

**PENN CENTRAL**



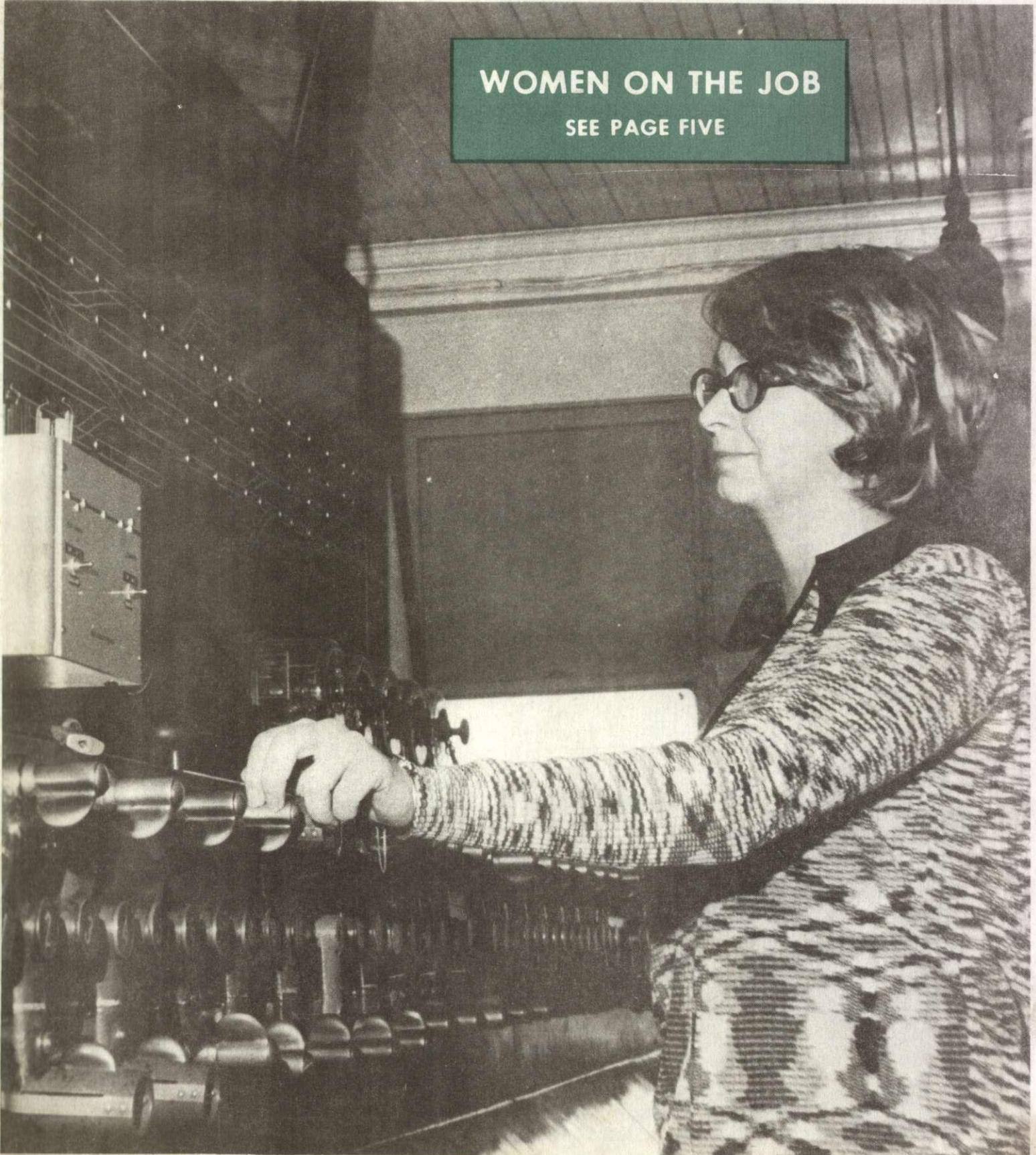
**POST<sup>®</sup>**

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

JANUARY 1975

**WOMEN ON THE JOB**

SEE PAGE FIVE



# More shippers are turning to PC's FLEXI-FLO

Take a company that produces a bulk product and has been shipping it to its long-distance customers by truck.

Convenient delivery. But expensive.

Here's another bulk producer who has been shipping by standard rail car. Saves money for the long haul, but it's not very convenient if the carload subsequently has to be divided into portions for different customers.

How to combine the best of both methods?

Flexi-Flo does it, as more and more shippers are learning.

With Flexi-Flo, the product is loaded in a covered hopper or tank car and transported by rail to a Penn Central Flexi-Flo terminal.

There, a bulk truck drives up, a hose is attached, and the product is transferred into the truck. Product from a single carload can be delivered to four different customers.

That's Flexi-Flo.

"It combines the best features of rail and truck — rail for the economical long haul, truck for flexible local delivery," says George P. Turner, assistant director of Flexi-Flo services.

This Penn Central idea is proving attractive to a wide variety of

companies. Any bulk product is a candidate for Flexi-Flo service.

Cement makers were the first to try it, and thousands of tons move this way. Other dry bulk commodities moving by Flexi-Flo include flour, sugar, clay, salt, starch, resins, silica sand, and plastic pellets.

Liquid commodities using Flexi-Flo include acids, liquid sweeteners, corn syrup, vegetable oils, petroleum oils, plasticizers, waxes, and many kinds of chemicals.

"More than a hundred different commodities in all," Mr. Turner says.

Penn Central has been gradually expanding and improving Flexi-Flo terminals and adding new ones. A terminal at Philadelphia was the latest to join the list, raising the total to 16.

The other Flexi-Flo terminals are at North Bergen, N. J., serving the New York area; Beacon Park, serving Boston; Worcester and Framingham, Mass.; Hartford and North Haven, Conn.; Syracuse, Rochester and Buffalo, N. Y.; Charleston, W. Va.; Hammond, Ind., serving the Chicago area; Detroit, Cleveland, Indianapolis, and Louisville.

"In most cases, the shipper buys or leases a tank car or hopper car



Homer Reitz attaches hose to a car carrying a chemical. A vacuum device to left of the truck draws the chemical into the truck quickly, safely, and free of contamination.

for this service," explains Richard J. Hunt, assistant manager-market development, Flexi-Flo.

"But for cement, our largest single commodity, we've been supplying the cars.

"Currently we're receiving, under a lease arrangement, the newest type of PD cars for hauling cement."

PD stands for Pressure Differential. That's the method used for transferring cement from a rail car to a highway truck. A hose from the truck's air compressor is connected to the railcar to pressurize the car. This causes the cement to flow out through the product hose and into the truck.

"About 40,000 pounds can be loaded in about half an hour," Mr. Hunt says.

"This fast unloading is one of the pluses of Flexi-Flo."

Other dry bulk commodities, such as foodstuffs and chemicals, are unloaded by a vacuum device which literally pulls the material out of the car and into the highway truck. For liquid shipments, a pump is used.

"Flexi-Flo's quality control is perhaps the biggest factor in its success," Mr. Turner says.

"Flexi-Flo does the loading and unloading in a 'closed system.' The product is never exposed. Rain or dirt can't get in.

"The shipper thus has assurance against contamination, without having to go to the trouble and expense of packaging the product."

Shippers trying Flexi-Flo for the first time make an exciting discovery:



Thomas Grojean, president of North American Car Corp., discusses features of new pressure-differential car (for hauling cement) with Jervis Langdon, Jr., president of Penn Central Transportation Co.

They can use this service to move into new sales territories, with little investment.

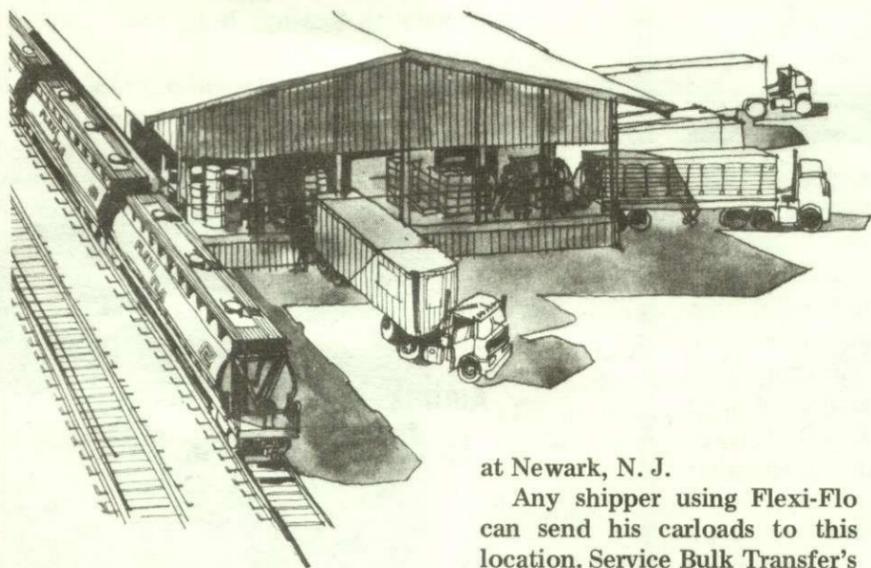
"You see, when their carload arrives at one of our Flexi-Flo terminals, they can sell portions right out of the car instead of having to rent or build a warehouse," explains Wally Maslowski, manager of Flexi-Flo sales.

"There is no charge for the first 48 hours the car is kept at our terminal. After that, there's a \$1-a-day detention charge. In effect, he has a warehouse for a dollar a day!

"So you see, Flexi-Flo has a great story to tell.

"We're encouraging all our railroaders to help spread the message."

## Another New Flexi-Flo Idea



One of the major advantages of Flexi-Flo is that its direct loading and unloading eliminates the bother and expense of packaging.

However . . .

There are situations where the shipper wants to package his product — for example, when he sells it in small quantities to consumers. What the shipper then needs is an economical method for putting the commodity in boxes, bags or drums.

Such a service is now being offered by Service Bulk Transfer, a company that has leased a freight house from Penn Central

at Newark, N. J.

Any shipper using Flexi-Flo can send his carloads to this location. Service Bulk Transfer's people will package the commodity and warehouse it until needed. Local or long-distance delivery can be arranged. A carload can be completely packaged or split between package and bulk delivery.

This service will be expanded to other Flexi-Flo markets in 1975 — another example of identifying shipper needs and meeting them.

PC experts can supply details to any interested shipper.

Contact George Turner at Penn Central Transportation Company, Six Penn Center, Phila., Pa. 19104.

Phone: (215) 594-2904.



## Train Watcher

What do you do if you work on a branch-line commuter local and you're waiting for your turnaround trip?

Why, you watch the trains pass on the main line, to see how everything's going.

At least, that's the way of Pas-

senger Conductor John D. Bancroft, who's assigned to the local running between Princeton and Princeton Junction, N.J.

And one day recently, he noticed that a wheel was sliding, not rolling, on the first coach of Train 42, headed for New York. That's a dangerous situation. At high speed, the wheel tread could quickly wear away and possibly cause a derailment.

Conductor Bancroft ran inside the Princeton Junction station and phoned the nearest tower operator, who used radio to alert the engineer and stop the train. The defective car was set off and moved to a siding.

Conductor Bancroft is now convinced more than ever that watching the other guy's train is a very fine hobby.

# NEWS WIRE

## URGENT NEED FOR FEDERAL FUNDS

The Trustees announced on January 2 that the railroad either must get substantial additional Federal funds or undertake extensive furloughs and drastic reduction of maintenance programs because of worsening losses and cash deficiencies expected for the first quarter of 1975.

Their latest forecasts, subject to revision as the 1975 economy develops, show a cash shortfall of between \$60 million and \$70 million during February (after drawing down a government grant of \$30 million) and only slightly less for March.

The railroad is expected to lose approximately \$1 million a day in cash during the three months.

Penn Central is at present able to maintain full operation only through access to a \$30 million grant of Federal funds authorized by the U.S. Department of Transportation under the Regional Rail Reorganization Act, the Trustees said.

A drawdown of \$10 million of these funds was made on December 26, and the Trustees expect to use the remaining \$20 million during January.

The Trustees reported a net loss of \$26,688,438 for November, 134 per cent more than the \$11,406,240 net loss for November, 1973, largely as a result of an 18.9 per cent drop in carloadings.

Although December figures were not yet complete, the Trustees expected continuing heavy losses because carloadings have been

down at least 20 per cent below the previous December, for the worst monthly total since the Penn Central merger in 1968. The lower carloadings reduced December freight revenues by approximately \$30 million.

The severe downturn in business which began in October increased in November and continued throughout December.

Officials of the U.S. Department of Transportation and leaders of Congressional committees on transportation are being informed that, in order to maintain adequate levels of service during the first quarter of 1975, Penn Central will need much more money than is available in interim grants under Section 213 of the Regional Rail Reorganization Act.

The November results reflected loss of about \$14 million in freight revenues because of the coal strike, and another \$6.5 million decline in steel and automotive shipments. Despite cumulative freight rate increases of 18 per cent for November over the same 1973 month, freight revenues of \$156.5 million were only 3.1 per cent higher than the \$151.7 million for the previous November.

Railway operating expenses rose 12.9 per cent, from \$139.5 million in November, 1973, to \$157.5 million, reflecting sharp inflation in prices for fuel and materials, higher wage costs, and excessive transportation expenses caused by reduced speeds and other handicaps to operating efficiency.

## USRA urges States to plan subsidies for branch lines

The United States Railway Association (USRA) is the government corporation responsible for planning and financing a new railroad system created out of portions of the bankrupt Northeastern railroad lines.

Arthur D. Lewis, USRA chairman, recently urged Chambers of Commerce to "work with your State departments of transportation to develop State rail system plans which will best serve the future needs of your areas."

He pointed out that the Regional Rail Reorganization Act provides for \$180 million in subsidies to continue rail service on branch lines that lose money but are considered essential to local industries and communities.

The Act provides that the Federal government will put up 70 percent, and the State, 30 percent, of the operating costs for a two-year period.

"To be eligible for these funds, the States must have appropriate rail plans," Mr. Lewis pointed out.

## New York State bond issue will improve railroad service

On November 5, New York State voters approved — by a margin of almost 2 to 1 — a \$250 million bond issue to preserve and improve intercity passenger, commuter and freight service facilities.

Contemplated programs include improvement of tracks and stations, and establishment of high-speed passenger service on the New York-Albany-Buffalo route. Turbo trains would be used, with speeds of 90 to 105 miles per hour.

There is also a plan to eliminate low clearances that prevent the movement of piggyback trains directly to and from Long Island. At present, piggyback trailers must be unloaded at Kearny, N.J., and delivered by highway.

The program includes allocation of \$10 million to rehabilitate freight branches and \$10 million to acquire poorly patronized branches that otherwise would be abandoned.

There were also transportation bond issues on the November 5 ballot in New Jersey and Michigan, but they failed to win voter approval.

## Amtrak calls for legislation to improve railroad track

The "national problem" of deteriorating railroad track ought to be dealt with by Congress.

Amtrak so reported to the Interstate Commerce Commission, which currently is investigating the adequacy of 24,000 miles of track over which Amtrak trains operate.

"Amtrak has in recent years been caught up in an emerging national transportation problem of nationwide rail line deterioration, partially brought about by the concentration of national effort in highway rather than roadway building, cheap gasoline prices, and the resulting overall unprofitability of many railroad services," the report said.

The problem, the report continued, "can be dealt with efficiently only if it is attacked at its root — the overall unprofitability of the operations of the railroads without access to the enormous funds now available to highways and commerce."

## SUPREME COURT GIVES ITS OKAY

On December 16, the U.S. Supreme Court upheld the Act of Congress that authorizes the creation of a new railroad system out of portions of the bankrupt railroads.

By a vote of 7 to 2, the Court dismissed the claim that the Act is unconstitutional. Railroad creditors had so argued because, they said, the Act does not guarantee fair payment for the railroads' assets on which the creditors depend to satisfy their claims.

The Supreme Court ruled that bankrupt railroads that do not receive fair compensation would have the right to sue in the U.S. Court of Claims for additional payment from the Government.

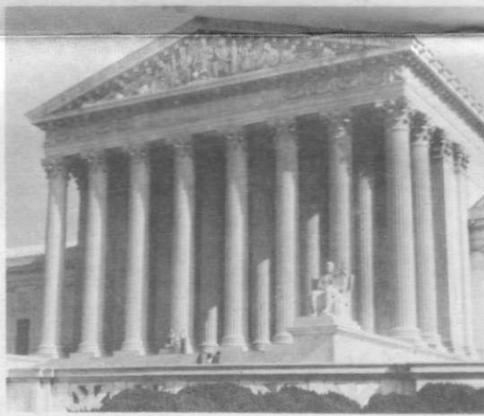
The Supreme Court decision apparently removes a major obstacle to a complete reshaping of the Northeastern railroad network.

Under the Regional Rail Reorganization Act, a new railroad is to be established under the name, Consolidated Rail Corporation ("ConRail").

Planning for this new railroad has been going on for months. But the outlook was clouded by Court actions.

Last summer, Federal Judge John P. Fullam ruled that Penn Central should not be taken into the ConRail System, because the Act did not provide a process that would be just and equitable to persons with claims on the property.

Under the Act, ConRail would acquire the rail lines by issuing its own stock — of uncertain value — and additional



payment of up to \$500 million in Government-guaranteed bonds. Judge Fullam ruled that this was not adequate.

In a separate action last summer, a three-judge District Court ruled that portions of the Act are unconstitutional, because they compel the bankrupt railroads to continue full service, despite substantial losses, until ConRail takes over. This wears away the assets that rightfully belong to the creditors and stockholders and therefore violates the Constitution, the Court ruled.

Penn Central's Trustees appealed this decision to the Supreme Court. The Trustees argued that the Act is constitutional, and the only thing needed, they said, was a clear statement that claimants would have the right to go to the U.S. Court of Claims to make up for any underpayment.

Now the Supreme Court has so stated.

Planning for the new railroad system is going forward. The next important date is February 26. That is when the United States Railway Association, which is designing the new system, is scheduled to issue a preliminary plan identifying the rail lines that would be included.

# The Faces of Christmas

A growing number of Penn Central employee groups have raised this question:

Why send Christmas cards to fellow employees you see every day? Why not save the money you would have spent mailing cards and give it to charity instead?

The latest group to adopt this idea is PC's Motive Power Control Bureau.

Last month, John J. Cunniff and Leon E. Whiteman manned a desk where they received contributions from non-card senders. A total of \$420 was collected, and was donated to Children's Hospital of Phila.

Another way of expressing Christmas was demonstrated by employees at the Harmon (N.Y.) Shop. They arranged two treats for students of the Keon School for the retarded, Montrose, N.Y.



L. E. Whiteman and J. J. Cunniff receive contributions from J. P. Tansey and E. A. Priebe, for Motive Power Control Bureau's Christmas Fund for Children's Hospital.

First, on December 13, they arranged a trip to Radio City Music Hall for 25 of the students, with

Machinist Clarence Seymour and Sheet Metal Worker William Seekircher, Jr., serving as escorts. Then on December 23, the Harmon shopmen were hosts to Keon School students at a Christmas party in the shop building.

At the Non-Revenue Billing Department in Philadelphia, employees this year "adopted" the Stenton Child Care Center, which shelters children from broken homes.

The PC employees raised enough money to buy a TV set and a record player for the Child Care Center. And at the office Christmas Party on December 20, 4-year-olds from the Center were guests.



They helped arrange party for deprived children: (rear) Pat Jackson, Dolly Bender, Marie Budnicki; (front) Kathy McCunney, Tom (Santa) Vinci, Candy Jackson.



Preparing for children's arrival at Non-Revenue Billing: Diane DiSalvatore, Pat O'Toole, Pam Keblusek and Tonye Lewis.



Machinist Robert Lazeonick is Santa Claus in New York tour for handicapped adults.

## Recent Appointments

### SYSTEM OFFICES

#### Legal

Saile, J.C., Jr. Asst. Corporate Counsel

#### Real Estate

Hindman, J.W. Supervisor-Real Estate, Pittsburgh  
Leitsch, D.R. Manager-Real Estate, Pittsburgh  
Patel, C.I. Business Systems Consultant

#### Sales & Marketing

Alexander, J.F. Director-Marketing-Metals  
Brinks, A.F. Manager-Metal Services  
Brown, R.E. Asst. Director-Service Planning & Performance  
Bubello, A.J. Manager-Pricing  
Callaghan, D.H. Manager-Equipment Projects  
Chaufournier, R.P. Asst. Director-Equipment Planning & Performance  
Lavin, T.P. Assistant Manager-Market Development-Grain  
Lynch, R.W. Director-Marketing-Consumer Products  
McDonald, G.J. Manager-Freight Services  
Mortensen, R.E. Director-Marketing-Construction Materials  
Olson, P.W. Director-Marketing  
Rehl, D.F. Director-Marketing-Agriculture  
Stoops, J.W. TrailVan & Mail Terminal Manager, So. Kearny, N.J.  
Thomas, C.A. Manager-Intermodal Terminal Services-System  
VanGuntzen, C.S. Director-Marketing-Chemicals

#### Finance & Accounting

Harper, E.R. Director-Employee Benefits  
Judge, T.J. Manager-Administration  
Nawn, N.J. Director-Personnel Accounting

#### Vice President-Staff

Bocher, H.W. Manager-Systems Support  
Bowman, R.B. Advisory Systems Analyst  
Curry, R.J. Senior Computer Analyst  
Dixon, W.J. Vice President-Staff  
Fote, C.F. Computer Analyst  
Gallagher, J.P. Advisory Systems Analyst  
Klady, M.E. Computer Analyst  
MacMurtrie, J.R. Advisory Systems Analyst  
Morrow, C.T. Senior Computer Analyst  
O'Neill, J.C. Project Manager (Integrated Accounting)  
Struzinski, J.G. Senior Systems Analyst  
Tyson, I.N. Project Manager  
Viscusi, J.B. Senior Systems Analyst  
Zane, C.S. Advisory Systems Analyst

#### Senior Vice President-Operations

Hedderman, W.J. Asst. Director-Operating Rules & Safety

Johnston, S.B. Safety Supervisor-Reporting  
Rathvon, J.W. System Director-Operating Rules & Accident Control  
Schoonover, W.H. Manager-Operating Rules & Practices

#### Transportation

Cotsack, R.F. Supervisor-Train Performance  
Frank, A.R. Supervisor-Freight Train Operation

#### Mechanical

Hoover, R.D. Assistant Manager-Equipment Control Systems

#### Operating Administration

Delaney, J.J. System Manager-Operations Planning  
Horstmann, R.W. System Manager-Contract Administration  
Mays, R.E. Supervisor-Contract Administration, Indianapolis  
McMurtrie, R.L. Manager-Operations Planning

#### NORTHEAST CORRIDOR REGION

Hallahan, M.J. Regional Budget Supervisor, Phila.

#### Boston District

Neville, R.H. Trainmaster, Providence, R.I.

#### Philadelphia District

Armbruster, C.B. Supervisor-Budgets & Costs, Phila.  
Yeatman, W.E. Supervisor-General Accounting & Timekeeping, Phila.

#### METROPOLITAN REGION

Baffa, J.J. Chief Regional Engineer, New York  
Bellairs, C.K. General Foreman-Car, Stamford  
Blizzard, D.T. General Foreman, New Haven  
Bollen, R.W. Superintendent-Car Cleaning & Services, New York  
Cifaldi, L. Instructor-Mechanical Training, Harmon  
Coates, I. Master Mechanic, Stamford  
Cronk, R.L. Shop Manager, New Haven  
Fultz, A.H. General Foreman-Car, No. White Plains  
Kiniry, M.J. Trainmaster, White Plains  
Lecce, L. General Foreman, New Haven  
MacDonald, E. Regional Mechanical Supervisor, New York  
McCarthy, J.W. Manager-Real Estate & Passenger Relations, New York  
McNulty, J.A. Shop Manager, Stamford

Monteleone, J.N. Road Foreman, Stamford  
Quick, W.G. Trainmaster, Stamford  
Renbarger, R.A. Asst. Shop Manager, New Haven

#### NORTHEASTERN REGION

Bonifazi, P.T. General Foreman- Locomotive, New Haven, Conn.  
Powers, T.L. Asst. Production Engineer-Track, New Haven, Conn.

#### Buffalo Division

Sodus, D.A. General Foreman, Suspension Bridge, N.Y.

#### New England Division

Courville, J.R. Road Foreman, Boston  
Dowling, R.E. Trainmaster, Framingham, Mass.  
Falvey, J.W., Jr. Assistant Superintendent, Springfield, Mass.  
Granfield, E.F. Assistant Superintendent, Boston  
Kelly, T.J. Trainmaster, Worcester, Mass.  
Loggie, J.L. Trainmaster, New Haven, Conn.  
O'Neill, P.E. Trainmaster, Waterbury, Conn.  
Palmer, F.T. Trainmaster, Danbury, Conn.  
Smith, J.P. Road Foreman, Pittsfield, Mass.

#### EASTERN REGION

Baker, H.R. Engineer Instructor, Phila.  
Hildabrand, R.B. Regional Mechanical Supervisor-Locomotives, Phila.  
McRae, A.R. Senior Engineer Instructor, Wilmington, Del.  
Mulhollan, D.C. General Foreman, Harrisburg, Pa.  
Toadvine, G.G. Employee Counselor, Phila.

#### Chesapeake Division

Durkin, D.J. Trainmaster, Washington, D.C.  
Hart, N.C. General Foreman-Locomotive, Baltimore

#### Harrisburg Division

Weaver, G.L. Terminal Trainmaster, Enola, Pa.

#### New Jersey Division

Ervin, B.T., Jr. Supervisor-C&S, New York  
Fallon, J.W. Supervisor-Train Operations (Night), New York

#### Philadelphia Terminal Division

Weisser, J.B. General Foreman, Camden, N.J.

#### CENTRAL REGION

**Allegheny Division**  
Bender, J.F. Supervisor-Track, Cresson, Pa.

Kerr, R.A. Supervisor-Track, Altoona, Pa.

#### Pittsburgh Division

Bort, R.M. Supervisor-Track, Conway, Pa.  
Bost, J.T. Supervisor-Track, Martins Ferry, Pa.  
Christy, G.M. Supervisor-Track, Monongahela, Pa.  
Ratchford, E., Jr. Supervisor-Track, Carnegie, Pa.

#### Valley Division

Chuckalovchak, R.L. Supervisor-Track, Canton, O.  
Dixon, D.A. Supervisor-Track, Ashtabula, O.  
Howell, C.G. Supervisor-Track, Minerva, O.  
Loeffel, E.A. Road Foreman, Ashtabula, O.  
Streicher, T.E. Trainmaster, Ashtabula, O.

#### NORTHERN REGION

#### Detroit Division

Burgess, P.A. Terminal General Foreman-Car, Detroit  
Wisniewski, R.J. General Foreman-Car, Detroit

#### Michigan Division

Trione, R.C. Supervisor-Operating Rules, Jackson, Mich.

#### WESTERN REGION

Davies, A.E. Senior Engineer Instructor, Cleveland  
Flick, L.J. Employee Counselor, Chicago

#### Cleveland Division

Horan, T.W. Trainmaster, Painesville, O.  
Konik, R.L. Trainmaster, Cleveland (Motor Yard)  
Perry, C.L. Asst. Terminal Superintendent, Cleveland  
Toguchi, R.G. Asst. Trainmaster, Rockport, O.

#### Toledo Division

McGlothlin, R.W. Terminal Trainmaster, Toledo (Stanley Yard)

#### SOUTHERN REGION

#### Southwest Division

Dailey, H.H., Jr. Asst. Division Engineer, Indianapolis  
Weatherman, T.W. Supervisor-Track, Effingham, Ill.

# Update on Railroad Retirement

A revised Railroad Retirement Act has gone into effect on January 1, 1975.

One of the major changes enables a railroader aged 60 or over with 30 years' service to retire and receive the Railroad Retirement supplemental annuity, in addition to full pension. And the spouse also receives a full pension when she is 60.

Here are answers to typical questions about this and other changes brought about by the new law.

**Q.** If a railroader retired during the past few months at age 60 with 30 years' service, when does his wife become eligible for a spouse's annuity?

**A.** If the husband's Railroad Retirement pension began *July 1, 1974 or thereafter*, a full annuity is payable in 1975 for the wife when she reaches age 60. (But if the wife has a minor or disabled child in her care, she is eligible at any age.)

Wives who qualify under this new age regulation should contact the nearest Railroad Retirement Board office to file an application.

**Q.** Suppose the railroader retired with 30 years' service *before July 1, 1974*. What is the rule affecting the wife's annuity?

**A.** In this case, the former law applies. This means that the husband must be at least 65 years old before the wife can qualify; and she must be 62 to receive a reduced annuity, and 65 to receive a full annuity. (But she is eligible for a full annuity at any age if she has a minor or disabled child in her care.)

**Q.** Suppose a railroader is planning to retire in 1975 with less than 30 years' service, under the regulation permitting such retirement at ages 62, 63 or 64 with a reduced

pension. Does the new law make any change in the wife's eligibility for an annuity?

**A.** Yes. Under the previous law, she had to wait till her husband reached 65 before she became eligible. The new law lowers this to 62. When he is 62, she becomes eligible for a reduced annuity when she is 62 and a full annuity when she is 65. (But here again, she is eligible for a full annuity at any age if she has a minor or disabled child in her care.)

**Q.** What is the amount of a wife's annuity?

**A.** One-half of her husband's regular annuity, but no more than \$247 in 1975. (In 1974, the maximum was \$225.)

**Q.** What are the new age requirements for a Railroad Retirement supplemental annuity?

**A.** An employee with 30 years' service, whose regular Railroad Retirement pension began on July 1, 1974, or thereafter, can now receive a supplemental annuity at 60. Under previous law, the supplemental annuity was not payable until age 65.

Employees who retired *before July 1, 1974*, and those with less than 30 years of railroad service must still be 65 before they can receive the supplemental annuity.

**Q.** If an employee retired with 30 years' service on or after July 1, 1974, must he file a special application to receive the supplemental annuity in 1975?

**A.** No application is needed. The first supplemental annuity checks should arrive in February.

**Q.** Are there any changes in



the closing dates for the Railroad Retirement supplemental annuity?

**A.** No change. To qualify for the Railroad Retirement supplemental annuity, employees must retire by the last day of the month following the month in which they reach 65.

This closing date is very important. Employees or retirees who perform any railroad employment, including work for a railroad union, after their closing date will permanently lose their right to a Railroad Retirement supplemental annuity.

**Q.** How are widows and other survivors affected by the new law?

**A.** Benefits will increase for most. Up to now, the benefits for the large majority of widows and other survivors have been computed under a formula which provided 110 percent of the amount that would have been paid if the employee had been working under Social Security. The new law provides 130 percent.

Almost all survivors whose benefits are computed by this formula will begin to get the increase in their March 1, 1975 annuity checks, which will include payments retroactive to January 1.

**Q.** Does a widow or other survivor have to file an application to receive this increase?

**A.** No. It will be paid automatically to those entitled to it.

**Q.** Are railroaders who retire at 60 and their wives immediately eligible for Medicare?

**A.** You must still be 65 to qualify for Medicare. However, coverage below age 65 is available, under certain conditions, if you are totally disabled or are suffering from chronic kidney disease requiring dialysis treatment or kidney transplant.

**Q.** What about dual benefits — that is, two checks for retirees who have worked in an industry under Social Security as well as on the railroad? How does the new law affect them?

**A.** The answer involves three types of cases:

1. Retired employees who have been receiving dual benefits — a monthly check from Railroad Retirement and a monthly check from Social Security — will continue to do so for the rest of their lives.

2. Present employees who, by January 1, 1975, have worked long enough under Railroad Retirement and under Social Security to qualify under both systems, will receive dual benefits when they retire. The amount they receive in their Social Security check will be deducted from their Railroad Retirement benefit, but this deduction will be partly made up by a "windfall" addition to their Railroad Retirement benefit.

3. Present employees who did not have sufficient service by January 1, 1975, to qualify under both Railroad Retirement and Social Security will not receive dual benefits when they retire. They will receive one monthly check, computed on their total service, railroad plus non-railroad.

## Eyes on Altoona Shops

Penn Central's car and locomotive shops in the Altoona (Pa.) area have the potential of becoming the major repair center for the government-sponsored railroad system now being planned for the Northeast.

Claude S. Brinegar, U.S. Secretary of Transportation, so indicated during a recent visit. Accompanied by Congressman E. G. (Bud) Shuster, he toured Samuel Rea Shop — America's largest railroad shop — and Juniata Locomotive Shop.

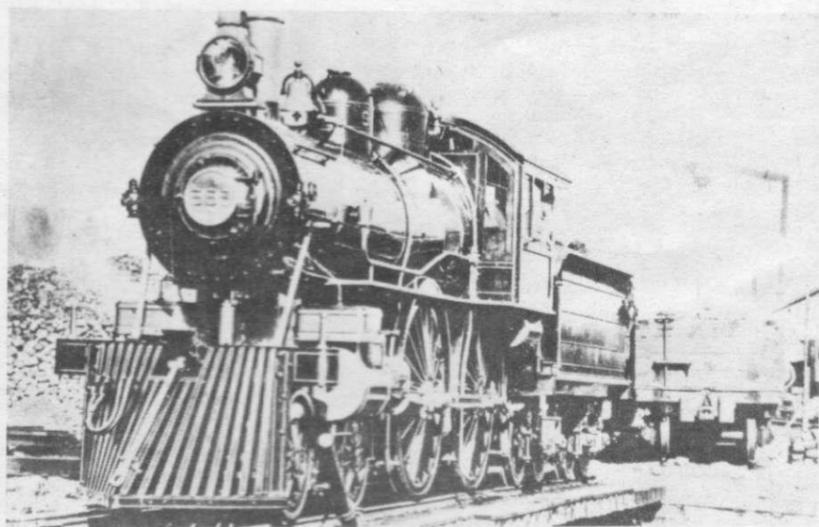
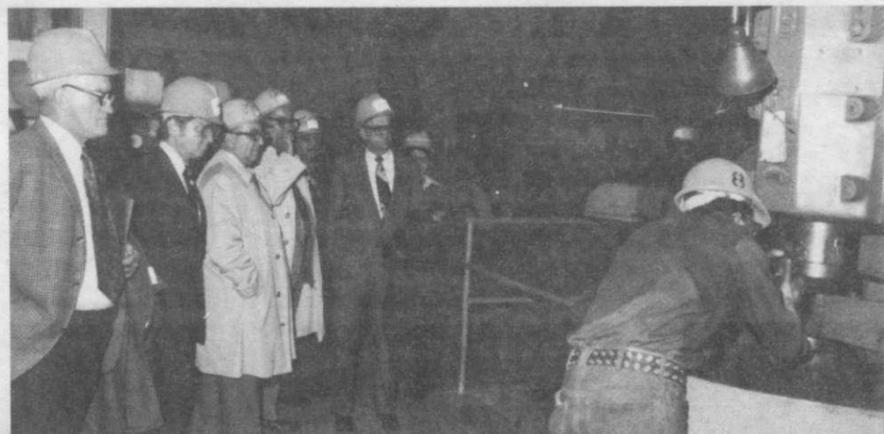
Mr. Brinegar told Penn Central officers and rail union officials that he was impressed with the operation — "in no sense does this look like part of a bankrupt railroad."



Employees tell how they rate themselves.

The PC officers pointed out that the shops are working only one shift but could be operating effectively on two shifts if funds were made available.

Machinist D. L. Shriner demonstrates operation of a boring mill for the visitors: (Left to right) B. E. Porta, president, Local 2017, TWU; Congressman E. G. Shuster; J. S. Fadale, general manager, Altoona Shops; J. M. McGuigan, chief mechanical officer; A. P. Ruscio, general superintendent, car shops; Claude S. Brinegar, Secretary of Transportation.



## Memories of the NYC

Four years ago, some railroaders who had worked on the Central got together to form the New York Central System Historical Society, Inc. Today the organization has a membership of about 300, one-third being present and former railroaders and the others, railfans.

"Our purpose is to collect and preserve the history of the NYC System and artifacts related thereto," explains Charles M. Smith, manager-mechanical engineering for the Penn Central.

He's the society's president. Other officers are: H.L. Vail, former assistant division engineer, vice president; Alfred K. Bush, freight conductor at Cleveland, membership secretary; Richard B. Street, former pipefitter at Collinwood Yard, co-editor of the society's publication, "Headlight." Membership fee is \$5 a year.

Newest project of the organization is a 1975 wall calendar. The space for each month has a photo of an NYC locomotive — steam, electric or diesel.

Shown above is Old 999, the steamer credited with setting a speed record of 112½ miles per hour in 1893.

The calendar sells for \$2.50. (Ohio residents should add sales tax). Those interested in buying a calendar or joining the organization should write to P. O. Box 10027, Cleveland, OH 44110.

# Women on the Job

They're doing jobs that everybody used to think only a man could perform. They're applying their abilities in an increasing variety of railroad assignments.

These pages give a sampling of the ways women are contributing to Penn Central with their skills, their imagination and their dedication.



**KAREN B. EVANS** has been working as a passenger trainman on the PC's Chesapeake and Harrisburg Divisions for the past year and a half.

Her reason for seeking such a job? "Working with people is fun," she says.

Her assignments have been mainly on commuter trains, but she also has worked on Amtrak trains between Philadelphia and Washington.

"As head brakeman on a Metroliner, I got to use the train announcement microphone — a real thrill. 'Good evening, ladies and gentlemen. Welcome aboard Amtrak's Metroliner. This train will stop at Wilmington, Baltimore and Washington . . .'"

Karen's usual schedule, in the late afternoon and evening, has enabled her to continue her courses at Eastern College, St. Davids, Pa., where she expects to obtain a degree this year.

For a time, she worked as athletic counselor for pupils with mental and emotional problems at the Devereux School. She had been on the field hockey, swimming and softball teams in high school.

Karen says she's grateful for her friendly acceptance by PC trainmen in what has traditionally been a man's world. Occasionally a passenger may kid her, pointing to her Trainman's badge and saying it ought to read Trainwoman.

Karen replies: "Trainman is fine with me. I'm doing a man's work, right?"



**IRENE INGISON** is a yard conductor at DeWitt Yard, Syracuse, N.Y. She started in 1944 as a switch tender, and has been working in the yards ever since.

Born in Canada, she came to the United States with her parents when she was seven.

"We looked like the Beverly Hillbillies, riding in Dad's model T with a chicken crate strapped to each side," she says.

"We learned how to work in those days. I learned to cook, sew, do tailoring — did a lot of waitressing — but I prefer outdoor work.

"I'm five feet two and weigh 113 — a bit small for a yard con-

ductor — but I'll hold my own with the best of them."

When she was first appointed a brakeman, she relates, she expected some hostility from yard crews, "but I was amazed how nice and respectful everyone was. I was treated like a lady."

Irene Ingison, who has a grown son living in Texas, urges young people to "learn all they can."

"They don't have to labor as we did, but they can go to the library and learn as much as possible about their interests," she says. "If you want to achieve something, you have to apply yourself.

"Just a few years ago, for example, I took a refresher course in typing and shorthand. I never know when I might need those skills."



**SELMA BEALE** is foreman of coach cleaners at Sunnyside Yard, N.Y. She heads a crew of 19 men and women who service Amtrak and commuter trains.

"There's more attention than ever on the quality of our work," she says. "All our people know we've got to do a good job. The government demands it and the passengers demand it.

"That means our people have to be dependable — reporting for work when they're supposed to. Doing what's required and doing it safely.

"And it's my job to make sure that they do."

Selma Beale, born in Baltimore, started work as a coach cleaner at Sunnyside Yard in 1944, soon after she graduated from high school. She was promoted to foreman in 1962.



**LINDA R. HEISE** is block operator at Stamford, Conn. She operates the switches and signals that govern movement of trains at this busy section of the New York-Boston main line.

There's an average of one train

every 5 minutes, with a tighter headway during the commuter rush hours.

"This is automatic signal territory, but the job isn't automatic," she says. "Being alert, being quick to adjust to special situations, a block operator can do a lot to prevent or minimize delays.

"An important part of the job is watching the passing trains for smoking journals, a loose door or other defect. You can prevent serious trouble by instant radio communication with the engine-man."

Linda Heise started on the railroad in 1968 as operator-clerk at Stamford Station, selling tickets as well as handling train orders, after qualifying in the Book of Rules. She has been a block operator since 1970, and served for a time as train dispatcher in Manhattan.

She describes herself as a "farm girl." She grew up on her godparents' farm, raising chickens, cows, sheep, goats, pigs, horses and pigeons. She often rode horses in horse shows. She still rides whenever she visits her mother's place in Massachusetts, and she's planning to buy a horse of her own.



**JEANNE L. KERSTETTER** is administrative assistant to division superintendent at Harrisburg.

Her job, as she describes it, is "to handle the innumerable details of this office, giving the superintendent time to get out on the division and make the necessary executive decisions."

She started on the railroad in 1943 as a stenographer in Labor Relations. She subsequently worked in the consolidated trainmasters' and road foremen's office, then in the freight station, where she was promoted to statistician.

In 1964, she became secretary to the division superintendent. This gave her an insight into the complexities of managing a division.

When the administrative assistant became ill, she was able to take up his duties; and at his death, in August, 1973, she was officially appointed to the post.

She has a busy phone. Shippers with a problem call her, knowing she'll promptly alert the PC official who can best handle it. She deals with local chairmen, public officials and the PC regional headquarters.

Whenever a new superinten-

*Continued on Page Six*

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dent is assigned to Harrisburg, she fills him in on the division's main features, special problems and key personnel, easing his way into his new responsibilities.

"We Harrisburg Division people take pride in getting our superintendents promoted," she says. "For instance, K.E. Smith is now general manager, Western Region. F.S. King is now vice president-operations at Amtrak. W. C. Wieters is vice president-operation on the Lehigh Valley. You see what I mean."

The greatest recent event in Jeanne Kerstetter's life is the birth of her first grandchild, Nicole, on October 11. "The most beautiful and intelligent baby ever created," she affirms.



**NANCY MATTHEWS** is assistant economic analyst. Her assignment is to assemble facts and figures on business and industrial trends that affect Penn Central freight traffic.

The work she does assists Frederick N. Sass, corporate economist, in forecasting the revenues the railroad can reasonably expect in the months and years ahead.

These forecasts are a guide to the railroad's budget officers in planning how much money is likely to be available for transportation, track repairs, car repairs and other needs.

Nancy Matthews' duties include assembling production figures of basic industries which are the major sources of PC freight. She compiles information for Economic Highlights, a monthly summary written by Mr. Sass for PC management.

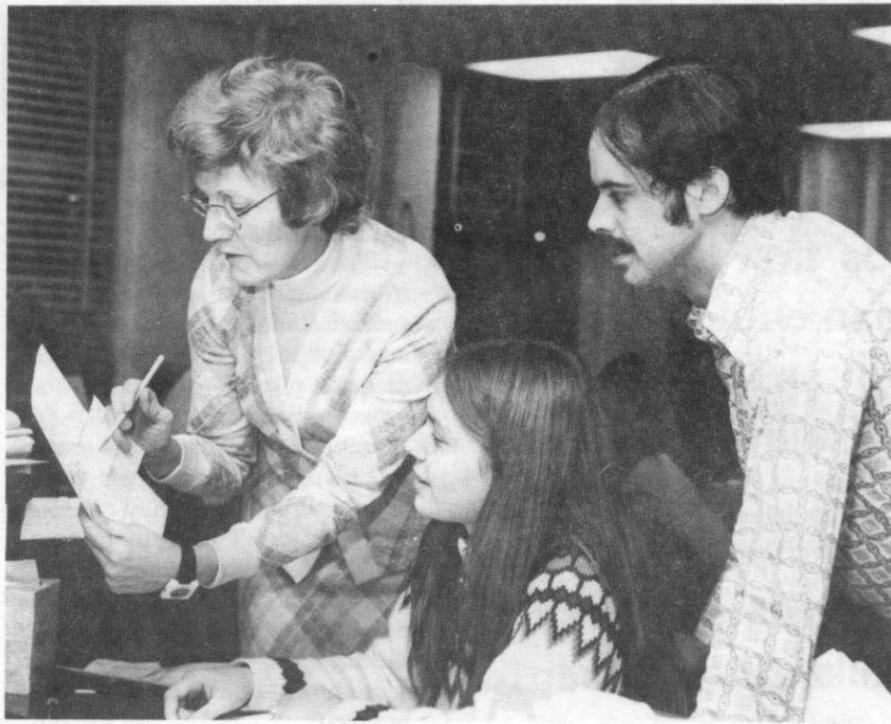
When the coal negotiations last fall indicated the possibility of a strike, she was assigned to assess the possible impact on the railroad.

Her desk equipment includes a mini-computer which she programs for her computations.

Nancy's background for all this is a solid grounding in mathematics, "a subject that always came easy to me," she says.

"When I got to college, I decided that this was a good subject on which to build a career."

She was graduated with high honors from the University of Delaware last June, with a major in mathematics and a minor in economics. She currently is taking a night course in business law, aiming towards a master's degree.



**CAROLYN LOUISE KAUFMAN** is supervisor in the Customer Accounting Section at Philadelphia.

She heads a team of 23 men and women who process freight payments received from shippers, make sure the amounts paid are correct, and credit them to the shippers' accounts.

Lou Kaufman, a native of Chicago, started 30 years ago at the Polk Street Freight Office in that city as a trace clerk for less-than-carload shipments. Then she was assigned to damage claims, then to handle cash accounts for freight.

Meanwhile, she went to the DePaul Business School at night to study typing and shorthand.

Later she took a night course at the College of Advanced Traffic.

"I did it because the subject was so interesting and had a relation to the work I was doing," she says. "I wasn't thinking about its effect on possible promotions in the future, but perhaps it turned out to be a factor."

In 1968, she was promoted to lead clerk for a group of 20 employees in Revenue Accounting.

"As far as I know, this was the first time a woman was given that position in the Chicago office," she says.

"I'll admit I was a little shaky about this new responsibility," she recalls. "And I think some of my fellow employees felt funny about it too. But it worked out fine."

In 1971, she was transferred to Pittsburgh as assistant supervisor of collections. And in March, 1974, she came to Philadelphia as supervisor. She is shown above with Liz Brinson and Gregory F. Baker, cash application clerks.

"A woman who is ambitious," says Lou Kaufman, "should learn all she can about her job and the work of her department. Then, when a promotional opportunity comes along, she can be in the running."



**JANEE GILBERT** is a draftsman (she says draftsperson) in PC's Real Estate Department.

"When I was hired last January, and Chief Draftsman Bill Henning took me around to introduce me to the others, I was uncertain how I would be received," she says. "After all, the first woman draftsman in the department..."

"I needn't have worried. Everybody's been wonderful, always ready to answer my questions. Understand, I'm here to do a man-size job, have to pull my own weight, can't expect special treatment. But when I need some help, the other draftsmen are always willing — like, for example, helping me move some of those heavy old atlas books."

Janee's assignments include making changes in the real estate record maps, showing the exact boundaries of railroad land sold or acquired, and helping prepare drawings for a "locator atlas" showing prospective purchasers the location of available railroad land.

Her education includes studies at a commercial art school, including mechanical drawing. For several years, she designed emblems and insignia for such organizations as the Boy Scouts, McDonald's and the Pittsburgh Penguins hockey team.



**SHIRLEY H. STONE** is supervisor of personnel for PC's Western Region. It is, excuse the expression, a man-size job.

Her responsibilities include hiring of new employees, the physical examination program, employee benefits, guidance to survivors of employees, the equal employment opportunity program, and supervision of the files on about 10,000 active employees. An assistant supervisor, a stenographer and three record clerks work for her.

Mrs. Stone is a gray-haired grandmother with 23 years of railroading behind her.

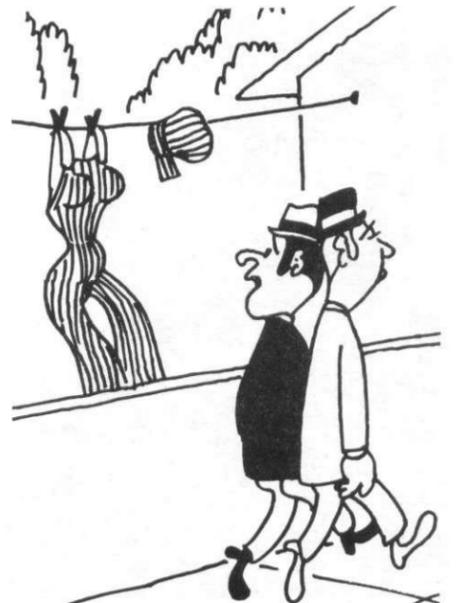
She started as a stenographer for the road foreman of engines at Lindale, O. She has worked as stenographer in the Signal Department, secretary in the division superintendent's office, employment supervisor in Labor Relations. And one year, when furloughed because of poor business conditions, she worked in the headquarters of the Brotherhood of Railway and Airline Clerks.

In 1969, she became assistant supervisor of personnel at Cleveland. And in 1972, she was appointed to her present position — the first female supervisor of personnel in the railroad's history.

"The appointment didn't astonish me," she says. "I put in quite a few years qualifying myself for this kind of job."

She's shown above with her assistant supervisor (seated), Jeanne Shaw.

Mrs. Stone and her husband, Jay, a PC assistant movement director, have two sons and six grandchildren. The Stones do a lot of traveling, have visited 46 of the 50 States. Four years ago, Mr. and Mrs. Stone shot the rapids of the Colorado River in a rubber raft. "A splashy experience," she says.





**RUTH E. MCGUIRK**, office supervisor in Penn Central's Safety Department, has a bit of advice to women employees:

"If the opportunity for a promotion opens up and you think you're qualified to fill it, speak up. Your superiors can't know you're eager to assume higher responsibility unless you tell them.

"Of course, they may decide somebody else is more qualified than you. On the other hand, they may decide in your favor."

Ruth McGuirk started on the railroad as a passenger information clerk in 1942, five days after she graduated from high school.

She subsequently held positions as ticket clerk at eight suburban Philadelphia stations. Then she became mail clerk, material clerk, and assistant to the Eastern Region accident clerk.

Came the time when the accident clerk got set to retire. She heard that the regional manager was interviewing several men to replace him.

That was when Ruth spoke up. She went into the regional manager's office and asked to be considered because she had been understudying the accident clerk's position for three years. The regional manager said he'd review her qualifications.

She got the job.

In 1969, she was transferred to the System Safety Department as a report clerk; and in February, 1974, she was promoted to her present position of office supervisor. She is shown above with clerk Karen Steel.

The staff is responsible for checking personal injury reports received from accident clerks all over the system; processing insurance forms and hospital and doctor bills in connection with employee injuries; and preparing reports on injuries, train accidents and highway-crossing accidents for the Federal Railroad Administration. Ruth McGuirk's job is to keep this mass of paperwork moving.

Her after-work hobbies include knitting, crocheting, bowling, work with women's guilds at the church and the fire company, and—above all—maintaining close contact with her 44 nieces and nephews.

It's a busy assignment, and she finds it highly interesting. She likes industrial medicine and she likes railroading.

Dr. Mansure is a graduate of Women's Medical College (now the Medical College of Pennsylvania). She was a resident physician at Presbyterian Hospital, a resident in radiology at Veterans Hospital, had a private practice for eight years, and worked for the Fidelity Mutual Life Insurance Company before coming to the railroad.

Her speciality is internal medicine.

"It used to be that a woman doctor would go into either pediatrics, gynecology or psychiatry," she says. "Specialties\* such as industrial medicine or surgery just didn't seem attractive to a woman.

"Not any more. As far as I can see, a woman doctor can now go anywhere that her interest and ability will take her."

Dr. Mansure relaxes from the day's work by reading, playing bridge or going to the theater or the opera. An avid traveler, she's particularly fond of England, Switzerland and Austria.



**OPAL BUTLER** is an agent-operator in Penn Central's Metropolitan Region. On the extra list, she has worked at various times at Darien, Greenwich, Old Greenwich, Danbury, Branchville and Wilton, commuter stations on the New Haven line.

She takes care of ticket sales and, at stations in single-track territory, she operates signals.

"But that's far from being the entire job," she says.

"As a station agent, you're an information center, a checking booth, a lost-and-found department. You're the person a wife leaves the car keys with for her husband to pick up when he comes home on the local train. And you're the person who lures stray cats or dogs off the tracks and tries to find somebody who'd like to adopt them."

And sometimes you face unwelcome visitors, like two masked youths who robbed Mrs. Butler of \$89 three years ago.

Mrs. Butler started railroading as an agent-operator on the Missouri Pacific in World War II, while her husband was in India with the 725th Railroad Battalion. Among other things, she learned how to use a Morse code telegraph key.

She subsequently worked as a technician in an electronics plant and a laser laboratory, taking time out to raise a son and a daughter. She joined the Penn Central in 1970.



**GENEVIEVE CHILCOAT** is accounts-receivable representative at the Billing Center in Pittsburgh, Pa. She's the liaison person with the bank where freight payments from shippers are deposited. She handles any questions involving overpayment, underpayment or other problems.

She started on the railroad as a pool steno-clerk in the comptroller's office, went into time-keeping, statistical work and data processing, and reached supervisory rank in 1962.

Genevieve Chilcoat grew up in a house along the Union Railroad tracks at Monroeville, Pa., the youngest in a family of 10 children. Her father died when she was 8 months old.

"We were raised like pioneers," she says. "We had no electricity. We got our water from a well. We washed our clothes on a washboard. We chopped wood

and picked up scattered coal from the tracks.

"But our mother stressed the importance of education. I never missed a day of school unless I was too sick to walk. Three of my sisters became school teachers.

"And we learned how to work.

"Our mother told us: Be interested in your work, whatever it is. Really earn what you are paid.

"I'm glad I was raised with that attitude."

Mrs. Chilcoat's husband, Robert, works at Westinghouse. Their son, Bruce, became an electrical engineer with the aid of a PRR scholarship.

She always sewed their clothes as well as her own.

"Our Westinghouse machine can still sew after 29 years," she says. "But now I think it's time to retire it."



**DR. PATRICIA R. MANSURE** is a medical officer in PC's Eastern Region, with headquarters at Philadelphia.

She gives pre-employment exams to job applicants, periodic exams for train and engine personnel, return-to-duty exams for employees returning after illness. She also handles medical emergencies involving employees or passengers.

