph H., Chief Engine Dispatcher, New York	41 2
Braker, Herman L., Locomotive Engineer, Toledo Division	43 9
Brandhuber, Frederick G., Locomotive Engineer, Toledo Division	44 6
Brewer, Robert D., Conductor, Illinois Division	46 7
Brock, Leon A., Section Laborer, Cheboygan, Mich.	28 0
Brookhurst, Arthur, Machinist, Ashtabula, O.	36 11
Brown, Alfred T., Yardman, Gibson, Ind.	44 4

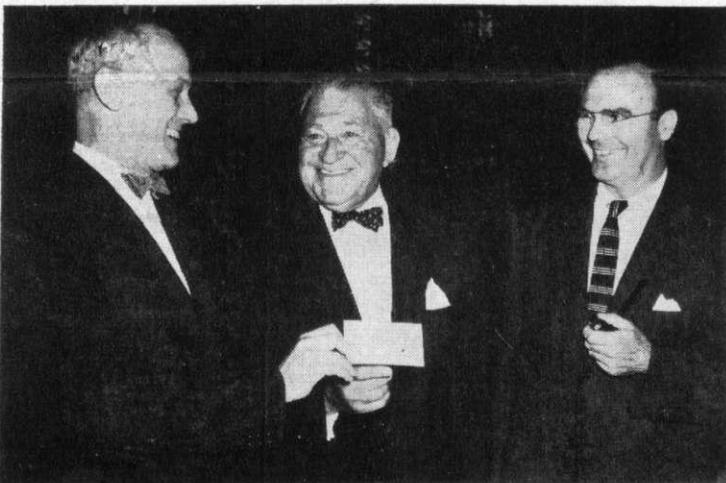
Bruno, Ralph, Car Repairer, Ravena, N.Y.	29 5
Bryant, Albert, Section Laborer, Gary, Ind.	11 9
Burkholder, Eldridge, Machinist, Avis, Pa.	41 5
Canale, Angelo, Steam Crane Foreman, Watertown, N.Y.	40 11
Carkhuff, Joseph D., Superintendent, New York	37 7
Carlson, Oscar, E. A., Machinist, Elkhart, Ind.	49 3
Carr, Thomas W., Assistant to Superintendent Equipment, McKees Rocks, Pa.	43 2
Carrigan, Daniel T., Towerman, North Adams Junction, Mass.	46 3
Casselman, Charles A., Car Inspector, Ogdensburg, N.Y.	31 8
Celli, Giuseppe, Section Laborer, Boston	20 0
Childs, Willard D., Crossing Watchman, Goshen, Ind.	23 6
Cimorell, Michael R., Clerk, Erie, Pa.	48 0
Clark, Mack, Laborer, Cleveland Western Division	27 7
Coffman, Elmer E., Brakeman, Western Division	41 7
Conway, Agatha L., Clerk, Detroit	35 9
Conway, Kathleen H., Cashier Clerk, Detroit	10 5
Cowell, Bruce H., Clerk, Painesville, O.	34 9
Cowin, Ernest J., Special Agent, Youngstown, O.	48 9
Cunningham, Sherman J., Brakeman, North Toledo, O.	33 9
Dancer, George E., Boilermaker, Gallon, O.	29 4
Dietrich, Andrew, Assistant Superintendent, New York	46 9
Douglas, Lyell S., Conductor, Pennsylvania Division	52 9
Duncan, James F., Plumber & Pipefitter, New York	40 6
Ehringer, Bert H., Assistant District Supervisor Electrical Equipment, Cleveland	44 4
Eisele, Charles, Assistant Engineer, Cleveland	44 6
Empey, Arthur, Cook, Carthage, N.Y.	34 2
Enterman, Charles W., Assistant Road Foreman of Engines, Bellefontaine, O.	37 2
Exenas, Sam, Section Laborer, Fayette, Pa.	36 2
Farricy, Robert P., Conductor, Mohawk Division	43 6
Finney, William, Pumper, Newell, Pa.	23 6
Fitos, George F., Car Repairer, Linndale, O.	32 6
Force, Arthur S., Brakeman, Corning, N.Y.	51 3
Frank, Fred, Yardmaster, East Buffalo, N.Y.	53 1
Gallo, Ralph, Extra Gang Foreman, Newell, Pa.	44 0
Galvin, John E., Brakeman, Cleveland Division	31 0
Gearns, John T., Conductor, Peoria & Eastern Division	34 7
Gerbereux, Mrs. Winifred E., Head Clerk, New York	36 0
Geyer, William D., Locomotive Engineer, Pennsylvania Division	36 6

Goldschmidt, August, Machinist, North Bergen, N.J.	34 9
Gollilher, Edward O., Water Station Attendant, Elnora, Ind.	12 1
Gordon, Roxie F., Janitress, Toledo, O.	13 9
Grubbs, William F., Machinist Helper, Mt. Carmel, Ill.	29 8
Guinta, Giacomo, Section Laborer, Syracuse Division	10 3
Gutowski, John V., Machinist, Elkhart, Ind.	44 7
Hall, Leon O., Patternmaker, Elkhart, Ind.	14 3
Handley, John B., Locomotive Engineer, Mohawk Division	43 5
Hanna, Robert B., Research Assistant, Pittsburgh	45 4
Harris, Leroy W., Locomotive Engineer, West Division	47 11
Harshbarger, Harley E., Water Softener Attendant, Bellefontaine, O.	11 11
Hazen, Ernest S., Conductor, Erie Division	38 8
Hayes, Thomas F., Conductor, Watertown, N.Y.	51 0
Hearlin, Bertram S., Chief Clerk, New York	45 5
Helleman, Cloyd O., Conductor, Ohio Division	46 6
Hennessey, Mrs. Jessie H., Cashier, Schenectady, N.Y.	41 3
Hess, William J., Marine Fireman, Weehawken, N.J.	30 4
Hetherington, Orville R., Receiving Clerk, Detroit	26 10
Hiland, August B., Gang Foreman, Line East	14 11
Hudson, Guy T., Brakeman, Toledo Division	49 0
Iacobuzio, Michael A., Assistant Foreman, Albion, Mich.	42 0
Illy, Steve, Crossing Watchman, Indianapolis	45 11
Irwin, Rossman P., Conductor, Hudson Division	44 5
Jacobs, Jonathan, Section Foreman, Ellwood City, Pa.	48 1
Jacques, Albert, Section Laborer, Bay City, Mich.	28 1
Joy, Arthur, Statistician, Pittsburgh	46 7
Kaiser, Frank, Brakeman, Buffalo Division	33 6
Keating, Maurice B., Foreman, Mott Haven, N.Y.	48 6
Kilroy, Robert M., Conductor, Syracuse Division	49 4
King, James W., Foreman Car Repairers, East Youngstown, O.	35 5
Klostermeier, Ernest H., Car Inspector & Repairer, Toledo, O.	45 0
Kralj, Ignac, Section Laborer, College, Pa.	25 11
Kronenberger, Vincent A., Locomotive Engineer, Ohio Central Division	33 9
Lambert, Carl, Locomotive Engineer, Ohio Division	41 9
Lechlitter, Austin, Boilermaker, Elkhart, Ind.	42 11
McBrayer, John, Brakeman, Erie Division	36 4
Magner, Clarence, Section Laborer, Muncie, Ind.	11 5
Manning, Mervyn M., Engineer of Construction, New York	43 1
Marszalek, Clemens J., Carpenter, Chicago	32 11
May, Harry H., Brakeman, Western Division	47 9
Mayer, George E., Photographer, Pittsburgh	37 1
Mayhew, George A., Laborer, Massena, N.Y.	30 6
Mehle, Wallace H., Brakeman, Toledo Division	48 8
Mercer, Haywood, Section Laborer, East Gary, Ind.	11 8
Mezetti, Nazzarino, Blacksmith Helper, West Springfield, Mass.	35 6
Miller, Melvin E., Brakeman, Western Division	36 1
Montfeth, Herbert, Boilermaker, St. Thomas, Ont.	38 5
Morrow, Charles H., Section Laborer, Ansonia, Pa.	29 9
Moyer, James E., Conductor, West Division	43 10
Mull, Henry M., Section Laborer, Louisville, Ky.	34 1
Neidhardt, Herman F., Brakeman, Toledo Division	44 0
Nelson, John S., Section Laborer, Greensburg, Ind.	28 10
Newman, Edward T., Section Laborer, West Lorne, Ont.	33 4
Niemann, Thomas L., Air Brake Repairer, McKees Rocks, Pa.	30 8
Pazienza, Federico, Section Laborer, South Utica, N.Y.	42 2
Pennington, Marion W., Machinist, Bellefontaine, O.	31 6
Pierce, Robert R., General Attorney, Cleveland	12 11
Podslad, Joseph A., Laborer, East Syracuse, N.Y.	24 8

Ponykalski, Joseph, Car Repairer, West Detroit, Mich.	13 10
Pulsinelle, Luciano, Section Laborer, Monessen, Pa.	11 3
Remster, Homer W., Carman, Beech Grove, Ind.	29 2
Rhodes, Harry C., Brakeman, Toledo Division	47 2
Rife, Roy A., Steam Crane Foreman, West Columbus, O.	28 6
Roth, Charles, Gang Foreman, Buffalo	34 9
Sagrati, Alessandro J., Boilermaker Helper, Brewster, N.Y.	35 5
Salkey, Edward J., Relief Clerk, Buffalo	27 11
Seaton, Frederick, Boilermaker Helper, Moorefield, Ind.	37 4
Scribner, Bert, Boilermaker, Harrisburg, Ill.	44 8
Sleeper, Archie L., Locomotive Engineer, Albany Division	47 3
Smith, Henry L., Locomotive Engineer, Toledo Division	50 2
Spence, Thomas, Locomotive Engineer, Corning, O.	40 3
Steele, Robert W., Locomotive Engineer, Erie	31 4
Sterling, Herman J., Locomotive Engineer, Toledo Division	53 5
Stockwell, Fred C., Car Repairer, Kalamazoo, Mich.	35 9
Szczesny, Joseph, Freight Handler, Utica, N.Y.	29 3
Szeszski, Vincent S., Locomotive Engineer, Chicago	41 11
Testament, James H., Car Foreman, Columbus, O.	34 11
Titus, Walter M., Locomotive Engineer, Indiana Division	44 4
Tompsonowski, Casimer F., Laborer, Buffalo	32 11
Tyler, John T., Ice House Foreman, Newberry Junction, Pa.	40 9
Vandivort, Robert E., Assistant to Chief Engineer, Pittsburgh	41 2
Visingardi, Joseph, Molder Helper, Elkhart, Ind.	14 5
Waddell, Arthur F., Wrecking Master, Chicago	30 9
Werner, Harry O., Switchman, Toledo, O.	34 10
Williams, Thomas L., Brakeman, Toledo Division	43 5
Woodhouse, William H., Section Laborer, Suspension Bridge, N.Y.	27 1
Zingaro, John, Freight Carman, Dewitt, N.Y.	31 5
Andrews, George, Baggage Handler, Rochester, N.Y.	33 7
Ashbreck, Alva H., Locomotive Engineer, Toledo Division	11 7
Atkinson, James J., Locomotive Engineer, Mohawk Division	34 5
Baglione, Augusto, Work Train Foreman, Mohawk Division	33 1
Baker, Pearl, Machinist, Beech Grove, Ind.	35 10
Barkenbus, Roy, Locomotive Engineer, Michigan Division	42 4
Bayreuther, Andrew, Supervisor Mechanical Exams, Albany, N.Y.	44 5
Beery, Delbert M., Baggageman, Mishawaka, Ind.	25 4
Benner, Creston W., Chief Signal Maintainer, Adrian, Mich.	37 5
Benoit, Oscar H., Stationmaster, Worcester, Mass.	40 2
Bosiacki, Frank J., Freight Carman, East Buffalo, N.Y.	26 2
Brown, Oscar W., Car Inspector, Mattoon, Ill.	38 0
Brunnquell, Henry, General Foreman-Pipelines, New York	43 0
Burditt, Joseph W., Conductor, Adirondack Division	46 4
Castle, Charles E., Manager Telegraph Office, Chicago	44 0
Ciocci, Venanzio, Stower, Chicago	41 11
Colozzi, Antonio, Section Laborer, Electric Division	24 6
Conn, Bert, Engine Inspector, Bellefontaine, O.	42 8
Cossell, Charles W., Steam Fitter, Beech Grove, Ind.	31 9
DeMario, Agostino, Section Laborer, Aliquippa, Pa.	16 10
Drake, Leslie B., Machinist Helper, Mattoon, Ill.	28 7
Duffey, Joseph F., Car Inspector, Jackson, Mich.	37 0
Dunn, Earnest A., Locomotive Engineer, Canada Division	44 6
Dygart, Clyde H., Locomotive Engineer, Chicago	32 9
Francisco, Roy L., Locomotive Engineer, Indiana Division	48 4
Grace, William R., Clerk, Cincinnati	45 8
Gray, Frederick W., Train Dispatcher, Syracuse	43 4
Greenich, Edward, Conductor, Toledo Division	44 5
Hagerty, Timothy J., Mail & Baggage Handler, New York	24 9
Hartman, Frank R., Electrician, Chicago	37 0

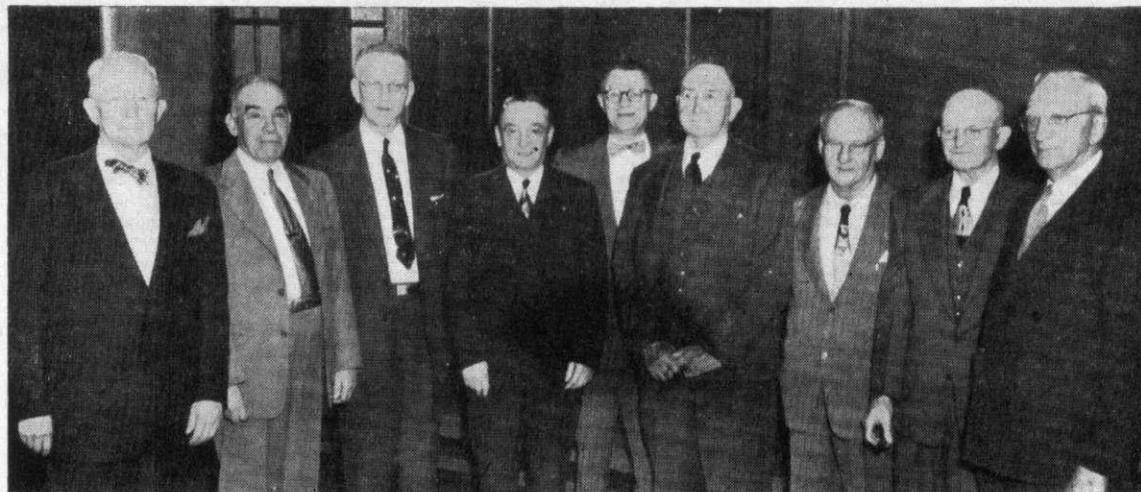


TRAIN DISPATCHER, J. F. Heitsenrether, Jersey Shore, Pa. recently retired from NYC service.



RETIRING after 48 years of NYC service, George H. Baker, Manager-Passenger Transportation, receives gift of friends from Fred H. Baird (left), Assistant Vice President-Passenger Traffic, and Ernest C. Nickerson, Vice President-Passenger Services, at lunch.

Hellmuth, Frederick A., Trucker, Albany, N. Y. 27 0
 Herford, Irvin M., Crossing Watchman, Bellefontaine, O. 25 4
 Herget, Albert L., Assistant Auditor of Revenues, Pittsburgh 31 8
 Hohmann, Charles H., Freight Agent, St. Joseph, Mich. 42 9
 Hollatz, Ernst C., Freight Car Painter, West Detroit, Mich. 27 0
 Hostnick, Frank, Locomotive Engineer, McKees Rocks, Pa. 52 8
 Hussong, Harry C., Painter Foreman, McKees Rocks, Pa. 48 3
 Hutchinson, Pauline F., Secretary, Boston 26 9
 Imhauser, William G., Locomotive Engineer, South Bend, Ind. 40 9
 Jeffers, Otto H., Brakeman, Danville, Ill. 30 5
 Krizmanich, Tony, Section Laborer, Youngstown, O. 31 7
 Leppert, Joseph W., Engine House Foreman, Springfield, O. 44 5
 Lindlow, Henry S., Locomotive Engineer, Peoria & Eastern Railway 38 0
 Luckey, Thomas F., Local Storekeeper, North White Plains, N. Y. 46 11
 Lukash, John, Machinist, Ash-tabula, O. 22 9
 Lupp, Joseph, Machinist, Jackson, Mich. 38 10
 McFarland, Asa J., Conductor, Michigan Division 50 5
 McTaggart, John L., Erecting & General Machine Shop Foreman, St. Thomas, Ont. 47 9
 MacDonald, Henry F., Train Bag-gageman, Boston Division 45 8
 Maines, John, Car Inspector, Indianapolis 36 7
 Merrill, Mabel W., Stenographer, New York 26 10
 Mertz, Fred J., Gang Foreman, McKees Rocks, Pa. 44 11
 Miller, Charles G., Assistant Ticket Agent, Beaver Falls, Pa. 27 2
 Miller, Thurman C., Telegraph Agent, Middlebury, Pa. 49 1
 Moesinger, Charles J., Freight Handler, New York 10 8
 Moo, Martin B., Manager Telegraph Office, Cleveland 49 3
 Moorman, Wick, Laborer, Jeffersonville, Ind. 29 4
 Morris, Ella T., Assistant Manager, Chicago 34 6
 Murphy, John F., Brakeman, Worcester, Mass. 47 10
 Newsom, Lon J., Conductor, Ohio Central Division 41 6
 Northey, Charles A., Brakeman, Canada Division 47 2
 O'Brien, Walter F., Brakeman, West Albany, N. Y. 48 8
 Ogle, Albin C., Locomotive Engineer, Toledo Division 44 6
 O'Leary, Daniel A., Car Inspector, Beacon, N. Y. 31 8
 O'Neill, Charles J., Chief Tracing Supervisor, New York 21 1
 Oster, John A., Clerk, Buffalo Painter, Frank G., Assistant Agent, Brewerton, N. Y. 31 3
 Peachey, Edwin A., Crossing Watchman, Bergen, N. Y. 12 0
 Pfeifer, John C., Lineman, Cleveland 23 8
 Pickens, Walter H., Section Laborer, Toledo 29 2
 Pieler, John, Gang Foreman, Chicago 43 1
 Price, Henry H., Locomotive Fireman, Batavia, N. Y. 36 11



FETED AT luncheon marking their retirement on same day were six Locomotive Engineers at Detroit. Attending the event in the Social Room of the Detroit Terminal were (left to right): James Delmore; Frank Sunderland; A. W. Laskoske, General Manager; William Kearon; W. H. Shearer, Superintendent; Earl J. McIntyre; Max H. Wunderlich; Fred C. Niepoth and M. R. Benson, District Manager of Equipment.

Redinger, Frank A., Engine Dis-patcher, Jackson, Mich. 36 10
 Robe, George B., Laborer, Selkirk, N. Y. 30 0
 Robinson, Charles F., Chief Clerk, McKees Rocks, Pa. 35 6
 Robinson, Thomas H., Locomotive Engineer, Syracuse Division 38 4
 Root, Herschel P., Agent-Tele-grapher, Milroy, Ind. 46 0
 Ryan, Edward J., Trainmaster, Chicago 49 7
 Ryan, Philip A., Machinist Helper, Collinwood, O. 34 7
 Schakel, Henry A., Machinist, Beech Grove, Ind. 40 2
 Schmidt, Albert H., Assistant En-gineer, Chicago 34 10
 Schottin, Charles C., Assistant Foreman, East Buffalo, N. Y. 47 6
 Schuler, John J., Conductor, Cin-cinnati 41 9
 Sheprock, Mike, Section Laborer, McKees Rocks, Pa. 11 6
 Shover, Claude E., Yardmaster, Indianapolis 29 11
 Simons, Edward J., Locomotive Engineer, Mohawk Division 41 9
 Sleith, Harold, Locomotive Paint-er, St. Thomas, Ont. 41 0
 Spayde, George E., Ticket Clerk, Muncie, Ind. 30 3
 Sprague, Leon A., Locomotive Engineer, Michigan Division 45 4
 Staebler, Henry C., Signal Main-tainer, Electric Division 31 3
 Stangarone, Nick, Mail Sorter, Chicago 11 2
 Stannard, Henry H., Telegrapher & Towerman, West Springfield, Mass. 47 7
 Stockwell, Leland S., Laborer, Ft. Wayne, Ind. 41 2
 Stowell, Nathan, Conductor, Mo-hawk Division 44 9
 Townsend, William L., Section Laborer, Belle Vernon, Pa. 10 6
 Tremmel, William V., Chief Bill Clerk, Toledo 36 9
 Trinkle, Charles W., Conductor, Ohio Division 37 6
 Uhl, Louis C., Painter, Linndale, O. 31 11
 Walker, Forrest J., Train Bag-gageman, Mohawk Division 51 2
 Wall, Leonard M., Pipefitter, Beech Grove, Ind. 29 11
 Webster, Daniel T., Gang Fore-man, East Youngstown, O. 26 5
 Wessling, Henry W., Boiler-maker, Helper, Beech Grove, Ind. 34 5
 Westphal, John H., Boiler-maker, Beech Grove, Ind. 44 9
 Wever, George R., Conductor, Cincinnati 31 4
 White, Herbert E., Tower Direc-tor, Electric Division 54 8
 Wiegele, Charles P., Assistant to Vice President, Cincinnati 48 11
 Wilson, Patrick J., Car Inspector, Jackson, Mich. 38 10
 Winshurst, Harry M., Assistant Terminal Foreman, Dewitt, N. Y. 43 11
 Wolfe, Irwin B., Clerk, Detroit, Mich. 31 5
 Wolfe, Lon E., Patrolman, Elk-hart, Ind. 28 0
 Wood, Robert C., Section Labor-er, Indianapolis 40 5
 Woods, William H., Assistant De-livery Clerk, Cleveland 36 4
 Woodson, Joseph E., Janitor, Utica, NY 27 2
 Yelser, Grover E., Signal Mechan-ic, Bryan, O. 38 1
 Zarcznick, Stephanus, Coach Cleaner, Pittsburgh 33 5
 Zdelar, Thomas S., Blacksmith, Collinwood, O. 44 5
 Zigender, Frank, Coach Repairer, Beech Grove, Ind. 41 8
 Beardsley, Henry, Section Stock-man, West Albany, N. Y. 36 9
 Bellino, Genaro, Molder Helper, Elkhart, Ind. 14 6
 Berrie, Merton M., Head Clarke, Detroit 41 4
 Bramley, Paul R., District Super-visor of Budget & Statistics, Cleveland 44 2
 Brownner, Harold R., Adjustment Clerk, Detroit 32 10
 Carter, Alfred H., Locomotive Engineer, Mohawk Division 42 10
 Clark, Harold L., Machinist, Beech Grove, Ind. 40 3
 Coulon, Sherman, Carman, Cuda-hy, Wisc. 25 5
 Davis, Charles, Locomotive En-gineer, Kingston, N. Y. 36 1
 Davis, John C., Chef, Chicago 11 8
 Dipalo, Pasquale, Stevedore, St. Johns Park, N. Y. 21 8
 Floyd, William R., Yard Brake-man, Rochester, N. Y. 49 3
 Fosnight, John H., Signal Main-tainer, Union City, Ind. 35 1
 Graves, Alfred, Locomotive En-gineer, Detroit 35 1
 Herdtner, Charles F., Tallyman, Cincinnati 42 4
 Herget, Albert L., Assistant Aud-itor, Pittsburgh 34 6
 Hill, Noah E., Ticket Seller, New York 26 3
 Hughes, Edmond A., Signal Main-tainer, White Plains, N. Y. 30 7
 Jones, Harry, Cook, Chicago 11 10
 Kazmierczak, Joe J., Boiler-maker Helper, Toledo 11 0
 Knopp, John A., Conductor, Hob-son, O. 47 2
 Lechlitter, Austin, Boiler-maker, Elkhart, Ind. 42 11
 Lochmondy, Joseph, Machinist's Helper, Elkhart, Ind. 31 7
 McPherson, Daniel J., Carpenter, Boston 31 2
 Mosberger, Joseph J., Signal Maintainer, Pittsburgh 45 7
 Perry, Irving W., Conductor, St. Thomas, Ont. 31 11
 Phillips, Everett G., Machinist's Helper, Indianapolis 35 7
 Rothert, William S., Sheet Metal Worker's Helper, East Buffalo, N. Y. 33 0
 Sholtis, John, Laborer, McKees Rocks, Pa. 12 1
 Simelis, Baltram A., Firehouse Helper, McKees Rocks, Pa. 28 6
 Smith, John P., Section Foreman, Crawfordsville, Ind. 32 4
 Thornton, Elbert, Laborer, Burn-ham Yard, Ill. 10 6
 Wenz, Louis M., Locomotive En-gineer, Toledo, O. 41 8
 Wilson, James E., Conductor, Cleveland 35 11
 Brown, Ralph P., Assistant En-gineer, New York 43 1
 Buet, Mary K., Clerk, Detroit 32 11
 Cichocki, John, Machinist, Col-linwood, O. 44 8
 Clark, Tracy L., Assistant Car Distributor, Indianapolis 34 10
 Drill, James H., Conductor, Ohio Division 36 8
 Firster, Lorenzo D., Car Repairer, Wesleyville, Pa. 26 6
 Gresser, William J., Assistant Foreman, Rennselaer, N. Y. 39 8
 Gunn, George J., Engineers' Helpers Foreman, VanWert, O. 40 2
 Hecker, William A., Lieutenant of Police, Niles, Mich. 28 6
 Kletecki, Tom M., Boiler-maker's Helper, Collinwood, O. 30 0
 McKinney, Loren A., Night En-gineers' Helpers Foreman, Ur-bana, Ill. 44 0
 Miller, John M., Gang Foreman, DeWitt, N. Y. 30 5
 Miner, Kenneth L., District En-gineer of Structures, New York 41 11
 Nellis, Adelbert W., Terminal Baggage-man, Syracuse Division 46 11
 O'Leary, Frank J., Foreman, Col-linwood, O. 49 1
 Perko, Joseph J., Blacksmith, Collinwood, O. 41 4
 Prettyman, Alex. J., Foreman of Electricians, New York 39 8
 Price, Charles H., Brakeman, Schenectady, N. Y. 43 0
 Sarter, Freda R., Typist-Statistics Clerk, New York 38 5
 Smith, Avery M., Trainmaster, Mattoon, Ill. 37 6
 Snyder, Arthur N., Assistant Gen-eral Yardmaster, DeWitt, N. Y. 50 6
 Sullivan, Frank J., Yardmaster, New York 47 5
 Tonsing, Henry A., Electrician, New York 36 10
 Yost, James H., Train Dispatcher, Springfield O. 49 4
 Zobrest, Arthur F., Assistant Foreman, East Buffalo, N. Y. 47 11



ELLA T. MORRIS, First Assistant Manager of the Chicago Reservation and Information Bureau, recently retired after 43 years with New York Central.



RETIRING NYC Detective Lieut. O. G. Groty (right), Toledo, accepts service certificate from W. H. Bunch (left), NYC Chief of Police, Cleveland and R. E. Allen, Toledo City Police Chief.

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Distributing Prosperity

Railroads are real distributors of prosperity. No one knows this better than the local merchant, the local banker, or the local newspaper editor.

In 1953, for example, the New York Central charged to operating expenses \$446 million in salaries, wages and pensions \$238 million for fuel, materials and supplies and other costs of doing business; \$24 million in payroll taxes plus \$36 million in non-payroll taxes—a total for the year of \$744 million for these four items.

This amounts to over \$2 million a day—for every day in the year—all of which filters through every segment of the economy of the territory served directly by NYC and ultimately the entire nation, and contributes to the well-being and prosperity of every community.

25 Years Ago

From the *New York Central Lines Magazine* of July and August, 1929:

- The Central ordered a record number of locomotives to be added to its fleet. 75 Hudson type and 75 heavy-duty Mohawk type cost \$14 million. This was the largest expenditure for new locomotives ever made by any railroad in the U. S. during a single year up to the time.
- Buffalo's new Central Terminal opened with colorful ceremonies. First train to leave the new station, second largest in New York State, was the east-bound Empire State Express.
- NYC Valor Medal was awarded to William James, Porter on the Big Four, for saving a small girl's life when she rode her wagon off the station platform under a train about to depart.
- A young African rhinoceros rode with safety and speed on NYC's Southwestern Limited to his new home in the St. Louis Zoological Park after arriving in New York from his native land.

3 Vice Presidents Retire from NYC

Three Central vice presidents recently retired, leaving behind them a joint record of 124 years of NYC service. They are **Frank J. Jerome**, New York; **Fred A. Dawson**, Syracuse; and **Carl L. Jellinghaus**, Detroit.

Mr. Jerome, a native of Painesville, O., entered railroad service with the Central in 1914 as a Transitman at Elyria, O. The following March he was transferred to Toledo.

From 1917 to 1938 Mr. Jerome was stationed at Chicago, where he served as Assistant Engineer, Trainmaster and Division Engineer. In April, 1938, he became Engineer-Maintenance of Way at Detroit. In 1939 he was named Assistant Chief Engineer at Chicago and became Chief Engineer there in 1943.

Transferred to New York in 1945, Mr. Jerome became Assistant to Executive Vice President. He was appointed Vice President, Operations & Maintenance in 1947 and became Executive Vice President in 1951.

In 1952 Mr. Jerome became Vice President with jurisdiction over the New York Central's System-wide engineering, development and real estate operations, the post from which he has now retired.

Mr. Dawson is a native of Lima, O. He entered the Central's service in 1910 as a Clerk in the Freight Transportation department at Indianapolis.

He received a number of promotions there, becoming Superintendent of Freight Transportation in 1937.

In 1942 he was appointed Division Superintendent at Cincinnati. The next year he was furloughed for government service as Associate Deputy Solid Fuels Administrator for War, at Washington, D. C.

Returning to the Central in 1944, Mr. Dawson was appointed Superintendent at Springfield, O. Later that year he became Manager of Freight Transportation at New York, serving in that post until 1946, when he was named General Manager-Line East. He was appointed Vice President at New York in 1947 and became Vice President & General Manager with headquarters at Syracuse in 1953.

Mr. Jellinghaus was born in New York City. He began his railroad career as a Yard Clerk for the Long Island

Rail Road in 1913, transferring to the Central a year later as a Clerk.

After holding posts in a number of departments, he was named Executive Secretary to the President in 1939 and became Assistant to the President in 1940.

In 1944 Mr. Jellinghaus became Manager of Freight Transportation at New York, a post in which he was succeeded by Mr. Dawson when he was named Vice President & General Manager at Detroit in 1946.

In 1950 Mr. Jellinghaus was appointed Resident Vice President-Assistant to President at Detroit, the post from which he retired.



Mr. Jellinghaus



Mr. Jerome

Pats on the Back

Letters have been received recently by the Central commending:

H. E. Stewardson, Agent, Ridgeway, Ont., for making "excellent arrangements" for an agricultural association traveling from Canada to Poughkeepsie, N.Y., to attend a cattlemen's meeting. The group's chairman wrote, "It was the first time we traveled by train for a trip of this kind. Our members certainly were pleased and will long remember it."

Fred Lodge, Train Announcer, Columbus, O., for the "most refreshing way" in which he spread good will among passengers delayed because their train was late.

Mary Elizabeth Duggan, Passenger Representative on the Empire State Express, and **Emil Hennegan**, Stationmaster at 125th Street Station, New York, for their cooperative fast action in having a brief case containing important papers delivered by the next train to its Navy officer owner who had left the case in a station telephone booth.

Answers

... to "How's Your RIQ?" on page 12: 1. b; 2. c; 3. a; 4. c; 5. d; 6. b; 7. a; 8. c; 9. d; 10. a.

If you answered five correctly, you're good; if you got six right, you're very good. Eight or nine means you're way above average and if you answered all ten correctly you may be a genius.

TWO IN ONE

The July and August editions of the HEADLIGHT are combined in this issue. The next HEADLIGHT will be the September issue, appearing early in that month.