

PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

FEBRUARY, 1969

BACK TO SCHOOL

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THE VITAL MOMENT



WHEN YOU'RE AROUND TRACK

It happened one morning more than 40 years ago.

"And the memory still gives me goose pimples," confesses Louis A. Villella.

He was walking the track on the Buffalo Division, checking for any defects. He heard a whistle far behind him. Glancing back, he saw a steam engine puffing around the bend.

He knew this was a train that always used Track 1. He was on Track 2. No danger. He kept walking.

Suddenly there was the whistle again, shrieking close behind him.

He whirled.

The train was heading right at him on **Track 2!**

He lunged off the track just in time.

"Whew!" exclaims Lou Villella, recalling his sensations on that long-ago morning.

"It was my own stupid error. At the **Vital Moment**—the moment when I first saw the train—I made the grave mistake of assuming it would always run on Track 1. In this case, it had been routed to Track 2 to bypass a slower moving freight.



Machine Operator James Watson, Phila. Div., looks both ways before crossing the first track, and looks both ways before crossing each succeeding track—you never know when a train might come around the bend. Top of page shows Gabriel Rosci.



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"I got off lucky. Some time later, another track walker, a New York man, who at the Vital Moment made the same mistake, wasn't as lucky and was struck."

Mr. Villella, now a Penn Central safety engineer, points out that since his days as a track worker, safety rules have been formulated to avoid such hazards.

"Today," he says, "if an M.W. man is working alone in double-track territory and he sees a train coming, he's not supposed to try to figure out whether it's on his track or the other track. He's required to clear off to the side no matter which track the train is on."

"That way he's sure he's safe."

Safety has come a long way since he was a young fellow on a track gang, Lou Villella says.

"We had no safety goggles then," he says. "No hard hats. No safety shoes. No safety rule books."

"And we had a lot of tragic accidents."

"But we learned from those tragedies. Over the years, we developed safety rules and practices. The newest edition of the Safety Rule Books,

published just a few months ago, make up the finest safety code I know about—anywhere.

"Read your book and learn in an easy way what the old-timers had to learn the hard way."

Lou Villella is a short, stocky man, built like an I-1 locomotive. Many an M.W. man knows how Mr. Villella can come steaming down the track when he spots any infringement of a safety rule.

"Sure, you can skimp on a safety rule and get away without being hurt," he'll tell the offender. "You can do that once, twice, three times."

"But the odds are against you. And sooner or later, pow!—you've had it."

"Why play against the safety odds? It's like trying to break the bank at Monte Carlo. You're sure to lose your shirt."

Watch for all the **Vital Moments** in the day's work, Lou Villella emphasizes with a jab of his forefinger.

Children, he says, know that when they're about to cross a street, it's a **Vital Moment**—although they don't call it that. They know it's the moment to stop and look both ways.

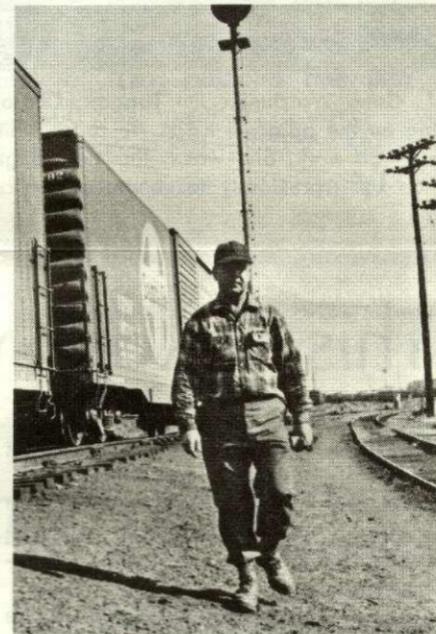
"Railroaders who are about to cross a track should never fail to follow the same simple rule," he says. "And if it's multiple-track territory, be sure to look both ways before crossing each track."

"Everything may look clear when you're crossing the first track, but by the time you reach the third, a train may be zooming around the curve."

"Don't let yourself get into a situation where you have to run. Running means a possible fall, and a loss of 10 seconds or more. In 10 seconds, a passenger train going 80 miles an hour will travel 1170 feet."

High-speed trains aren't the only source of danger, Lou Villella adds. Studies have shown that in almost half the cases of men being struck on track, the locomotives or cars were moving 15 miles per hour or slower.

"The probable reason," he says, "is that the slow-moving equipment looked so tame, the men became careless."



Brakeman Nicholas M. Pavlas, at Bay View Yard, Baltimore, walks clear of tracks and equipment on both sides. And he wears high safety shoes, has ankles secured.



He crosses track at least 10 feet away from the standing car, and makes sure to see if anything is moving on next track.

He recalls a case of two men pulling spikes on a turnout track in a freight yard. They failed to look often enough at cars moving down the hump. Both were struck by a

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slow-moving car.

"When you start work on track, it's a **Vital Moment**—it's the moment to think of the safety precautions you need," he says.

"If you're working alone, take a position and do your work in such a way that you can take frequent looks in both directions.

"If you're working with another man, arrange that one of you will look frequently in one direction, the other in the other direction. Decide in advance where you will go if a train or car comes, and what you will do with your tools.

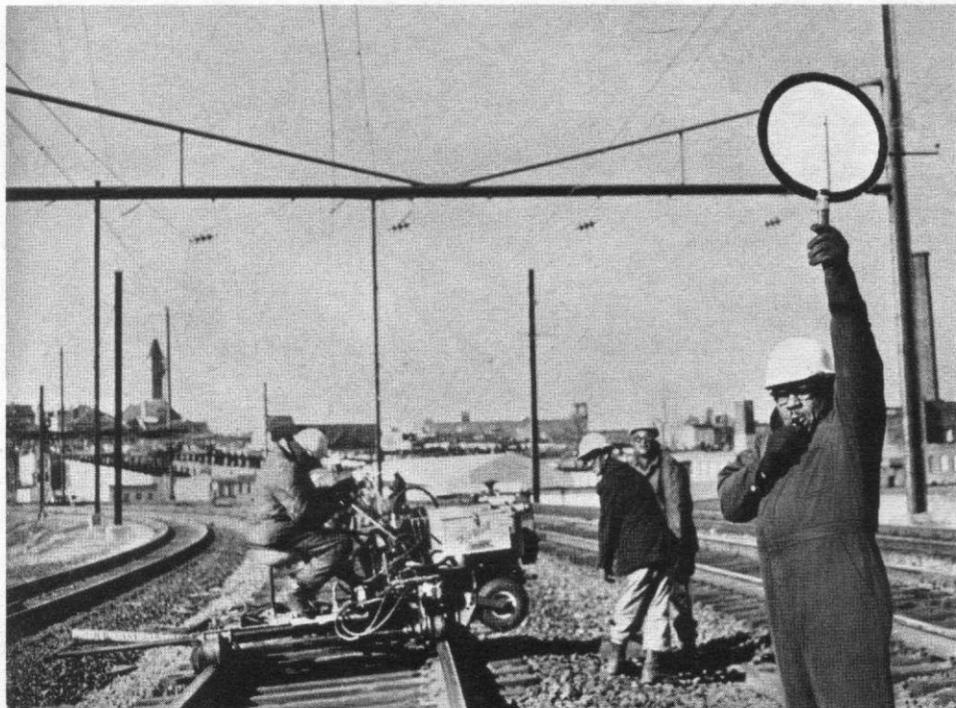
"When the moment comes to clear, get far enough away from moving equipment so you won't be hit by any projection. In a confined

place like a tunnel or trestle, hold any loose clothing close to you. I know of a man who failed to do that. His coat was caught and he was dragged under the train.

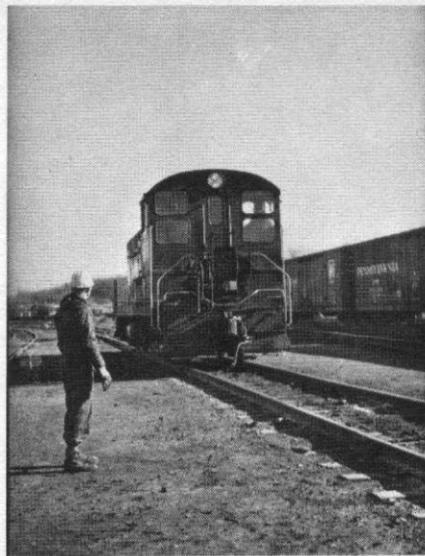
"When you start the day's work with a track machine or hand tool, that's a **Vital Moment**, too. It's the moment to check and test it to make sure it's safe. Never rely on the fact that it was safe yesterday. **Every day has its own Vital Moments.**

"These points and others are spelled out in your Safety Rule Book. Read it, and follow the safety rules every time.

"That's better insurance for good health and continued earnings than any insurance policy you can buy at any price."



1. Gang Watchman Jim Taggart, Chesapeake Div., gets signal of train approaching on the adjacent track. He raises white disc at arm's length, blows his whistle to stop all work, and waves the men to gather in the gauge of the track. This track had been previously taken out of service by arrangement with the block operator.



Car Inspector Joe January, Chesapeake Div., resists impulse to cross in front of moving diesel. He waits. He's safe.



2. Employees wait in the gauge of track and keep sharp lookout in both directions while watchman keeps his white disc high.



Conductor William Suefert gets switching instructions from Yardmaster Elmer Kraus at Bay View Yard. While talking, both men make sure to keep well clear of the track.



Before Albert Rush, Baltimore C&S maintainer, went to work on switch, he got the block operator's permission to block it. He keeps glancing both ways for trains.



3. Train passes but nobody may resume work till watchman is sure nothing else is coming, and lowers disc to horizontal.

This welder wields a pen

What's a pipefitter welder doing with an artist's sketch book?

If he's William H. Keagle of the Maintenance Department at Altoona Car Shops, he's drawing safety cartoons.

"I've been doing them since 1938," said Mr. Keagle. "An old supervisor saw a sample of my work one day and he liked it so much, he made reproductions. He distributed them to the different departments at Altoona.

"That's how it all started. I've done hundreds of them since."

Mr. Keagle's sketches are visible at many spots in Altoona Works. The Steel Shop has them on bulletin boards. The Passenger Car Shop has them on the walls. The Renovation Shop puts them on doors.

He sketches his cartoons on 12-by-14 inch paper. They depict a humorous character tied in with a catchy safety slogan.

"Ideas come to me all the time," said Mr. Keagle. "I keep a sketch book at work, and during my lunch break I put safety ideas on paper. Since we're so safety-conscious here

at Altoona, I'm never at a loss for ideas."

Cartooning isn't Mr. Keagle's only artistic talent. He also paints in oils and watercolors. Some of his works have been shown at local art exhibits. He's a member of the Alto Artists Guild of Altoona, and president of the Standing Stone Art League of Huntingdon, Pa.

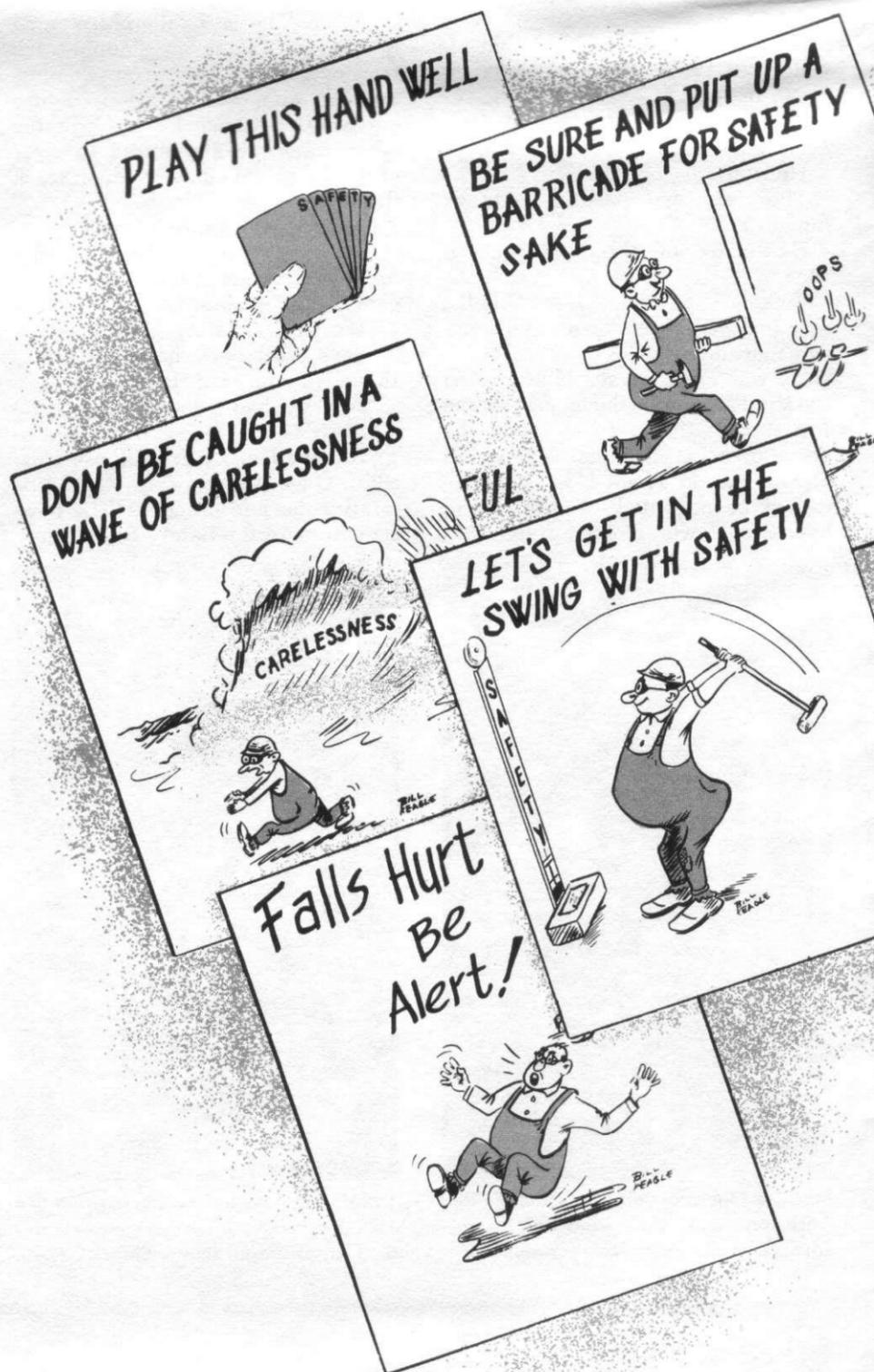
In his spare time, Mr. Keagle takes courses in watercolors and oils at the Community Hall in Huntingdon. He has attended classes for the last 25 years, taught by art professors from Penn State University and Juniata College.

"I guess I picked up my artistic talent from my dad," he said. "He was a woodcarver, and a good one. He encouraged me to draw, and I sketched my first cartoon when I was six."

Over the years, Mr. Keagle has corresponded with Vaughn Shoemaker and Jimmy Hatlo. Mr. Shoemaker is an editorial cartoonist for Chicago's American, and Mr. Hatlo drew the comic strip, "They'll Do It Every Time." He also has original drawings by Ham Fisher, creator of "Joe Palooka." All three men have given him valuable criticism and encouragement.

"At one time, I seriously thought about being a professional cartoonist," Mr. Keagle explained. "I took the Walt Disney and Max Fleischer talent tests and passed both. In 1936, the Disney Studios wanted me to become an animator, but by that time I had already gone to work with the Railroad.

"I decided that my career was here, and I passed up Walt Disney."



NEW HAVEN JOINS PENN CENTRAL

There were more than 200 copies of the deed and other legal papers to be signed. When that was all done, two New Haven employees unfurled, to applause, a large green Penn Central banner.

And precisely at 11:59 p.m. on December 31, 1968, the New Haven Railroad became part of the Penn Central System.

The signing by PC officers and the New Haven's trustees took place in the latter's headquarters at New Haven, Conn.

The trustees had indicated that if the takeover had not occurred by New Year's Day, the New Haven Railroad would have had to cease operating.

The Interstate Commerce Commission set the purchase price at approximately \$146 million. Penn Central was required to complete the transaction on December 31, although the price is being contested by New Haven bondholders, who want to increase it.

The price was paid by Penn Central in the form of PC stock and bonds, New Haven Railroad certificates, \$3 million in cash, and assumption of certain obligations of the New Haven. The Commission found that the total cost, including the assumption of equipment obligations, labor protection and pension costs, will be approximately \$178 million.

Top-level appointments were promptly announced by Stuart T. Saunders, Penn Central's chairman, and Alfred E. Perlman, president.

William H. Tucker was named vice president, New England. He had been PC's vice president, corporate administration, and formerly was a member of the Interstate Commerce Commission.

The New Haven lines became the New Haven Region of Penn Central, the ninth Region in the PC system. Jeremy Taylor was named general manager with headquarters at New Haven.

The new region was divided into two Divisions. The New Haven Division will be headed by Joseph F. Spreng; the Boston Division, by Ernest C. Cross.

With the newly added trackage, Penn Central's network stretches to nearly 21,500 miles in 16 states, the District of Columbia and two Canadian provinces. Even before the New Haven inclusion, Penn Central was the nation's largest railroad. It is now the largest rail carrier of passengers.

Penn Central became involved with the New Haven's future when the Interstate Commerce Commission gave approval to the merger of the PRR and the New York Central. One of the con-



New banner is applauded by New Haven Railroad trustees, William Kirk and Richard J. Smith, and by William H. Tucker, PC's vice president for New England.

ditions of the approval order was that the merged railroad take over the New Haven.

This railroad (formal name: The New York, New Haven and Hartford Railroad Company) was once a prosperous line. It ran into serious difficulty during the Depression, and was in bankruptcy from 1935 to 1947. It was then reorganized as a new company, but was declared bankrupt again in July, 1961. Since then it has been run by court-appointed trustees.

The New Haven has approximately 9000 employees and operates about 1500 miles of line in the states of New York, Connecticut, Rhode Island and Massachusetts. The railroad has 325 locomotives, 3700 freight cars and 600 passenger-train cars.

The principal freight terminals are at Oak Point, N. Y.; Maybrook, N. Y.; New Haven, Conn.; Providence, R. I.; Springfield, Mass.; Worcester, Mass.; and Boston.

The principal passenger routes are between the following cities: New York and Boston; Stamford and New Canaan; South Norwalk and Danbury; Bridgeport and Waterbury; New Haven and Springfield.

Postscript to Christmas

More and more Railroaders have stopped sending Christmas cards to fellow employees.

What's the reason—less Christmas spirit?

No—more Christmas spirit.

They're taking the money they normally would spend on cards and postage, and they're giving it to charity.

The latest Penn Central group to take up this idea is the Industrial Engineering Department of the Eastern Region. As Joseph A. Civis, a staff engineer, explained:

"We see each other in the office—we can offer our Christmas greetings in person. Sending cards to each other just didn't seem to make sense any more.

"We decided instead to buy gifts for needy children. Each person was asked to buy a present, wrap it, and

mark it as suitable for a girl or boy.

"We got in touch with the Marine Corps, which does such a great job with Toys for Tots. And shortly before Christmas, a Marine delegation picked up the toys for distribution."

Some of the men, particularly the bachelors, weren't handy at wrapping presents and got the help of Stenographer Ellen C. DeGaetano.

"Men who don't have children of their own were still able to enjoy the special thrill of giving gifts to the young," she said.

In the Public Relations and Advertising Department, each employee posted a single Christmas card as a greeting to the whole department. Then each contributed the money he would have spent on a complete mailing.

The fund was given to The Chil-

Money that would have been spent on cards is delivered to Children's Hospital by Margaretta A. Hoy and Dolores A. Gibbs.

At Public Relations & Advertising Dept., Christmas cards are posted by Dorothy Herrick, Andrea Rabena and Madeline Hanlon.



At Equipment Department, Kathleen Brown and Hugh Devlin, now retired, read a thank-you letter from Salvation Army.

dren's Hospital of Philadelphia.

At the Purchases and Materials Department, greeting cards were omitted for the fifth straight year; and, instead, money was donated to Ivy House, an orphanage run by the Salvation Army.

In the Labor Relations and Personnel Department, Christmas card money went into a fund that was given to the Salvation Army.

Employees at Detroit joined in "Operation Christmas Spirit" for the second year. A fir tree was set up in the station lobby, and each employee attached a single Christmas card as a greeting to all fellow employees. Money was accepted by volunteers who took turns at a collection table.

The money was given to the Lions Club of Detroit, to help provide Seeing Eye dogs to the blind.

Employees in the General Accounting Office at Philadelphia skipped Christmas cards for the fifth straight year and bought gifts for abandoned and neglected children sheltered at the Stenton Child Center.

Employees in the Equipment Department still felt warmed by a letter received last year from the Salvation Army, to which they sent money instead of buying Christmas cards.

The Salvation Army's divisional commander wrote that the money was used to provide Christmas dinners, toys and clothing to shut-ins and hospital patients, and gifts to Armed Forces personnel. He added:

"I trust that the blessings of this sacred season will be of deeper significance to you because you have shared with others."

At Eastern Region Industrial Engineering Dept., Ellen DeGaetano presents gifts to a Marine for the Toys for Tots program.



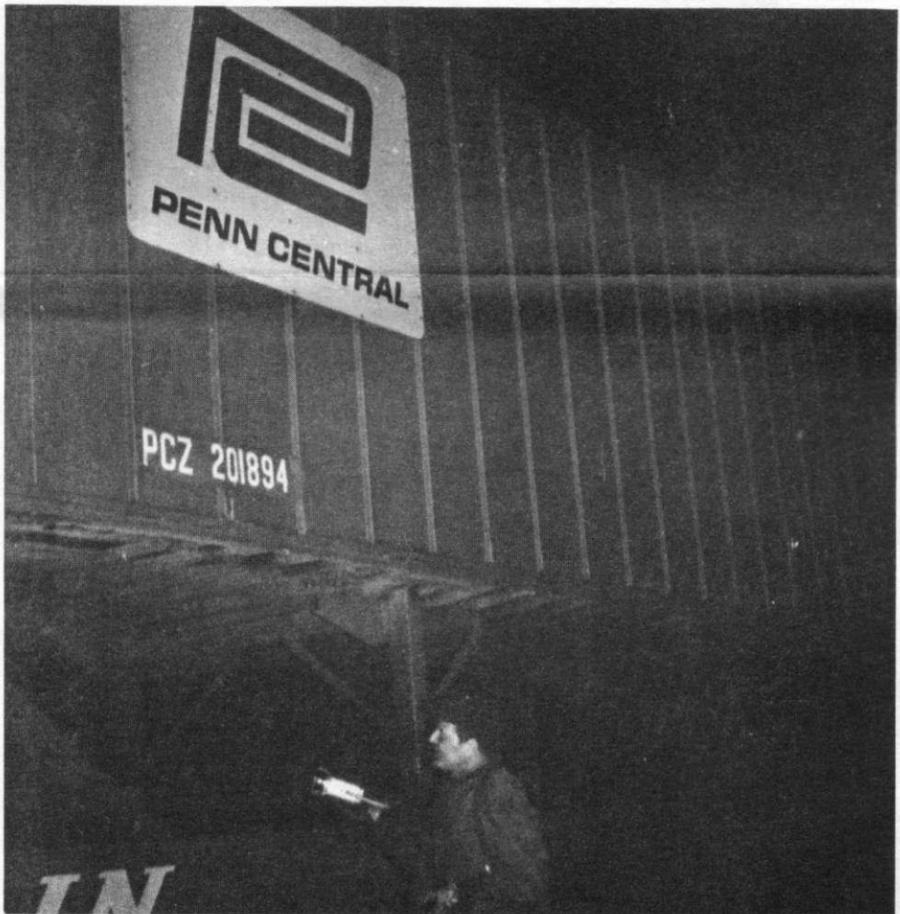


Steven Dzincielewski, in booth of movable crane, rolls through Kearny Yard on airplane-type tires and lifts 55,000-pound trailers onto flatcars of outbound TT-23.



Yardmaster Vincent Insignalia uses portable radio to supervise train makeup.

HOT SHOT TO THE SOUTH



Car Inspector Michael Fedak checks the tiedown of trailer on a piggyback flatcar.

They call it TT-23.

And it's in a hurry.

Six nights a week, this freight train barrels out of South Kearny, N. J., with a long string of loaded truck-trailers on flatcars.

It's making news because it's providing faster-than-ever service to key southern points.

"It accomplishes this because it's set up to make straight-shot runs to Deep South cities," explains L. J. (Jim) Bossler, director of freight train operation. "Formerly, the freight would have had to be taken apart, car by car, at Potomac Yard, Va., and reclassified for delivery to various southern destinations."

That's what's new about TT-23.

And that's why shippers generally are now enjoying time savings of three hours or more.

At South Kearny, where TT-23 starts a run every day except Sunday, Yardmaster Vincent Insignalia says:

"Our men know that if this train is to arrive on time, we've got to get it started on time.

"TT-23 has to clear our yard by 11 P.M. It seldom misses, because I've got a yard crew second to none. When it comes to putting trains together, they get out and hustle.

"And that's what makes hotshot trains."

In the new TT-23 setup, the South Kearny men take up the train in three blocks. The first two include loaded and empty trailers for the Seaboard Coast Line Railroad. The third block consists of loaded piggyback trailers for the Southern Railway.

Thus, when TT-23 gets to Potomac Yard, Va., the southern terminus of Penn Central, the train can be taken apart easily and quickly.

The cars for the Southern come off "in one piece" and are turned over to a Southern crew for quick routing to such cities as Greensboro, Atlanta, Birmingham and New Orleans.

The other two blocks are taken by a crew of the Richmond, Fredericksburg & Potomac Railroad and run to Richmond, Va. There the cars are turned over to the Seaboard Coast Line Railroad for a straight run to Hamlet, N.C., and prompt delivery to destinations such as Atlanta, Savannah and Jacksonville.

On a recent day, TT-23 left South Kearny with Engineman T. F. Bean at the controls. He reviewed his special orders: "We're to run at 60 miles an hour, except where restricted, and make a nine-car pickup at Frankford Junction.

"We should be in Potomac Yard by 6 A.M."

He was predicting his train would be 15 minutes ahead of schedule on arrival.

At Frankford Junction, Philadel-



Charles Rigal, block operator at Kearny Tower, gives TT-23 okay to hit the road.

phia, Brakeman G. O. Tate connected the air hoses as soon as the conductor Ted M. Walls came up to help. They worked by the light of battery-powered lanterns.

"No time lost here," Brakeman Tate said.

"We pick up the cars and then run like a bandit for Pot Yard.

"We're racing the clock."

Conductor Walls checked his waybills as the train rolled through the dark fields and sleeping towns as it passed through Pennsylvania and Delaware.

"There's a waybill here for every truck-trailer in our train," he explained. "They'll travel with the train all the way to the final terminal."

Dawn was beginning to outline the Washington Monument as TT-23 entered the Nation's capital.

Engineman Bean checked his watch. "Twenty seven minutes ahead of schedule," he announced contentedly.

The train had beat his own prediction.

At Potomac Yard, just south of Washington, the Penn Central men ended their part of the job. Men of the RF&P Railroad promptly went to work to separate the blocks for the next leg of the journey.

Said Engineman Bean:

"To build up this business, we've got to show we can move these loads fast.

"And we're doing it."



Flagman L. A. Butterworth and Conductor T. M. Walls after the run to Potomac Yard.

SOLITARY SOLDIER



All by himself, PC's P. Wayne Cobes has made lieutenant colonel in the U. S. Army Reserve.

Mr. Cobes, a trainman in Penn Central's main-line freight pool between Conway and Enola, Pa., hasn't followed the familiar reservist pattern.

He hasn't been attached to an outfit in 15 years.

But he's made the grade.

Here's how:

"When I first joined the Reserve," he explains, "I was assigned as platoon leader in the 79th Infantry Division. But because I'm an ordnance officer, I couldn't get promoted.

"So I got on my own. In 1953 I started taking officer training courses through the Ordnance School at Aberdeen

Proving Grounds, in Maryland."

He was promoted to captain, and was assigned to Letter Kenney Army Depot, Chambersburg, Pa. He continued taking correspondence courses from the Ordnance School. He was promoted to major, and, in July, 1968, lieutenant colonel.

He maintains the 50 points needed annually to keep him on active reserve status. And each summer, he goes on active duty at Letter Kenney Depot. He's now in line to be made assistant to the director for services at this base.

The PC trainman also is assigned a mobilization designation. He carries orders directing him to report to his office at the depot in the event of a national emergency.

"I'm to go there immediate-

ly," he says. "And as usual, I'll be on my own. I report directly to my office and go to work."

In addition to his railroad and reserve work, Mr. Cobes is active in his community. He has been councilman on the Derry (Pa.) Borough Council for six years. He's chairman of the fire and police committee. He's also a member of the borough's special police force and captain in charge of his district.

Mr. Cobes, who has 28 years of railroad service, has been secretary and treasurer of the Brotherhood of Railroad Trainmen, Lodge 159, for the past five years. He is a past president and member of the Consistory of National Sojourners, the Army officers' Masonic organization, and a member of the Tall Cedars of Lebanon.

OPEN LINE

REPORTS FROM ALL OVER

For High Speed Service—The Federal Government has signed agreements to help establish two park-and-ride stations for passengers using the high-speed Metroliner trains between Washington and New York.

An agreement with the State of New Jersey provides that the Government will contribute about \$648,000 toward the \$1,400,000 initial cost of a station in Woodbridge Township. The station will be operated by the State and will be known as Garden State Metropark.

An agreement with Prince Georges County, Maryland, has the Government contributing about \$1,000,000 toward an initial estimated cost of \$1,700,000 for a station in the Maryland suburbs of Washington. The station, to be named Capital Beltway Metropark, will be operated by the county.

The moon shot—The railroad industry was among the principal sponsors of the CBS radio coverage of the Apollo 8 round-the-moon flight. During the seven-day flight, the radio network broadcast seven special programs and 104 progress reports. On 25 occasions, the new advertising messages telling about railroad progress went on the air.



Important visitors—Penn Central people played host to 30 boys and girls from the Round Hill Elementary School at Williamsport, Pa. Responding to a request from their teacher, Mrs. Catherine J. Emrick, the PC men showed the children around the Williamsport Division headquarters, a railroad camp car, and the car shop and enginehouse at Newberry. At the enginehouse, the children mounted a diesel and added a new decorative note to a familiar scene.

Railroad unions merge—Following a favorable vote by the membership, four rail unions joined on January 1 to form the United Transportation Union, with headquarters in Cleveland.

Joined by the merger were the Brotherhood of Railroad Trainmen, Brotherhood of Locomotive Firemen and Enginemen, Order of Railway Conductors and Brakemen, and Switchmen's Union of North America. Charles Luna, president of the BRT, became president of the UTU. The presidents of the other three unions—H. E. Gilbert, Clyde F. Lane and Neil P. Speirs—became assistant presidents of the new union.

In a joint statement, they said: "This shrinking industry can no longer make it possible for the traditional individual unions to meet demands of the times. We have united to save our energy for constructive purposes—the end of the battle of craft against craft, working man against working man."

Retirement tax goes up—The Railroad Retirement tax rate, paid by employes and by railroad companies, rose from 8.9 percent to 9.55 percent beginning last month. As before, the rate applies to the first \$650 of each month's earnings, so that the maximum monthly tax increase is \$4.23. The new rate includes 0.6 percent for financing hospital insurance benefits under the Medicare program.

PC people help Santa—Ten recently established Penn Central mail trains helped deliver the heavy load of Christmas greetings and gifts to all parts of the

United States and Canada.

The trains, established in October following planning sessions with postal officials, carry mail between such key cities as Boston, New York, Philadelphia, Baltimore, Washington, Pittsburgh, Cleveland, Chicago, Cincinnati, Indianapolis, St. Louis, and cities in two provinces of Canada.

The trains have conventional mail cars and also containers—metal boxes that ride on flatcars and are easily transferred between flatcars and highway trucks for fast handling at postal relay points. The trains operate with 15 to 20 cars on passenger-train schedules during most of the year, but were increased during the Christmas rush.

Madam Chairman—Dark-haired, vivacious Virginia Mae Brown last month became the chairman of the Interstate Commerce Commission, which has jurisdiction over railroads and other transportation companies.

She is the first woman ever to head an independent administrative agency of the Federal Government.

Mrs. Brown, mother of two children, wife of a West Virginia lawyer, and a lawyer herself, was appointed a member of the Commission by President Johnson in 1964. Each year, the 11 commissioners elect a new chairman from among their membership.

Mrs. Brown was praised by Thomas M. Goodfellow, president of the Association of American Railroads, for "her tremendous competence and dedication, her efficiency and fairness."

"We not only congratulate Mrs. Brown," he said, "but also offer her our pledge of full cooperation. We anticipate a year of meaningful progress in resolving matters of vital concern to the public, the Commission, the railroads, and the entire transportation industry."

The Golden Spike—One of the great moments of American history—the driving of the Golden Spike that marked completion of the country's first transcontinental rail system—will be reenacted on May 10 at Promontory, Utah. It will be as much like the original ceremony as possible. A one mile section of old-type rail has been laid on the original roadbed, and there are plans to recreate the coast-to-coast telegraph network that gave the Nation a running description of the ceremony 100 years ago.

All this will be part of a year-long celebration of this momentous railroad event.

Arbitration is rejected—Two unions, the Order of Railway Conductors and Brakemen and the Brotherhood of Railroad Signalmen, and the railroad companies have been unable to agree on new wage and benefit terms. The National Mediation Board has proposed that the disagreement be submitted to a neutral arbitration board. The railroads have agreed. The two unions have announced their refusal to accept arbitration.

Income tax note—Persons who received regular railroad retirement benefits or railroad unemployment and sickness benefits in 1968 are reminded that these payments are exempt from Federal and State income taxes, and should not be reported as income. However, *supplemental* annuity payments are considered taxable income under Federal income tax laws.

Helping shippers—Penn Central has restructured and strengthened its Marketing Department, which studies shippers' needs and comes up with answers in the form of a complete package of equipment, rates and services.

"We have set up the organization to meet the requirements of customers whose transportation and materials handling needs differ greatly," said Henry W. Large, executive vice president.

"Our goal is to organize these diverse segments of the market into logical groupings, and provide each with high-level management attention."

James R. Sullivan, vice president of marketing, heads up the department, with headquarters at Philadelphia. His top staff officers are George R. Wallace, promoted to assistant vice president, pricing, and J. M. Ostrow, assistant vice president, market planning and research. Russell W. Talbot, former assistant vice president, marketing, becomes assistant vice president, traffic staff.

With this new marketing setup, the basic corporate organization of the merged railroad system becomes complete, said Alfred E. Perlman, Penn Central's president. However, there will be changes and streamlining over the next several years, as the Railroad's properties become consolidated in accordance with the timetable for completing the merger.



"My only reason for writing is reading the Post and the remarkable changes in transportation. It is inconceivable that the railroads will not continue to be the backbone of transportation. Two wars proved just that. During World War I (when the Government took over the railroads) the rails were 'operated' by a group that left the roadbed and equipment in deplorable condition. In World War II, the operation was by men trained to the job and they met every challenge."—A. M. Buffington, retired, Ins. Dept., Pompano Beach, Fla.

"I was very lucky and indeed happy to be able to purchase the items advertised in your publication. I treasure the glasses from the Dining Car Service as souvenirs."—Thomas Robinson, Flushing, N.Y.

"Many years ago, our daughter, then 16 years old, wrote a poem which was featured on the 75th anniversary program of the Brotherhood of Railroad Trainmen. She spoke of the large amount of time her father, a brakeman, had to spend away from home, and said, 'I'll never marry a railroader.' Ironically, she now lives in the same atmosphere as then. Her husband is a captain for a commercial airline!"—Mrs. Roger Eddinger, Foxburg, Pa.

"I heard about the award presented to your publication, and wish to offer my congratulations. I was in freight traffic with the PRR 45 years and retired in 1959. Always a rail man, have never been in a plane. I like retirement very much and enjoy each day."—Herbert T. Grimes, West Palm Beach, Fla.

"I would like to share a memory. A train was about to leave Baltimore, and a lady was on her way down the steps to the train platform, and I called down to the Asst. Station Master to alert him. When she reached him, she angrily demanded that I be reported, because I had called out, "One more hen." He explained that his name was Henry, and what I had really said was, "One more, Hen."—F. L. Braden, retired ticket examiner, Baltimore, Md.

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Why have they gone back to school at this late date?



Who said you can't teach an old hand new tricks?

Penn Central is doing it—with men who are willing to go above and beyond what is expected of students many years younger.

Take a look at the men who have just completed a PC course at Newark, N.J.

There are 13 of them. They were mail and baggage handlers, utility men and stevedores. Their jobs had disappeared because of the loss of U.S. Mail business and other changes in traffic and operations.

Now they're higher paid as yard clerks—at higher pay than they earned in their old jobs.

They have a new future with the Railroad.

"Feels good, learning a new trade," said Judge B. Daniels, who was a stevedore at Little Ferry, N.J.

"They call it being upgraded, and that's what it is," said Doug Shortal, a driver-stevedore at Weehawken, N.J.

"This is different from anything I ever did before," said Samuel Council, formerly a doorman at Grand

Central Station, N.Y., "but I'm ready to take over as a clerk."

These men were part of a pilot project arranged by the Training Section of Penn Central's Labor Relations and Personnel Department. The purpose was to find out how effectively retraining can be given to men whose jobs are being given out by changes in railroading.

"We realized it wouldn't be easy," said Bernard L. Swieringa, training supervisor, who was in charge of the project.

"These were men who had all been years of experience for many years. They ranged in age from 44 to 54. Some had gotten no further than the sixth grade. At the other extreme, one had completed several years of college.

"We told them at the beginning it was going to be a rough course. In fact, it was the most concentrated training course ever offered by the Railroad.

"It lasted 12 weeks. There were about 30 hours of classroom instruction and practice each week.

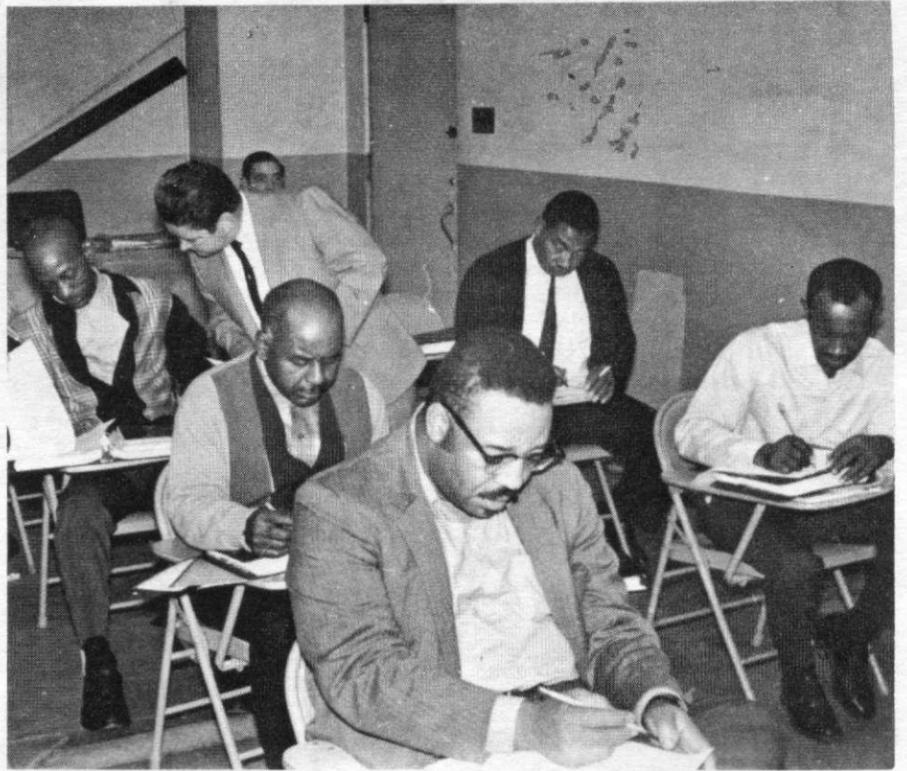
"That's a lot. Most college students have only 15 or 20 hours of classroom work a week."

In a typical class day, the men got three hours of English grammar, spelling, mathematics, indexing and typing. This was in a classroom at the Newark YMCA. Then there were three more hours in a classroom at Newark's Penn Central Station, where they studied yard clerk procedures and the operation of the Flexowriter, which is a device somewhat like a teletype machine and is used by yard clerks to report freight car movements.

"We started with a class of 21 men, and eight dropped out along the way, unable to make the adjustment to this kind of study," Mr. Swieringa said. "But we still had 13 who went all the way to a graduation certificate. That's a good average, considering the difficulties involved."

While they were learning, the men were paid their regular daily eight-hour rate. They also retained seniority in their previous crafts.

Most of the men in the program are members of the Brotherhood of Railway, Airline and Steamship Clerks. The Brotherhood approved



Instructor J.H. Murphy checks work of Arthur Johnson in class at the Newark, N.J., station.

the program and worked closely with Penn Central men in assuring its success.

"We're very proud of what our graduates accomplished," said John S. Stewart, manager of employe practices and training.

"They put their fullest effort into the program. They even voluntarily practiced on the Flexowriter on their own time.

"The results of this pilot class have encouraged us to start Retraining Class No. 2 at Philadelphia.

"And we hope to be able to start similar courses where needed in other parts of the System."



Instructor Ida Coopersmith checks typing of David Truesdale at class in the YMCA.



Instructor George Biegner checks John Lulack's practice work on the Flexowriter.

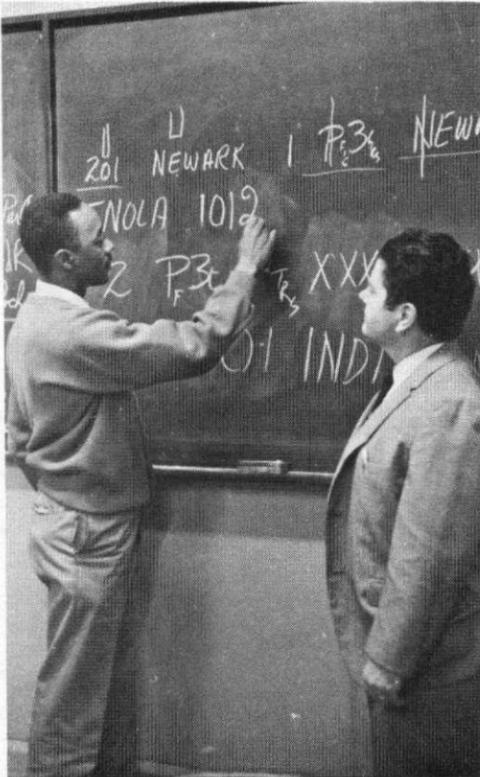
On the cover: R. L. Marky, at the System Data Center, shows students how their reports on car movements will be received on magnetic tape, and then used to produce reports.



In System Data Center, students see how their reports on car movements are monitored by this bank of teletype machines.



David A. Miller, senior console operator, shows students how their reports on car movements will be received on magnetic tape, and then used to produce reports.



Instructor J.H. Murphy watches Laurel Roberts show how he would report about a train going from Newark, N.J. to Enola, Pa.



The graduates are congratulated by John Cirucci, official of the Clerks' Brotherhood.



At the graduation ceremony, Sam Council, the spokesmen for the students, presents a gift to their instructor, James H. Murphy.

High fashion for rail gals

Said Irma Johnson, "It really doesn't seem like a uniform. It's dressy enough to wear on the street."

Mrs. Johnson, an usher at Penn Central Station—30th Street, Philadelphia, was modeling one of the proposed new uniforms for Penn Central women.

The judges were members of the System Uniform Committee.

Their assignment is to decide on new uniforms for all employes who wear uniforms at work. Until the decisions are made, employes will continue to wear the uniforms of the former Pennsylvania and New York Central railroads.

The committee started with the uniform to be worn in passenger stations by women ushers, ticket clerks and information board attendants. The committee started here because this is the smallest group of uniformed employes and it appeared simple to make a choice.

It wasn't so simple.

There were three proposed designs, and the models looked good in all three.

Mrs. Johnson looked fetching in a

jewel-neckline, sleeveless white shell under a three-button cutaway jacket with false flap pockets and three-quarter sleeves.

Delsie McCauley, information board attendant at Baltimore, Md., looked attractive in a cloverleaf collar, three-button short jacket with long sleeves and princess seaming, over a white blouse with a single-tie jabot.

Nancy L. Pasternak, secretary to C. B. Alban, superintendent of passenger transportation, Eastern Region, looked striking in a short-sleeved, jewel-neckline white shell, under a short jacket with long sleeves.

The jackets were all in Penn Central green. A perky hat went with each style.

The materials were wrinkle-resistant, stain-resistant Dacron polyester and wool worsted.

The committee promised an early decision.

"Whichever uniform we select will only serve to enhance the beauty of the wearer," gallantly stated Mr. Alban, who is chairman of the System Uniform Committee.

Other committee members at the meeting were:

Mary S. Lafferty, assistant general chairman, Brotherhood of Railway and Airline Clerks; G. B. Keegan, stationmaster, Penn Station, N.Y.; W. L. Millar, manager of passenger sales, Phila.; J. E. DeGrange, manager of passenger sales, N.Y.; P. H. Karda, office manager, passenger services, N.Y.; R. I. Alotta, manager of special projects, Public Relations and Advertising Dept.; and G. A. Beniston, assistant buyer, Purchases and Materials Dept.



Nancy Pasternak's uniform gets some finishing touches from Libby Haines, the fashion coordinator for the manufacturer.

Uniforms modeled by PC gals—Irma Johnson, Nancy Pasternak and Delsie McCauley—are studied by Mary S. Lafferty, an official of Brotherhood of Railway Clerks.



HISTORY, NEWLY MINTED

On May 10, 1869, a golden rail spike was hammered into place at Promontory Summit, Utah. This meant the completion of a continuous chain of railroad tracks linking the Atlantic and Pacific Coasts of the expanding Nation.

This epochal event will be commemorated in a year-long centennial celebration during 1969.

A commemorative medallion, authorized by Congress,

has been minted. The photos above show both sides. The medallion, in bronze, is available in two sizes, 1 $\frac{5}{16}$ inches and 2 $\frac{1}{2}$ inches, selling for \$2.50 and \$7.50, respectively. The larger size is also available in silver alloy at \$25.

Orders for the medallions should be sent to Field Headquarters, Golden Spike Centennial Celebration Commission, Room 2419 Federal Building, Ogden, Utah.

How Croton lost its Mayor



Courtesy, Westchester Rockland Newspaper Group

J. M. Loonto and his wife, right, are honored by fellow townsmen of Croton-on-Hudson.

It was a time for Auld Lang Syne.

The People of Croton-on-Hudson, N. Y., had gathered to say farewell to James M. Loonto, their mayor.

He was resigning because his employer, Penn Central, was transferring him to Philadelphia to take up his duties as assistant vice president, passenger service.

At a farewell dinner, the citizens presented him with a kangaroo golf bag, set of clubs,

silver identification tag, and an oil portrait of himself.

"He thought of our village all the time—how to improve it and benefit it," said David Simonson, the toastmaster and a local newsman.

Mr. Loonto, who served as Mayor for 8 years, said, "Our village has been a success because people have got involved."

"It's important for citizens to get involved—in fact, it's an obligation."

Mr. Loonto later recalled

how people from all walks of life have joined to help the village solve its problems and improve community life.

"For example, every time there was a drought, we used to have a crisis in our water supply," he said. "We got together and established a water commission. It arranged to dig new wells and build a reservoir. And we beat the problem."

Planning for the future, the village has acquired more than 40 acres of land. This will be used, when required, for new schools, ball fields, tennis courts, and other purposes.

"I hate to leave Croton," he said. "And I'll miss being mayor. Now when the telephone rings, the call is usually for my wife, not me."

"But the Railroad signs my pay check."

Mr. Loonto added he also will miss the encounters he has had with his brother across the labor-management bargaining table.

Mr. Loonto formerly was director of suburban service for the New York Central. His brother, John, a trainman on the Hudson Division, is local chairman of the Brotherhood of Railroad Trainmen.

"We used to have some real battles," James Loonto said. "Now that's all over. Now we can resume being just plain brothers."

COOPERATIVE

Backing up PC freight salesmen are employes like Warren Wilson. A car record clerk in the Customer Service Center in New York, he drew the praise of Ray Williams, traffic coordinator of Great Northern Paper Company.

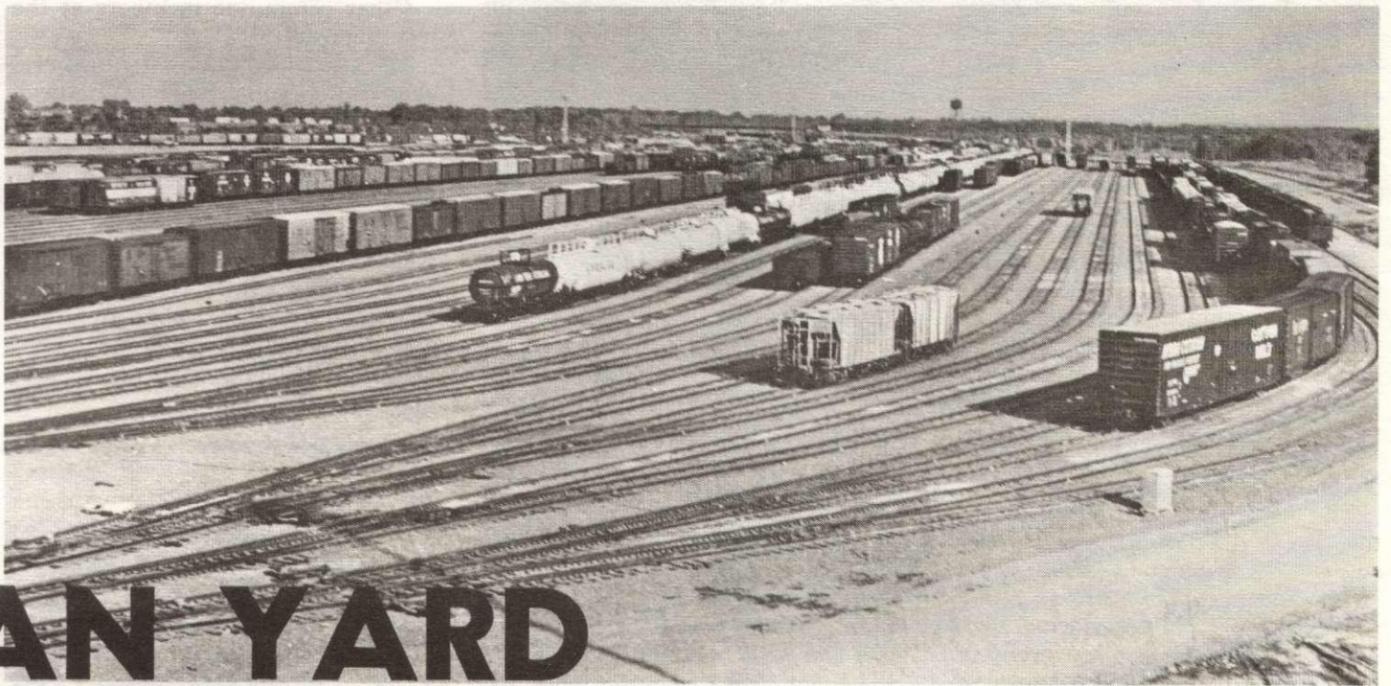
"Mr. Wilson is always extremely cooperative," Mr. Williams wrote, "and goes out of his way to be of assistance on many occasions. Such an enthusiastic employe is an asset to the freight salesman."

Model railroaders in the Cleveland area recently saw how the professionals do it. They were given a guided tour of Collinwood Diesel Terminal.

"I would like to express our thanks and appreciation," wrote Mr. Earl L. Mast, Jr., secretary of Division 4 of the National Model Railroad Association.

"The chance to view the engines and component parts of the locomotives was both fascinating and enlightening. I would especially like to comment on the excellent services provided by our tour guide, Production Analyst Edward T. Jonas, and by Diesel Locomotive Inspector Steve Coso. We appreciate their giving time to further our knowledge of railroading."

From East from West the freight is rolling at big new **PERLMAN YARD**



Things are zooming at the Alfred E. Perlman Yard.

Penn Central people at America's newest major railroad yard are giving freight the big push that means better service for thousands of shippers and millions of consumers.

"It's a mighty big operation," said Frank Everingham, yard conductor at the hump where the cars roll down to be made up into trains.

"Things really move around here," said Engineman Edward Apple.

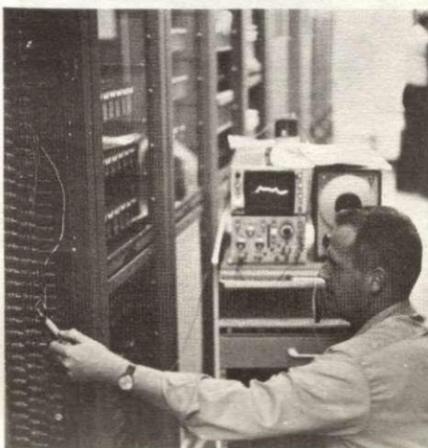
Yardmaster Tom O'Sullivan, Brakeman Sam Nunziato, Car Inspector Charles Heagher, Trackman Louis Sylvester, Retarder Operator Jim Heidcamp...

They're all making things hum at the huge 630-acre yard, stretching 7½ miles near the Hudson River at Selkirk, N. Y., near Albany.

From the West, carloads and piggyback trailer-loads of meats, fruits



Clerk Jackie Bleau uses sorting machine for cards representing cars in a train.



Dick Ripley checks controls that help assure safe moves and coupling of cars.

and vegetables, coal, chemicals, building materials and other commodities roll into the yard for delivery to New England and New York points.

And out of New England and New York, carloads and trailer-loads of clothing, candy, toys, television sets, tools, machine parts, and other commodities come into the yard for movement to the Midwest, Southwest and Far West.

This yard is the new northeastern hub of the Penn Central.

Construction began about two years ago as a New York Central project, and the yard was named after President Alfred E. Perlman by the Central's Board of Directors.

Penn Central men who keep the cars moving onto the 70 classification tracks were provided with a remarkable collection of space-age devices to help them do their jobs.

Here, for example, comes Brakeman Frank Dardani walking beside an incoming group of cars and pulling the pins to separate the cars before they roll over the hump.

As he proceeds, measurements are being made automatically by electronic counters, strain gauges, photo-

electric cells and radar units. They record the weight, length, height and width of each car and determine its "rollability"—how fast it will roll down the hump to the classification tracks.

All this information is instantly wired into a computer, which takes into consideration the wind velocity and direction—will it speed up or slow down the car?—and how far the car has to go before it couples with other cars already on its particular track.

Out pops an answer in a fraction of a second, telling the retarder how much pressure to apply to the car's wheels so it will roll all the way to a coupling but still couple at a slow, safe speed.

"This prevents damage to the car or the freight," says Brakeman Dardani.

John Diebble, car inspector, calls attention to the high-load detector. This is an arrangement of photoelectric cells that pick out any cars or loads that are too high to travel on the Hudson and Springfield Divisions, which have special height restrictions.

"When a load is too high, a buzzer sounds and a light comes on in our station," Mr. Diebble explains. "The same warning goes on at the hump conductor's location, and the car is shunted to a separate track. Then the yard gives it a special routing to get it around the spots where there



Brakeman John Dardani lifts cutting lever to separate cars going over the hump onto tracks where freight trains are made up.



Closed-circuit TV enables Clerk Joe Zanzow to see numbers as cars enter yard.

are clearance problems."

The yard has two closed-circuit television channels. Yard Clerk Joseph Zanzow's TV receiver is tuned into the channel that shows incoming trains at the entrance to the yard.

"We get the initials and numbers of the cars over this 'TV station,'" Mr. Zanzow says.

Another TV channel enables the hump conductor to verify the numbers on cars approaching the hump, to make sure they jibe with the numbers on his list.

"Works very well," says Hump Conductor Fred Heimgartner.

He guides the hump operations by means of a control console tied into the central computer, located in the floor above him.

The voice of Brakeman Dardani comes into the room via the squawk box, asking that the humping be stopped so he can double-check on a car. Conductor Heimgartner instantly relays word by radio to the engineman pushing the cars over the hump.

Perlman Yard has 11 radio chan-



Jim Heidcamp, retarder operator, keeps tabs on the movement of cars over the hump.



Conductor Fred Heimgartner classifies the freight cars electronically by use of the buttons on this console in the hump tower.

Continued on next page

Continued from preceding page

nels, each with a different wave length. For example, the car inspectors can talk to each other on their portable radios without interfering with the maintenance-of-way men who have their own wave length or the yard enginemen who operate on three other wave lengths.

Inside the hump building, Richard Ripley, electronics specialist in Penn Central's Communications and Signal Department, checks the output of the radar devices that measure car speed.

"We have to keep this right on the money to do its job right," he says.

He points out that the yard's digital computer and other control equipment are the most advanced on any American railroad.

Other employes call attention to other outstanding features of Perlman Yard:

The new locomotive shop will be the maintenance headquarters for some 700 diesels.

The locomotive fueling and inspection station is geared to serve 140 locomotives a day—as many as

10 at a time—providing a total of 100,000 gallons of fuel oil, 1000 gallons of lubricating oil, and 140,000 pounds of sand.

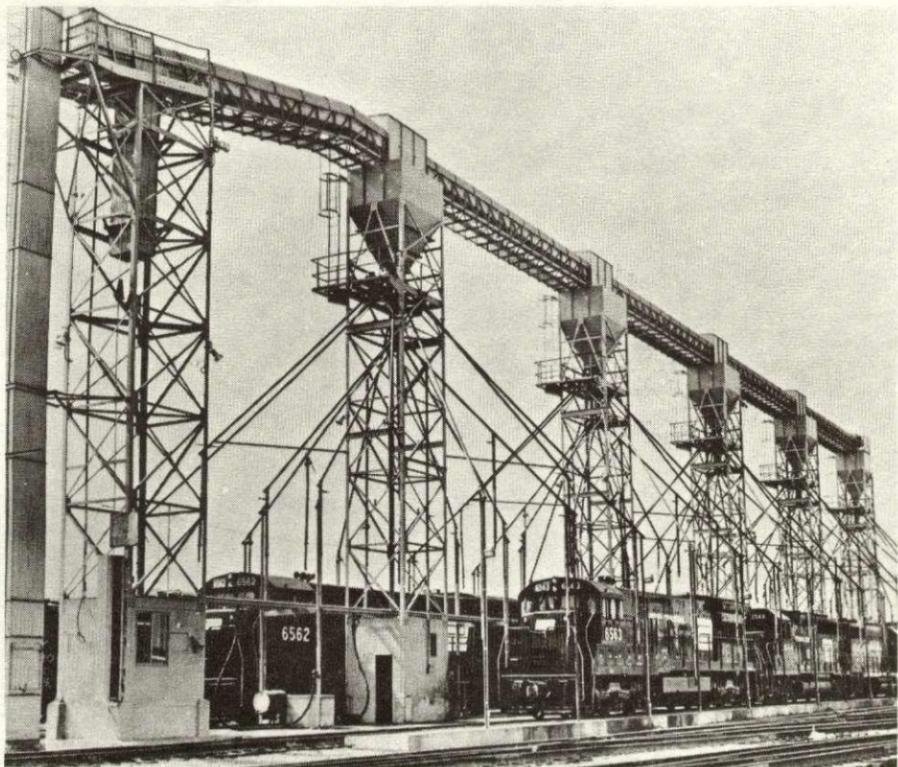
The 70 classification tracks can hold 3680 cars.

There are, in addition, two special tracks for piggyback and container traffic, two for covered hoppers that are unloaded by air pressure, nine tracks for arriving trains, nine for departing trains, and eight tracks for cars carrying new automobiles, with parking space for 2500 autos awaiting delivery to dealers.

The yard's tracks total 133 miles, have about 500,000 cross-ties and 2,000,000 spikes, and have a total capacity of 8300 freight cars.

There are 16 buildings, storage tanks big enough to hold 3,000,000 gallons of diesel fuel, and 20 miles of paved road to give access to all parts of the yard.

"That's Perlman Yard—big, efficient, ultramodern," says Superintendent James Page, "and we're set to do the kind of job that makes satisfied customers."



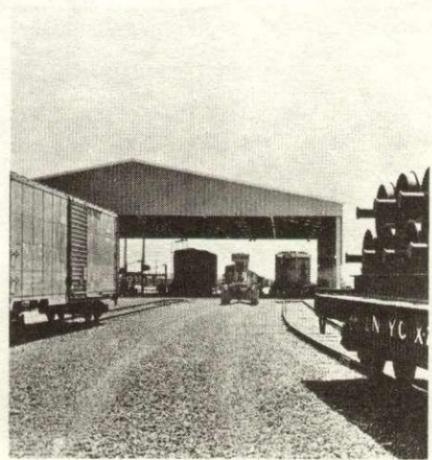
Ten diesels can be handled at a time at this "service station," which provides fuel, lubricating oil and sand. Sand is used to increase traction when starting heavy trains.



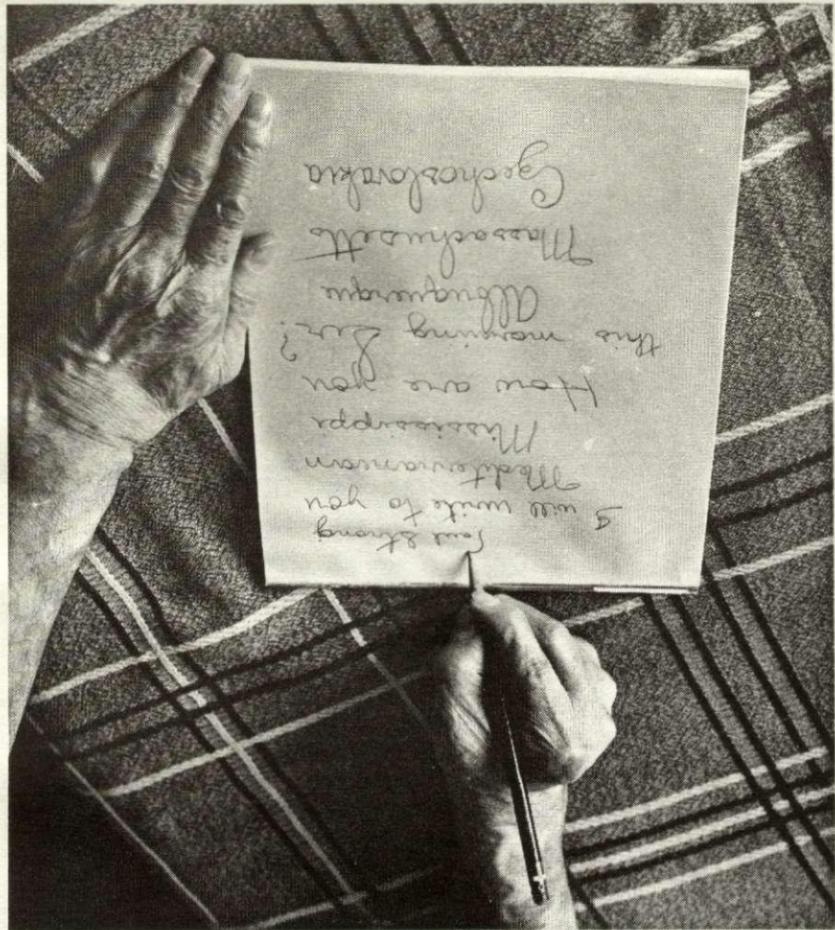
Chairman Stuart T. Saunders dedicates new yard in honor of President Alfred E. Perlman, shown with his wife, Adele; daughter, Mrs. Stephen Spahn; and sons, Lee and Michael.



Carolyn Boomer, PC secretary, registers railroad officials, shippers, newsmen and other guests at dedication of the yard.



Eight freight cars can be repaired at a time in Perlman Yard's 140-foot-long shop.



Can you write like this?

Still going strong—that's Strong.

We're talking about Paul Strong, who retired from the New York Central nine years ago, after 31 years' service as a dining car waiter.

He's still making a big thing out of his unique hobby of writing words upside down and backwards.

The photo above shows how

the words look to him as he writes them. Turn the page upside down and you can read it.

Weird?

Mr. Strong did this for years on the 20th Century Limited to amuse restless youngsters and entertain notables. He recalls performing for Herbert Hoover, Franklin D. Roosevelt, Henry and Edsel Ford.

He still does it to astonish cashiers, grocers and Post Office clerks, but he does it mostly to entertain his wife, Sadie, and visitors at his Chicago home.

"My wife has been bedridden with multiple sclerosis for the past thirty months, under the care of the Visiting Nurse Association of Chicago," Mr. Strong explains.

He's always thinking of new writing tricks to amuse her and the nurses and other people who come to see her.

For example, he'll show how he can write hot chocolate as one word. It comes out: cHoc-OlaTe. Or he'll write the word cows as CCoWWs, shaping the letters to form the shape of the animal.

One of Waiter Strong's fondest memories is the morning he got up early on the 20th Century Limited and cooked up a stew for the cooks.

"They liked it so much," he says proudly, "they served it to the dining car customers."



Paul Strong's writing tricks amuse his sick wife and a nurse of Visiting Nurse Association of Chicago.

NEBRASKA MAIL

"Today in the mail I received my purse that I had lost in Harrisburg, Pa.," wrote Miss Eileen Watson of Edgar, Neb. "It was wrapped securely and arrived in fine shape.

"I want to tell you how grateful I am to a very fine gentleman, Conductor **Jobe F. Diehl** of the Allegheny Division. He is the conductor that called back to Harrisburg to report the loss of my purse. In this time of need, because of his goodness and concern, he loaned me five dollars for meals, which I am eager to repay him.

"Your Railroad can certainly be proud that it has such conductors as Mr. Diehl."

BRITISH NOTE

He was a visitor from England. And when he got off a Penn Central train at Wilmington, Del., where he was to call on the Du Pont Company, he took the wrong suitcase. He reported the mixup to Penn Central people. Within a few hours, his suitcase was taken off the train at Baltimore, Md., and was returned by train to Wilmington.

V. B. Sarkissian, export manager of the Du Pont Company, wrote Penn Central to say that the visitor was "delighted and impressed and asked that we relay his thanks." He specially mentioned Lieutenant **Richard Yost**, of Penn Central Police, and **Edward J. Keeley**, ticket clerk at Wilmington.

NEW APPOINTMENTS

SYSTEM OFFICES

Traffic Department

Ballantine, R. A., Jr. Asst. Supvr. Office Mgr., Phila.
 Barra, M. L. Office Mgr., Denver
 Boros, A. G. Dist. Sales Mgr., Detroit
 Bowen, J. E. Mgr. Flexi-Flo Sales, Chicago
 Boylan, J. D. Frt. Sales Mgr.—Paper Prod., N.Y.
 Brinkerhoff, L. W. Office Mgr., Cincinnati
 Cody, J. R. Office Mgr., Houston
 Cox, N. V. Office Mgr. (Asst. V.P.F.S.), N.Y.
 Coyne, R. C. Asst. Supvr. Equipment Allocation, Phila.
 Crum, J. J. Sales Repr., N.Y.
 Finney, C. H., Jr. Asst. Frt. Sales Mgr., Chicago

Furst, E. H. Coal Sales Mgr., Phila.
 George, W. A. Mgr. Ft. Svc. & Spec. Equip., N.Y.
 Grimes, B. C. Asst. Supvr. Frt. Svc., Phila.
 Hanks, J. B. Admin. Asst., Detroit
 Harbaugh, D. F. Mgr. Frt. Svc. & Spec. Equip., Chicago
 Hortsman, A. L. Frt. Sales Mgr.—Beverages & Sugar, N.Y.
 Hunt, R. J. Dist. Sales Mgr., Phila.
 Kadlec, R. J. Dist. Sales Mgr., Chicago
 Kealing, M. E. Asst. Mgr. Grain Equip. Allocation, Indpls.

Keefer, W. E. Sales Repr., Norfolk
 Kelly, J. G. Dist. Sales Mgr., Jacksonville
 Klevorn, R. R. Div. Sales Mgr., South Bend
 LaGrutta, S. D. Supvr. Frt. Svc., Chicago
 Matey, F. C. Asst. to Frt. Sales Mgr., Detroit
 Muller, S. B., Jr. Asst. Dir. Internat'l. Cont. Sales, N.Y.
 Muller, S. B., Jr. Sales Repr., San Francisco
 Murphy, G. L. Office Mgr. (Frt. Svc. & Spec. Equip. Allocation, Phila.)

Olson, W. F. Mgr. Frt. Svc. & Spec. Equip., Detroit
 Rehn, E. W. Dist. Sales Mgr., Winston Salem
 Rhns, R. D. Div. Sales Mgr., Detroit
 Rodgers, H. A. Spec. Equip. Repr., Detroit
 Sabbagh, R. M. Supvr. Spec. Equip., Chicago
 Sesto, J. F. Office Mgr., Omaha
 Shepherd, H. L. Coal Sales Mgr., Detroit
 Stainbrook, C. L. Frt. Sales Mgr., St. Louis
 Summerfield, R. A. Dist. Sales Mgr., Trenton
 Verrall, E. W. Sales Repr. (Nat'l. Accts.), N.Y.

Weidner, R. S. Asst. Supvr. Frt. Svc., Phila.
 Wilkins, H. J. Asst. Supvr. Auto Spec. Equip., Detroit

Transportation Department

Connelly, T. E. Dir. Yard Operations
 Nouse, P. T. Asst. Dir. Frt. Train Opn.

Accounting Department

Barcalow, R. E. Asst. Supvr. Mail Billing
 Derr, D. A. Head Clerk, T/R, N.Y.
 Diamond, W. C. Mgr. Accntg. Dept.
 Hoover, R. D. Jr. Traveling Auditor
 Meyer, A. J. Traveling Agent—Train Collection

Systems Development Department

Adelaar, C. K. Assoc. Computer Analyst
 Atchison, R. J. Production Coordinator
 Bach, A. H. Sr. Infor. Analyst
 Brown, J. T. Assoc. Computer Analyst, Altoona
 Cauley, J. J. Assoc. Infor. Analyst
 Coyle, E. G. Computer Analyst Trainee
 Davis, R. I. Data Origination Specialist
 Diehl, C. J. Computer Analyst Trainee
 Dockray, T. F. Project Mgr.
 Drelick, S. J. Assoc. Shift Supvr.
 Faughnan, L. G. Assoc. Computer Analyst, N.Y.
 Frankfield, D. R. Computer Analyst
 Franklin, A. L. Senior Computer Analyst
 Froio, L. P. Proj. Mgr. Transportation
 Garrison, R. G. Field Auditor
 Gaspar, W. Assoc. Shift Supvr., N.Y.
 Gates, T. B. Assoc. Shift Supvr.
 Gniewek, E. J. Computer Analyst

Gravatt, R. L. Assoc. Computer Analyst
 Hewitt, R. L. Sr. Field Auditor
 Hummel, R. J. Planning Engr.
 Im, T. Assoc. Computer Analyst
 Jones, T. P. Dir. Computer Ctr. Svcs.
 Jones, A. W. Sr. Field Auditor
 Kaess, J. D. Assoc. Shift Supvr., Indpls.
 Kang, K. Computer Analyst
 Kessler, G. A. Dir. Cybertechn. Dev. & Res.
 Lally, J. J. Computer Analyst Trainee
 Leo, J. J. Planning Engr.
 Leo, M. F. Assoc. Computer Analyst, Altoona
 Mancini, J. J. Opns. Analyst

Matthews, J. J. Computer Analyst Trainee
 McCall, G. B. Sr. Computer Analyst
 Minihin, P. J. Sr. Field Auditor
 Morell, H. J., Jr. Computer Analyst
 Neeld, E. R. Computer Analyst
 Newman, C. J. Assoc. Infor. Analyst
 Pazzdalski, J. M. Computer Analyst Trainee
 Ream, C. E. Computer Analyst
 Reese, D. H. Computer Analyst
 Rice, V. C. Mgr. Office Svcs.
 Robinson, V. G. Mgr. Bus. Systems
 Romanowich, J. Advisory Procedures Analyst
 Schuler, E. F. Mgr. Business Systems
 Scott, T. M. Advisory Systems Analyst
 Service, K. C. Computer Analyst
 Sherlock, M. J. Computer Analyst Trainee
 Simko, J. A. Sr. Field Auditor
 Smith, J. P. Procedures Analyst
 Snee, J. W. Computer Analyst
 Struzinski, J. G. Computer Analyst Trainee

Thompson, D. I. Field Auditor
 Timmons, D. L. Sr. Infor. Analyst
 Tyson, I. N. Sr. Systems Analyst
 Viscusi, J. B. Assoc. Shift Supvr.
 Vuckovic, I. Assoc. Computer Analyst
 Wiedmayer, R. V. Assoc. Computer Analyst
 Wolfe, E. J. Sr. Field Auditor

Communications and Signals

Glickenstein, H. Systems Engr.
 Reilly, A. J. Asst. Circuit Designer

WESTERN REGION

Bruckner, J. F. Asst. to Vice Pres. & Gen. Mgr.
 Butin, W. E. Admin. Asst.
 Cain, N. K. Reg. Supvr. Passenger Train Opns.
 Carloni, T. E. Industrial Engr.
 Cox, J. C. Supt. Transportation
 Hoer, P. R. Mgr. Damage Prevention
 Froiath, P. F. Asst. Reg. Mech. Supt.
 Holt, P. D. Reg. Mech. Supvr. Locomotive
 Krnich, M. J. Reg. Equip. Engr.
 Kutlyo, A. W. Admin. Asst.
 McGuckin, W. J. Supvr. Budgets
 Miller, W. W. Reg. Supvr. Data Control
 Murphy, J. F. Reg. Supvr. Train Opn.
 Steding, H. F. Reg. Road Foreman
 Sullivan, R. E. Gen. Supt. Foreman
 Thigpen, W. L. Reg. Mech. Supt.
 Walsh, L. E. Supvr. Labor Rel.
 Weaver, G. R., Jr. Supt. Labor Rel. & Personnel
 Wisegarver, F. H., Jr. Reg. Supvr. Car Utilization
 Yontz, R. L. Reg. Mech. Supvr.—Car

Chicago Division

Abate, F. D. Master Mechanic
 Ewing, W. T. Div. Supt.
 Gerdeman, N. A. Train Master, Logansport
 Handley, V. E. Train Master, Colehour
 McLaughlin, C. E., Jr. Supvr. Air Brakes, Chicago
 Neuschafer, H. L. Supvr. Track, Colehour
 Sheputis, R. A. Supvr. Train Movement
 Svoboda, J. C. Road Foreman, Elkhart

Ft. Wayne Division

DiGangi, P. A. Div. Supt.

LAKE REGION

Daley, E. D. Supt. Stations
 Gery, J. R. Co-op Student Engr.
 Glesser, R. D. Supvr. Equip. Projects
 Harper, R. L. Admin. Asst.
 Ihlenfeld, R. P. Supvr. Budgets
 Kerins, J. A. Reg. Supvr. Car Utilization
 Kernan, D. L. Reg. Supvr. Train Opn.
 Lucas, E. M. Secy.—Supvr. Budgets
 Mustard, R. W. Reg. Mech. Supt.
 Ott, K. P. Reg. Supvr. Data Control

Shepher, H. A. Reg. Supvr. Operating Rules
 Slowey, T. E. Supt. Police
 Solar, D. J. Mgr. Damage Prevention
 Stalder, C. L. Supt. Labor Rel. & Personnel
 Strohl, B. L. Gen. Foreman Transp.
 Taber, R. E. Chief Demurrage Supvr.
 Turner, J. R. Sr. Industrial Engr.

Cleveland Division

Corty, C. E. Gen. Foreman—Car, Collinwood
 Cox, C. E. Office Engr. Comm. & Signals
 Maras, E. L. Lieutenant, Erie
 Nielsen, F. K. Master Mechanic
 Reese, W. S. Detective Lieutenant

Toledo Division

Carman, W. S. Road Foreman of Engines, Outer Yard
 Duckett, H. C. Examiner—Labor Rel.
 Gagnon, J. H. Agent
 Green, C. L. Gen. Foreman Track
 Mills, F. J., Jr. Agent, Hillsdale
 Runkle, T. E. Div. Operator—Rules Examiner
 Smawley, E. J. Asst. Trainmaster, Elkhart
 Urig, L. J. Gen. Foreman—Car, Fairlane
 Yorko, J. M. Trainmaster, Sandusky

NORTHERN REGION

Green, V. H., Jr. Supt. of Stations
 Overlease, P. F. Reg. Road Foreman
 Taylor, R. D. Frt. Agent
 Wendling, C. A. Mgr. Damage Prevention

Michigan Division

McFeaters, R. P. Div. Supt.

CENTRAL REGION

Dickson, D. C. Asst. Examiner, Youngstown
 Higgenbotham, T. L. Asst. Supvr. Personnel
 Liebentritt, J. G. Personnel Management Trainee
 Marguriet, F. Office Engr. M.E.
 Turner, P. H. Office Engr., Off. of Reg. Engr. Design & Construction

Unangst, W. J. Examiner, Youngstown

Allegheny Division

Deeds, H. J. Supvr. Track, Lewistown
 Frank, E. Rules Examiner, Altoona
 Kohan, J. Asst. Supvr. Track, Lewistown
 McHugh, R. J. Asst. Supvr. Track, Huntingdon
 Stevens, W. D. Train Master, Conemaugh
 Saunderson, S. E. Asst. Supvr. Track, Cresson
 Weidmann, E. J. Transp. Engr., Altoona

Pittsburgh Division

Adams, J. E. Supvr. Track Monongahela
 Decker, R. D. Asst. Supvr. Track, Pitcairn
 Diehl, R. P. Supvr. Track, Conway
 Lantelme, E. Supvr. Track, New Kensington
 Sansone, S. P. Supvr. Track, New Kensington
 Wagner, P. F. Supvr. Matl. M.W., Pittsburgh

Williamsport Division

Faulkner, D. S. Supvr. Track, Carry
 Johnson, R. L. Train Master, Clearfield
 Kutenheim, R. C. Train Master, Cherry Tree
 Murphy, R. M. Asst. Master Mechanic, Clearfield

Obleman, H. R. Asst. Supt. Transp., Clearfield
 Winger, E. L. Asst. Supvr. Train Movement, Clearfield

Valley Division

Richardson, A. L. Asst. Trainmaster, Cleveland
 Rupert, R. D. Trainmaster, New Castle
 Shackleton, J. R. Transp. Supvr., Cleveland
 Williams, G. P. Transp. Supt., Ashtabula
 Levenson, W. K. Transp. Supt., Ashtabula

EASTERN REGION

Davison, C. F. Capt. Police, Phila.
 Holland, W. L. Asst. Examiner Labor Rel. & Personnel, Harrisburg
 McCormick, W. A. Asst. Examiner Labor Rel. & Personnel, Phila.

O'Hara, M. E. Examinee Labor Rel. & Personnel, Phila.
 O'Leary, T. M. Supvr. Budgets, Phila.

Philadelphia Division

Civis, J. A. Indus. Engr.
 Collins, R. L. Indus. Engr.
 DiPietro, A. F. Gen. Foreman Track
 Harvilla, S. T. Gen. Foreman M.W.
 Nicely, J. F. Asst. Trainmaster (Pass)
 Ruby, R. J. Indus. Engr.
 Wilson, R. G. Asst. Trainmaster, S. Phila.

Chesapeake Division

Doebber, F. I. Div. Supt.
 Kiernan, L. P. Frt. Agent, Washington
 Steel, J. E. Asst. Supvr. Track, Washington
 Vansovich, J. L. Asst. Supvr. Track, Baltimore

Harrisburg Division

Foulds, W. L. Transp. Apprentice
 Kremkau, W. L. Asst. Enginehouse Foreman, Enola
 Tucker, L. F. Agent, Harrisburg
 Wilson, D. L. Supvr. Track, Hagerstown
 Zebrowski, J. R. Supvr. Track, York

NEW YORK REGION

Burns, F. J. Supvr. Gen. Acctng.
 Carr, J. D. Transp. Asst.
 DiMeo, J. Office Engr.
 Florio, L. C. Budget Analyst
 Klopfer, R. G. Sr. Indus. Engr.
 Markbein, G. Spec. Accountant
 Marko, W. J. Sr. Civil Engr.
 Masterson, J. M. Budget Analyst
 Twombly, R. W. Estimator

Grand Central Terminal

Murphy, M. J. Lieut. of Police

Hudson Division

Glazer, F. Supvr. Engine & Train Crew Dispatchers
 Holmes, P. J. Trainmaster, N.Y.
 O'Reilly, J. Agent, N.Y.

New Jersey Division

DeSheers, W. L. Station Master, Newark
 Richardson, E. H. Asst. Gen. Foreman Mail & Baggage, N.Y.
 Tettemer, E. C. Station Master, N.Y.

NORTHEASTERN REGION

Ambelang, R. C. Gen. Supt. Transp.
 Anesi, E. A. Reg. Mech. Supvr.—Locomotive
 Bales, A. E. Supvr. Budgets
 Barton, J. P. Supvr. Labor Rel.
 Basher, P. O. Supvr. Personnel
 Burt, R. A., Jr. Supvr. Contract Admin.
 Cox, C. W. Reg. Indus. Engr.
 Craft, C. M. Supvr. Labor Rel.
 Donnelly, P. W. Admin. Asst. (Mech.)
 Dworaczek, D. C. Construction Insp.
 Eberz, R. A. Mgr. Damage Prevention
 Egan, J. E., Jr. Project Engr.
 Essel, E. G. Budget Analyst
 Fitzpatrick, P. F. Supvr. Damage Prevention
 Foster, W. R. Supt. Transp.
 Giannini, H. T. Construction Insp.
 Kasunic, D. P. Reg. Supvr. Data Control
 Lawrence, E. J. Construction Insp.
 Lay, H. F. Estimating Engr.
 Leopold, L. E. Agreement Engr.
 Levernash, H. F. Reg. Mech. Supt.
 Martell, H. W. Reg. Supvr. Operating Rules
 McGregor, E. F. Supvr. Autom. Equip.
 O'Brien, J. P. Supvr. Statistics
 O'Connor, G. E. Indus. Engr.
 Oley, N. A. Shop Mgr. (Dewitt Diesel Term.)
 Parks, W. W. Sr. Civil Engr.
 Peterson, F. J. Admin. Asst. (Engrng.)
 Power, T. F., Jr. Indus. Engr.
 Quinn, R. S. Reg. Supvr. Car Utilization
 Riley, A. F. Budget Analyst
 Rogers, D. F. Reg. Supvr. Train Operation
 Ryan, J. L. Supt. Stations
 Sayres, W. J. Construction Insp.
 Schmidt, R. P. Admin. Asst. (Transp.)
 Seymour, T. A. Supt. Labor Rel. & Personnel
 Taylor, W. D. Reg. Mech. Supvr.—Car
 Vaughn, R. E. Project Engr.
 Walters, J. M. Indus. Engr.

Buffalo Division

Benson, R. C. Office Engr.
 Danaher, J. M. Gen. Yardmaster, Suspension Bridge
 Devor, W. J. Agent, Buffalo
 Dirrigl, F. R. Chief Examiner, Buffalo
 Gibson, R. H. Gen. Yardmaster, Buffalo
 Hassett, J. J. Asst. Engr.
 Hutchings, E. D. Asst. Supvr. Flexi Flo Tml., Rochester
 Kaufer, L. A. Term. Supt., Rochester
 Laurello, M. A. Master Mechanic
 Lingenfelter, L. S. Road Foreman, Buffalo
 Madden, E. L. Svc. Supvr., Buffalo
 Michel, J. F. Trainmaster, Wayneport
 Michael, J. E. Supvr. Damage Prevention
 Moody, W. H. Supvr. C&S, Buffalo
 O'Connor, T. P. Supvr. C&S, Rochester
 Paisley, M. E. Div. Engr. of Track
 Tomasevich, K. B. Div. Supt.
 Woodward, H. B., Jr. Examiner, Buffalo

Syracuse Division

Albano, M. J. Trainmaster, Selkirk
 Ambrogio, R. F. Supvr. Auto Term., Selkirk
 Archer, B. J. Agent, Syracuse
 Barkman, T. J. Agent, Schenectady
 Crouse, E. S. Frt. Agent, Albany
 DuPrau, L. B. Trainmaster, Utica
 Ellsworth, R. K. Agent, Utica
 Fox, J. P. Supv. Track, Syracuse
 Gillson, L. J. Supvr. C&S, Utica
 Jackson, L. B. Trainmaster, Watertown
 Matuszek, W. J. Svc. Supvr., Selkirk
 McDermott, J. J. Trainmaster, Massena
 McGuinness, T. P. Transp. Supt., Utica
 McGuire, E. O. Supvr. Damage Prevention, Selkirk
 Raynor, G. E. Asst. Transp. Supt. Labor Rel., Utica
 Sanderson, L. K. Asst. Supvr. Auto Term., Selkirk
 Snyder, J. C. Terminal Trainmaster, Selkirk
 Sweitzer, D. R. Supvr. Engine & Train Crew Dispatchers, Selkirk

Springfield Division

Croad, T. A. Supvr. Damage Prevention
 Gallup, K. R. Freight Agent, Springfield
 Jamieson, R. A. Trainmaster, Beacon Park
 Lombardi, F. Supvr. C&S
 O'Shaughnessy, A. L. Supvr. Quality Control



"Pardon me—is this the express track?"



"You've been waiting 72 years on this siding? There must be some mistake."

MOP STRIPES

Now all freight cars are getting them



At 59th Street Car Shop, Chicago, Foreman Joe Ulijasz shows Car Repairman Julius Burrell where the labels are to go.



Julius Burrell sands the area to remove paint so the colored stickers will adhere.

Talk about color!

These stripes are cherry red, royal blue, cool black-and-white checks.

You're seeing them these days on thousands of Penn Central freight cars. By the end of 1969, the Railroad expects to have the stripes on *all* of its 187,000 freight cars, plus 2400 locomotives.

Ted Campbell is putting on these colorful stickers at Beacon Park, Mass. C. B. Welsch is doing the job at Mingo Junction, Ohio. Richard Carbough is adding his bright touches at Hagerstown, Md.

They're among several hundred car inspectors and car repairmen engaged in the Big Stick-On at 70 car shops all over the Penn Central System.

It's all part of a new program for identifying freight cars. It's called ACI—Automatic Car Identification.

"Every freight car is known by its initials and number," explained Linton E. Ward, PC senior staff industrial engineer. "For example, UP 502044 is a certain boxcar owned by the Union Pacific Railroad. PC 473971 is a hopper car belonging to Penn Central.

"This designation has always been painted on the sides of the car. It will continue to appear there, for human eyes to see.

"But now, in addition, there will be these colored stickers, for electronic eyes to see."

The stickers, arranged in an oblong 21 inches high and 10 inches wide, are a color code for each car's initials and number.

An electronic scanner, situated beside the tracks, can read this code as the cars roll by.

The scanner can do this if the cars are moving at maximum freight train speed—60 miles an hour. In



Car Repairman Arthur R. Johnson uses a template to position stickers properly.



After glue is applied, Mr. Johnson puts on stickers that represent car's number.

fact, the scanner could do it if the cars were going 80 miles an hour.

This information can instantly be relayed to a central computer on the Railroad.

"That way, we'll be able to keep a constantly updated record of where every freight car is," Mr. Ward said.

But that's not all.

The Association of American Railroads is planning to set up a computer center for all America, based on the ACI system developed by Sylvania. The information from every scanner on every railroad would be sent by wire at lightning speed to this national computer center.

When this network is completed, any shipper in Maine or South Carolina will be able to get fast word on his freight shipment traveling on a car in North Dakota or California.

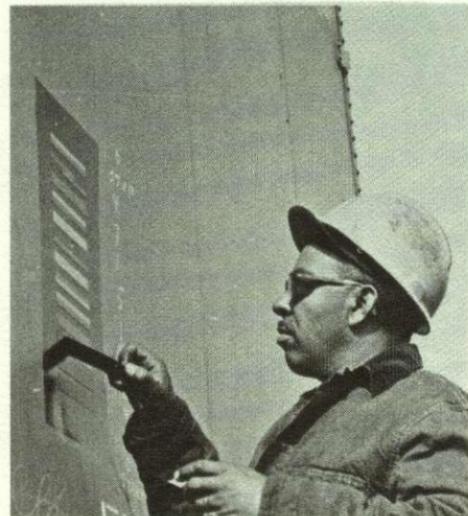
"As the tempo of modern business and industry has increased, our customers are urgently demanding the fastest possible information on the locations of their freight shipments," Mr. Ward said.

"The PRR and the New York Central have made spectacular improvements during the past few years in providing this information. The PRR developed the Instant Car Locator system. The Central developed the CRT system. These two setups have recently been combined to serve the entire merged railroad. Eventually, they will become plugged into the nationwide network.

"This vast enterprise will provide the shipping world with an unparalleled information service.

"It's bound to result in more business for railroaders to handle."

However, to get the national network going, all the railroads must first complete the tagging of their freight cars with the ACI color stick-



After black sealer is applied, backs of stickers are removed, exposing the colors.

ers. The AAR has set a deadline of January 1, 1970.

"Our shopmen are well aware of the urgency of this assignment," said D. J. Kennedy, manager of freight car maintenance.

"And they're doing an outstanding job.

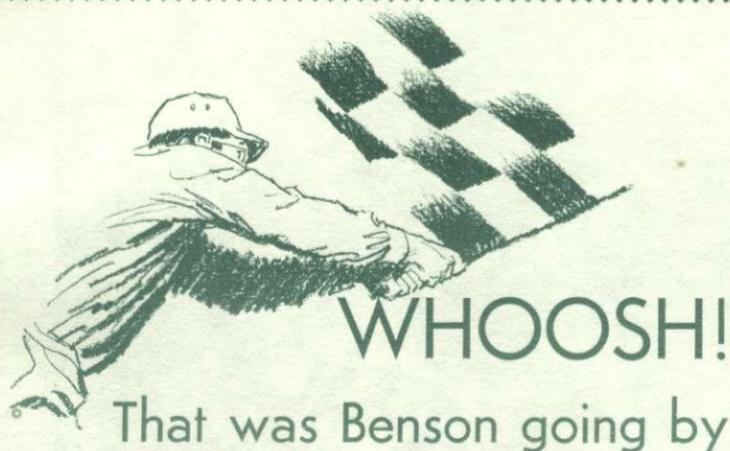
"They're using an efficient step-by-step method of preparing the car sides, attaching the stickers in correct order, and sealing them.

"During cold weather, when the colored strips don't adhere well, we'll do part of the job indoors—putting the stickers on a sheet of steel. Then we'll weld or otherwise attach the sheet on the car side.

"All Penn Central people who move freight cars or repair them can help us by making sure the stick-on tags are not damaged.

"Please protect them as much as possible from scars or scratches.

"That way you'll be helping our shopmen complete a vital job by the deadline date."



You may wonder about Johnny Benson's car.

It takes a push to get started. And it has only one gear.

But once it gets going, it's one of the fastest cars around.

He has hit 140 miles an hour.

Mr. Benson, a Penn Central brakeman at Hughart Yard in Grand Rapids, Mich., designed and built his car for track racing. He took a 1967 Chevrolet engine and built an aluminum body around it. Shaped like a wedge, the car is low in front and high in back.

"The high back catches the wind," the soft-spoken brakeman explained, "and the wind puts pressure on the rear wheels, giving them better traction."

He has put about 1500 hours of work and about \$5000 into the car. The engine was redesigned to burn alcohol for fuel. He enlarged the valves and added fuel injection to the combustion system. In a mile of high-speed driving, the car drinks a gallon of alcohol.

As for gears, Mr. Benson said that high-speed cars such as his need only

one.

"When you're going over 100 miles an hour," he said, "you don't do any gear shifting."

As on his railroad job, Mr. Benson puts emphasis on safety. He wears a seat belt, shoulder harness, crash helmet and fire-resistant suit. Should the car turn over, a steel bar above his head would protect him.

At the track, he enters his car in the super-modified division, which means ordinary commercial cars that have been radically altered.

Mr. Benson captured the 1966 national championship at Oswego, N.Y. In 1967 he came in a close second. In 1968 engine trouble forced him to

drop out.

He has taken Michigan State honors the past three years.

But his eyes aren't set on the Indianapolis "500."

"Cars running at the Speedway have weight and size specifications which my car can't meet," he explained.

At the start of a race, he gets a push from another car.

"That's because I don't have a starter motor like regular cars," Mr. Benson said. "Only the essentials—engine, body and wheels.

"It may take a push to get going, but once I'm rolling . . . look out!"





Miss V.M. says:

I always think that the more men there are around, the better. That's why I hate to hear about a man being taken off the job because of an injury.

Listen, fellows:

Every time you start a work operation in which there is a possibility of danger, it's a Vital Moment. Stop—think of the safe thing to do—then do it.

Be smart—stay safe.
So we girls can keep seeing you around Penn Central.

This month's Miss Vital Moment is Miss Barrie Donohue, secretary in PC's Legal Department, New York.