

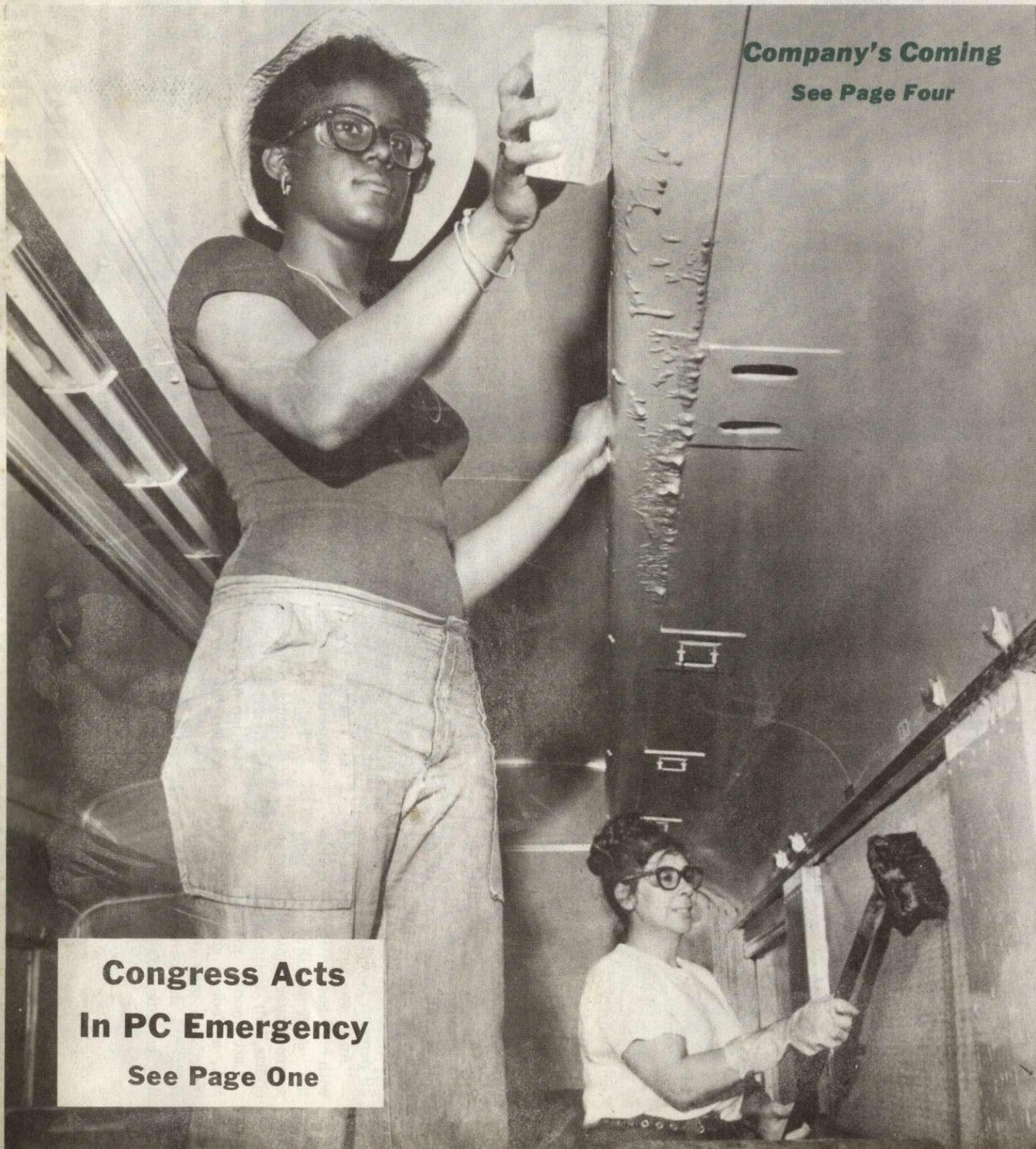
PENN CENTRAL



POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

FEBRUARY-MARCH 1975



Company's Coming
See Page Four

Congress Acts
In PC Emergency
See Page One

CONGRESS VOTES RAILROAD AID

Favorable action by the Congress, approved by President Ford on February 28, assured emergency funds for Penn Central and other bankrupt railroads.

Without this assistance, Penn Central faced a complete shutdown of operations.

The Congressional action authorized up to \$197 million in cash grants to the railroads, plus a government guarantee for up to \$150 million in loans. As a first installment of the grants, Congress passed an appropriation bill for \$125 million.

Penn Central's increasingly urgent financial situation had been called to the attention of the U.S. Department of Transportation last November, a month in which carloads fell 19 percent. The Trustees said they would have to reduce maintenance and purchases of supplies in order to conserve cash to meet payrolls.

The Department requested the Trustees not to proceed with this cutback, and subsequently authorized a \$30 million grant in December. An additional \$12 million was made available in January. This helped temporarily, but was not enough to end the cash crisis.

On January 22, the Trustees reported that the railroad would not have money to meet payrolls due in the last week of February, and operations would come to a halt at that time. To avoid having freight stranded on the railroad, they said, they would have to announce in mid-February that no new shipments would be accepted.

But on February 11, the Trustees deferred the embargo because of assurances that Congress would act on an aid measure.

On February 24, as a stop-gap while Congress was deliberating, the Department of Transportation made a \$2.5 million grant, and also arranged for the U.S. Railway Association to buy \$12.8 million worth of rails and ties from Penn Central's inventory (allowing Penn Central the option to repurchase).

This cash enabled the railroad to meet the payrolls due on February 25, 27 and 28.

The new Federal funds authorized on February 28 will be handled by the Department of Transportation, which will decide the amounts to be assigned to Penn Central or other railroads.

PC 1974 financial summary

Penn Central Transportation Company had a net loss of \$73,196,180 in the final three months of 1974, the Trustees stated in a preliminary report to the Federal Court.

This was \$32,030,420 more than was lost in the similar period of 1973.

Penn Central's net loss for the full year was \$198,024,162 — an increase of \$9,021,262 over the ordinary net loss reported for the year 1973.

The railroad, already handicapped by deteriorated plant and equipment, was a victim of the sharp downturn in the nation's economy last Fall. This cost an estimated \$78 million in revenue lost during the fourth quarter due to a decline of approximately 200,000 carloads at an accelerating rate starting in October.

The worsening of Penn Central's financial plight at year's end was spotlighted by the results for the month of December, when the net loss was \$41,148,199. This was almost 58 percent above the \$26,066,306 net loss of December, 1973.

Carloadings in December declined 19.5 percent, illustrating the effect of the coal miners' strike and the decline in the automobile and construction industries.

The figures are reported in accordance with Interstate Commerce Commission regulations and make provision for certain rents, interest and taxes which are not being paid, having been deferred by order of the Federal Court.

PLAN FOR NEW RAILROAD NETWORK

On February 26, the United States Railway Association (USRA) issued a preliminary plan for restructuring the bankrupt railroads of the Northeast and Midwest Region. It proposed three major systems: A newly organized Consolidated Rail Corporation (ConRail) and expanded Norfolk & Western and Chessie systems.

These three carriers, USRA said, "generally would be balanced, and competition would be provided in each of the major markets of the region."

This is the proposed setup:

1. ConRail would be formed out of the Penn Central plus the following lines: The Reading (minus its Philadelphia and Allentown markets), the Lehigh Valley from Newark, N.J., to a point west of Binghamton, N.Y., the Jersey Central, the Pennsylvania-Reading Seashore Lines, the Lehigh & Hudson River, and the Ann Arbor.

2. Norfolk & Western would gain access to the Newark-New York metropolitan area by taking over the Erie Lackawanna lines from Buffalo through Binghamton to Newark. This would enable the N&W, the Delaware & Hudson and the Boston & Maine to operate as an integrated system, should they choose to do so, competing with ConRail in New England.

3. Chessie would gain new access to Philadelphia and Allentown, Pa., by taking over Reading's lines to those cities.

Of the 21,000 miles of line now operated by the bankrupt railroads of the region, ConRail would operate 15,000 miles, including 3,400 miles of light-density branch lines. This 15,000-mile system would be able to take care of 95.5 percent of the region's freight traffic, USRA said.

In regard to the approximately 6,000 miles of branch line omitted from the system, States or local communities could sustain any they consider essential by paying 30 percent of the operating losses, with the Federal Government paying 70 percent. Federal funds are authorized for this purpose for two years.

ConRail would be a freight-only railroad.

PC's Washington-Boston route would be upgraded for Amtrak passenger service with high-speed trains. Freight trains now using this line would operate over other routes.

USRA plans large-scale rehabilitation of tracks, structures and the equipment fleet over a period of years at a cost of \$3.6 billion, which could swell to \$7.3 billion through inflation. Most of this expenditure would require new authorizations by Congress.

The USRA plan provides that PC's Samuel Rea Shop at Hollidaysburg, Pa., will be ConRail's major freight car repair shop and the major supplier of car parts for the entire system. PC's Juniata Shops, at Altoona, Pa., will be the heart of ConRail's locomotive maintenance. Only two shops, one on the Reading and one on the Lehigh Valley, are to be phased out (with employees to be transferred to nearby shops). All other shops will continue with present or expanded workloads.

USRA's estimate of ConRail's financial prospect is as follows:

In 1976, ConRail's first year of operations, a net deficit of \$91 million.

In 1978, break even.

In 1980, net income of \$161 million; and in 1985, net income of \$382 million.

Local communities, shippers, labor and other interested parties could express their views on the preliminary system plan at hearings arranged by the Rail Services Planning Office of the Interstate Commerce Commission. Hearings were scheduled in 23 cities during March 17-26.

After reviewing the testimony and making further studies of its own, USRA is to prepare a final system plan for presentation to Congress by July 26.

The final system plan will be considered approved after 60 calendar days of continuous sessions of Congress—unless the Senate or the House of Representatives passes a resolution of disapproval. In that case, USRA would revise the plan and submit it again.

Said USRA: "ConRail as an operating entity could commence early in 1976."

National labor negotiations

Tentative agreements have been reached by the railroad industry and representatives of the following unions:

United Transportation Union, Brotherhood of Railroad Signalmen, Sheet Metal Workers International Association, Brotherhood of Locomotive Engineers, American Train Dispatchers Association, American Railway Supervisors Association (M-of-E Foremen), and Transport Workers Union representing PC carmen.

The proposed contracts, subject to approval of the union memberships, include increased wages and benefits estimated by the unions at 40.5 percent over the next three years.

These would include a 10 percent wage boost retroactive to January 1, 1975; an additional 5 percent on October 1, 1975; 3 percent on April 1, 1976, and 4 percent on July 1, 1977.

A dental care plan would be added to the health and welfare benefits, effective March 1, 1976; an additional paid holiday would be added in 1976; and there would be four semi-annual cost-of-living adjustments, beginning January 1, 1976.

For Penn Central, the new contract terms require the approval of the Federal Court in charge of the railroad's reorganization.

If these increases are applied to all Penn Central employees, the result after all the increases of the three-year contract have taken effect would be to increase the railroad's labor costs by about \$500 million per year.

Six unions have terminated negotiations with the railroad industry, and Federal mediation has been requested. They are the Brotherhood of Railway and Airline Clerks, International Association of Machinists, and four unions represented in negotiations by the Railway Employees Department, AFL-CIO: International Brotherhood of Electrical Workers, Brotherhood of Railway Carmen, International Brotherhood of Boilermakers, and International Brotherhood of Firemen and Oilers.

"LISTEN, MR. EDITOR..."

"Your January issue had an article about me. It told how I was standing at Princeton Junction, between commuter runs, when I observed a sliding wheel on a main-line passenger train, and I immediately phoned the block tower to have the train stopped.

"Thanks for the recognition you gave me. But . . .

"You ended the article by saying that 'watching the other guy's train is a very fine hobby.'

"It's not a hobby! It's a duty. It's part of our job.

"Rule 77-b in the Book of Rules says:

"Observe passing trains for defects, and should there be any indication of conditions endangering the train, take necessary measures for its protection."

"So what I did was only what



we're obligated to do.

"I don't want to seem ungrateful for the nice article, but I do want to set the record straight."

J. D. Bancroft

— John D. Bancroft
Passenger Conductor
New York District

Foresight Saved His Eyesight



When a cam, a small metal part, suddenly came off the tool-holder and flew at his face, Machinist Herb Schilling was startled.

But not injured.

One lens of his safety goggles was shattered, but his eye was unharmed.

This incident — with an obvious safety moral — occurred recently at the Juniata (Pa.) Locomotive Shop.

Herb Schilling (third from left in the photo) received the Wise Owl Award, given to workers whose foresight in wearing safety goggles saved their eyes from injury.

With him are A. John Garritano, recording secretary and shop committeeman of Local 1639, International Association of Machinists; W.L. Harshberger, general foreman, Machine Shop; and H.L. Pressler, superintendent-production, Juniata Locomotive Shop.

Telling it like it is - and shouldn't be

This wasn't an easy audience. These junior high school pupils were skeptical about warnings from any adult. They had fun playing along the railroad tracks, and why should they stop?

But Jordan M. Hersh gave them an eye-opening picture of the consequences.

He told them about trainmen severely injured by missiles thrown in fun — "trainmen who have children the same age as you."

He told about boys playing on the tracks and being maimed by trains or critically burned by the high-tension electric wire.

"You boys are 12, 13 and 14 years old," he said. "You want to live to be 15, 16 and 17."

"To help guarantee that, stay away from the tracks!"

Mr. Hersh then introduced a friend, Passenger Trainman Edward Finley.

Mr. Finley put it bluntly to the boys: "When you're riding in a car with your parents, the car sometimes hits a bug. You know how the bug looks squashed against the windshield? That's how you'd look if you got squashed by a train."

Jordan Hersh, a Penn Central block operator at Wilmington, Del., has been a volunteer missionary for track safety going on 20 years.

"It started," he says, "after a passenger brakeman, a good friend



Jordan Hersh, PC block operator, tells pupils why they should stay away from tracks.



Trainman Ed Finley, after a stern talk about the hazards of playing near track, enlists a youngster in safety campaign.

of mine, suffered a fractured jaw when hit by a stone-thrower. That convinced me I ought to be doing something to stop this kind of thing."

He began by talking to groups of youngsters playing in school yards during summer vacation. On several occasions, he was able to enlist professional athletes to go with him.

"These kids look up to athletes more than anybody else," Mr. Hersh says. "It was a good way to get the message across."

Mr. Hersh, who has served in block towers in half a dozen com-

munities in his 32 years on the railroad, extended his evangelism to home and school associations and church groups.

"This is basically a community problem," he told them. "It's your obligation to protect your youth against injury — and keep them from injuring others by thoughtless pranks."

Letters he has written on this subject have been printed in the New York Times, Philadelphia Bulletin, Philadelphia Inquirer, Wilmington News-Journal, Baltimore Sun and Washington Post.

"People sometimes ask me why I have put so much effort into this project," he says.

"The answer is simply that I have known just too many fellow railroaders who have been injured — and in one case killed — by youngsters along the tracks.

"If I can keep just one kid from joining the vandals and stone-throwers, my efforts will have been worthwhile."

Will Violence End?

Debris is strewn along the railroad right-of-way and youngsters of all ages throw stones, and even shoot at passing trains. Many people have been injured, some of them severely by these "fun and games." Our police apprehend the culprits and in less time than you think they are released. On rare occasions small fines are paid. Sometimes these "young nuts" are apprehended twice in the same day and released. Election time is approaching. Ask those who seek your vote what meaningful legislation they propose. How do they plan to end these miscarriages of justice? I don't have the answers to these problems, but if I were running for elected office, I would propose that taxes are at an all-time high. Where does it end?
J. M. Hersh
Block Operator

Public apathy deplored

In your Sept. 3 edition you had front-page pictures that speak thousands of words eloquently. (The pictures were of people playing across the tracks at the Penn Station at Claymont, scene of several accidents. There is a tunnel under for pedestrian use.)

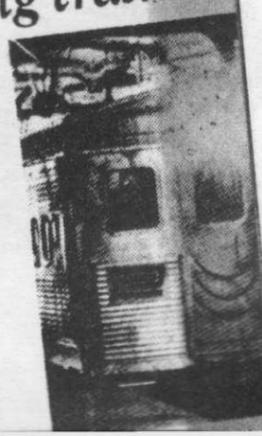
I wrote you on Aug. 18 after much and discussed criticism of Penn Central for its "failure" in safety precautions at Claymont Station. I highly critical of the stand the news in this incident. I thank you for printing and also for "taking a positive stand" in doing your part in

Samples of letters Jordan Hersh has written to newspapers. He urges railroaders to join in telling the public and local officials of the need to halt vandalism and trespassing on tracks.

Insanity of stoning trains

The other day on our Media line an engineman was hit by a stone thrown by a 12-year-old. Luckily, it missed his eye, but he was struck in the cheek and it required 8 stitches (of course, this will cause a permanent scar). This is not an isolated incident; it happens more times than I care to report.

I have voluntarily given my time to speak to various groups on this subject (church, civic, home and



Railroad safety

To the Editor:

I read with a great deal of interest Paul Crichtlow's article on railroad safety. I must congratulate Mr. Crichtlow and The Inquirer for bringing to the attention of the public this great tragedy and public apathy to a problem which has been plaguing us on the railroad for quite some time.

I have been employed by the Penn Central for a number of years in various control towers from Wilmington to Philadelphia. There isn't a day that passes that we don't have reports of stoning trains, children playing "chicken," adults walking in or about the track, passengers leaving commuter trains walking across tracks where there are overpasses and, in many cases, underpasses for their safety.

This 25 miles I speak of runs mainly through suburbia, not through "ghetto" area. Surely we have this in "ghetto" areas also. But I see this as a community problem not only a rail-

Award for a Quiet Hero

The letter from the Carnegie Hero Fund Commission told the story.

Addressed to Penn Central Brakeman Gary Lee Dutcher, the letter said:

"It is a pleasure to advise you that the Commission has awarded you a bronze medal in recognition of the heroic rescue act by which you saved Tracy Chrynsinger from being struck by a locomotive on August 25, 1973.

"In addition, the Commission has awarded you a monetary grant of one thousand dollars. Our check for that amount is enclosed.

"We trust you will be as honored to receive this award as we are to give it."

Mr. Dutcher, 23 years old, works on freights out of Buckeye Yard, Columbus, Ohio. He lives in Gahanna, a suburb of Columbus, with his wife, Thomasina; their son, Gary, Jr.; and a newborn daughter, Amanda.

The award was given to him after a detailed investigation by the Carnegie Hero Fund Commission, including an on-the-ground inquiry by a field representative.

But the incident might very well

have escaped notice.

Certainly Gary Dutcher didn't make any fuss about it. He was thankful he had been there to rescue the 3-year-old girl, and he mentioned the incident to his wife. And that was the end of it.

Except that his engineer, Earl E. Elswick, decided to send a letter about it to the Penn Central Post. The Post printed it in the April, 1974, issue.

A PC employee at Pittsburgh, Block Operator Raymond S. Jackson, read the account and thought it ought to interest his wife, Margaret, who happens to be a secretary at the Pittsburgh headquarters of the Carnegie Hero Fund Commission.

She brought the item to the attention of David B. Oliver, the Commission vice president.

And that started the whole investigative process.

The facts, as related by Engineer

Elswick, chairman of Local 1807, United Transportation Union (E), were as follows:

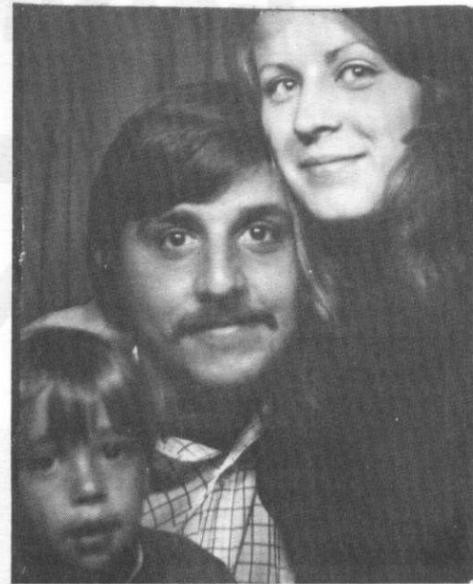
He was backing a three-unit diesel into Yard B at Columbus when he suddenly saw Brakeman Dutcher, on the trailing unit, give a stop signal.

"He was swinging real hard, and I immediately went to emergency," Engineer Elswick said.

"Before I was stopped, I saw him get down from the engine and start to run as fast as he could. Then he went out of sight in back of the engine before I had completely come to a stop.

"On the track to my left I saw a small boy, and I then assumed there was another child on the same track I was on. My heart was in my mouth.

"Then Brother Dutcher came out from behind the engine carrying the cutest little 3-year-old redhead girl you ever saw in your life.



Brakeman Gary Lee Dutcher is shown with his wife, Thomasina, and son, Gary, Jr. A daughter, Amanda, was born last month.

"Brakeman Dutcher risked his life to save this child, as she was on the rails of the track I was on.

"Had he not been there, I would have run over her. Thank God, I did not."

CARNEGIE: The PRR man who wanted to honor heroes

Andrew Carnegie was an immigrant Scottish boy who started his working life at the age of 10, earning \$1.20 a week, and finished with a fortune of \$500,000,000.

By the time he died, in 1919, he had given 95 percent of his fortune away in a wide variety of philanthropies.

One was the Carnegie Hero Fund.

The idea for such a benefaction came to him one day in 1904. He was present at a mine explosion near Pittsburgh, and saw a miner lose his life trying to rescue employees trapped in the smoldering shaft.

Soon afterward, he established the Carnegie Hero Fund Commission to give awards to persons who have taken "an extraordinary risk of death in saving or attempting to save the life of another person."

The award consists of a medal and, in many cases, a cash grant.



Andrew Carnegie's first job was as a bobbin boy in a cotton mill at Allegheny City, Pa., in 1845.

At the age of 18 he was hired as a clerk and telegraph operator on the Pennsylvania Railroad at \$35 a month. He went up the promotion ladder and became superintendent of the PRR's Pittsburgh Division when he was only 24.

During the Civil War, he used his savings to become a partner

in a small company making iron bridges. Then he and his associates formed the Union Iron Mills. He left the PRR in 1865 to devote his full time to this rapidly growing business.

In 1901, his holdings were merged into the U.S. Steel Corporation, and he retired to devote his remaining years to disposing of his \$500,000,000 fortune in the wisest way possible.

"Surplus wealth is a sacred trust to be administered for the highest good of the people," he said.

His money created the Carnegie Institute of Technology at Pittsburgh, the Carnegie Institution for Scientific Research, the Carnegie Endowment for International Peace, the headquarters of the Pan-American Union at Washington, the Peace Temple at the Hague, Holland, and more than 3,000 library buildings in cities and towns across America.



Together at Buckeye Yard are Gary Lee Dutcher and his engineer, Earl E. Elswick, who reported the act of heroism.

Big Joe Long . . . elected again

When the votes were counted after the November 5 election, Joseph J. Long found himself the top vote-getter of his 3-county legislative district in Maryland.

He was reelected to his fourth term as a delegate to the Maryland State Legislature.

His decisive victory, said a local newspaper, "may very well have been the springboard for the Wicomico County Democrat's bid for a seat in the State Senate four years hence."

Mr. Long is a Penn Central maintenance-of-way electrician, with 27 years' service. He entered politics about the same time as he went to work for the Railroad.

"Both activities are alike, in that you have to know how to get along with people if you want to get a job done," he says.

Mr. Long (called Big Joe to



Joseph J. Long rises to address House of Delegates of Maryland Legislature.

distinguish him from his son, Joe, Jr., a PC trainman), first attracted community interest through his involvement with the Little League, Boy Scouts and other civic organizations.

He was elected to the City Council of Salisbury, Md., in 1958, and to the Legislature four years later.

He is now a member of the House of Delegates' Committee on Economic Matters and chairman of the important Labor and Management Subcommittee.

Ruggedly-built, he keeps in shape for his legislative duties by his outdoor work on the railroad and by backyard exercises.

Says Joe Long: "With the State's complex problems — taxes, unemployment, finances, pollution control, social services, and so on — legislators these days are busier than ever."

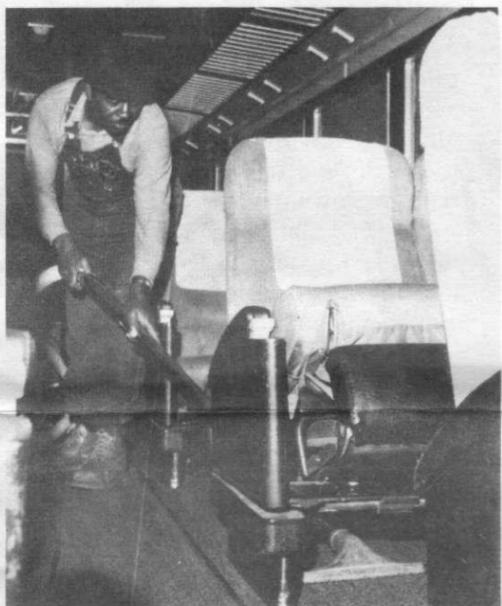


Joe Long has been working on the railroad as an M-of-W electrician 27 years.

Getting ready for company at SUNNYSIDE



Mary Crosdale says, "A window sill isn't really clean unless you get the corners."



I.H. Randolph, vacuuming under the seats as well as in the aisles, comments: "If a passenger sees anything, like a paper cup, under a seat, he thinks nobody cares."



Dolores Manley scrapes up any chewing gum. "If I got gum on my shoe, I wouldn't enjoy my ride on the train," she comments.

Shampooing seat covers is part of Marjorie Golden's assignment in class "E" cleaning.



Guests are coming. By the thousands.

And PC people at Sunnyside Yard are constantly cleaning up the accommodations to please them.

"You might think it's funny, calling the passengers guests," says Coach Cleaner Mary Crosdale. "But look at it this way:

"If I have a guest coming to my house, I'd be embarrassed if he sat down on my sofa and got dust on his sleeve.

"It's the same way here. If passengers get their clothes smudged on trains, it's a bad mark against us."

Mary Crosdale is one of 130 coach cleaners who service Amtrak and commuter trains in Sunnyside Yard, Long Island. It's America's largest passenger yard.

On a typical day 31 trains, which have delivered passengers at Penn Station in Manhattan, move eastward through tunnels under the East River and emerge into open air on a loop track leading into Sunnyside Yard. The trains bring a total of 289 cars on an average day.

"And every one of these cars gets the services of our coach cleaners," says Ray J. Preski, System manager of passenger car maintenance.

"If the cars are to be in the yard only a short time — 30 minutes or less — before moving back to Penn Station, we give them *Turnaround Cleaning*. For commuter cars, this includes removing debris, sweeping the floor, and turning seats if required. In the case of cars in main-line service, cleaning toilet rooms and restocking paper cups and towels are also part of Turnaround Cleaning.

"If the cars are scheduled to remain in the yard as much as three hours before returning to service, we give them *Layover Cleaning*.

"This includes such things as emptying and cleaning ash trays, removing gum from the floor, mopping, damp-wiping seat arms, window sills and floor radiator covers, cleaning interior windows as necessary, refilling water containers, cleaning end doors, changing headrest covers and other procedures.

"If the layover car is to be there

ON THE COVER: Cheryl Colbourne washes the luggage rack with a thick-foam detergent, while Julia Vasquez scrubs the venetian blinds.



Cheryl Nelson, changing headrest covers, formerly worked as file clerk at Chase Manhattan Bank. "I can earn more here."



Michael S. Venetis, another new employee, gathers up a plentiful harvest of trash.

less than three hours, our people simply try to finish as much of the *Layover Cleaning* list as they can.

"It's a case of working against the clock.

"In Amtrak passenger service, each car carries an Amtrak Layover Cleaning Record Card. The foreman or other supervisor must initial it after completion of each task; and must write an explanation if any assigned task is not completed."

The most comprehensive cleaning job is called *E* (for Extraordinary) *Cleaning*. This includes scrubbing, vacuuming and shampooing, touching up paint, checking all hardware and safety appliances, and cleaning and servicing of all electrical parts (by electricians).

This grand clean-up, fix-up and touch-up, specified in *E* Cleaning, is arranged for each car on the following schedule:

Commuter and Amtrak coaches, every 6 months; sleeping cars, lounge cars and snack coaches, every 4 months; Metroliners and dining cars, every 3 months.

"To fulfill our obligations to the passengers and to Amtrak, we've got to do a first-class job in all these types of cleaning assignments — Turnaround, Layover, and *E* Cleaning," says Mr. Preski.

"Our railroad relies on the conscientious work of our coach cleaners to get this important job done."



"E" cleaning includes scrubbing of the car vestibules by Kenneth Trezavante.



Sarah Robinson, cleaning a luggage rack, is a new employee. "This job opened up because there are more people riding trains," she says. "I want to keep them coming — by making the cars really clean."



Glenn E. Hickson, replenishing paper towels, recently came to work here after being furloughed from Western Electric Co.

Sunnyside Yard, because of its key location, has the largest number of coach cleaners. But Penn Central has coach cleaners on duty for Amtrak or commuter trains at many other locations:

Boston, Springfield, New Haven, Albany, Poughkeepsie, White Plains, Brewster, Croton-Harmon, New York, Trenton, Philadelphia, Media, Wilmington, Baltimore, Paoli, Harrisburg, Syracuse, Buffalo, Detroit and Chicago.

Says Mr. Preski:

"They're the people behind the scenes — the customer never sees them — but the work of the coach cleaners has a major bearing on how successful our passenger service is going to be."



“A real chance to help build passenger business . . .”

Here's Foreman Estelle Laterza talking to her crew of coach cleaners at Sunnyside Yard, Long Island:

“More and more people are interested in riding trains these days. Some are riding trains for the very first time.

“We can make a good impression on them by doing our cleaning job the best way we know how.

“We've got a real chance to help build passenger business and create more railroad jobs.

“Really clean cars help the passengers relax and enjoy the ride. And that's how we'll keep them coming back to us.”

Mrs. Laterza started on the railroad as a coach cleaner 30 years ago.

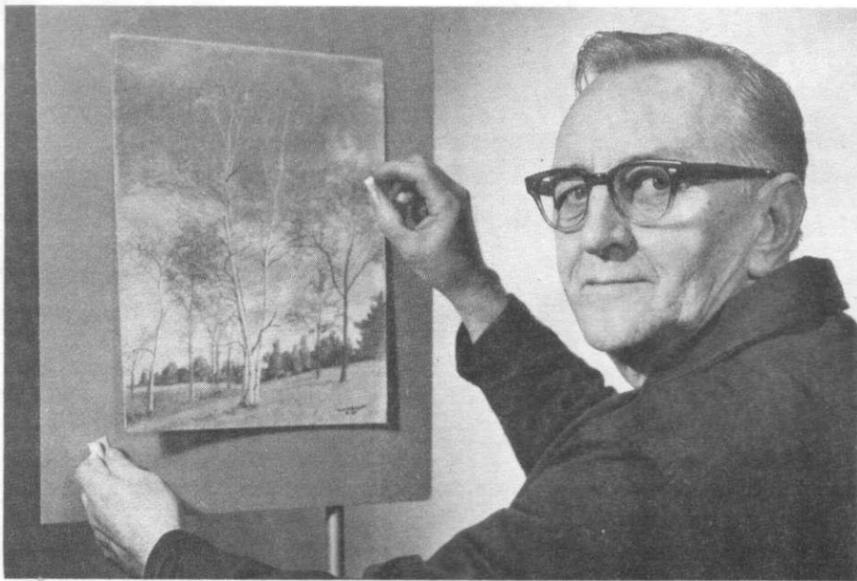
“I raised a family of three children on my earnings — the railroad's been good to me,” she says. “All three are married



now. I have six lovely grandchildren.”

One might think a person would get kind of tired cleaning railroad cars or supervising car cleaners all these years. Not so, says Foreman Laterza.

“You see cars coming in looking messed up, and you see them going out clean and sparkling — you can't help enjoying it,” she says. “And watching the cars moving out behind those GG-1's, those big motors, so powerful — I love it!”



How Artists Are Made

George C. Wagner started on the railroad as a car cleaner in 1937.

He was such a neat and thorough cleaner that his foreman figured he ought to be able to do a good job of sign-painting, too.

So he got George some paints, brushes and cardboard. And when George wasn't washing car windows or vacuuming seats, he was making instructional signs, safety posters and the like.

As always happens when an amateur displays talent, George began getting requests for free samples — such as signs for retirement parties and other social events.

Goodhearted George obliged.

Then he began dressing up the signs with caricatures of the individuals involved.

From there he graduated to serious portraits. He began with pastels of his four children. As the years rolled by, he found himself doing pastel portraits of six grandchildren.

The latest development in his biography is landscape art, rendered in pastels. His creations are attracting admiring comments.

George Wagner's present position is supervisor of car cleaners. His crews take care of commuter trains at Grand Central Terminal, New York.

“They do an artistic job of cleaning those cars,” declares George Wagner.

The Big Car Wash

If Walter J. Glibowski dislikes washing the family car, you can understand why:

His job all day long is washing railroad cars.

Every train coming from Manhattan through the East River tunnels has an appointment at Walter Glibowski's car wash before entering Sunnyside Yard.

The locomotive engineer runs his train through the car wash at about 2½ miles per hour. In a tower beside the tracks, Mr. Glibowski presses buttons that activate the huge mechanism that can wash two trains simultaneously on adjacent tracks.

First comes a spray of a special detergent solution. Then, as the train moves forward, cylindrical nylon brushes on both sides of each track move in and spin against the sides of the locomotive and cars.

Next, as the train keeps moving, there is a clear-water spray and a second scrubbing.

Then comes another wetting and scrubbing, to remove all the

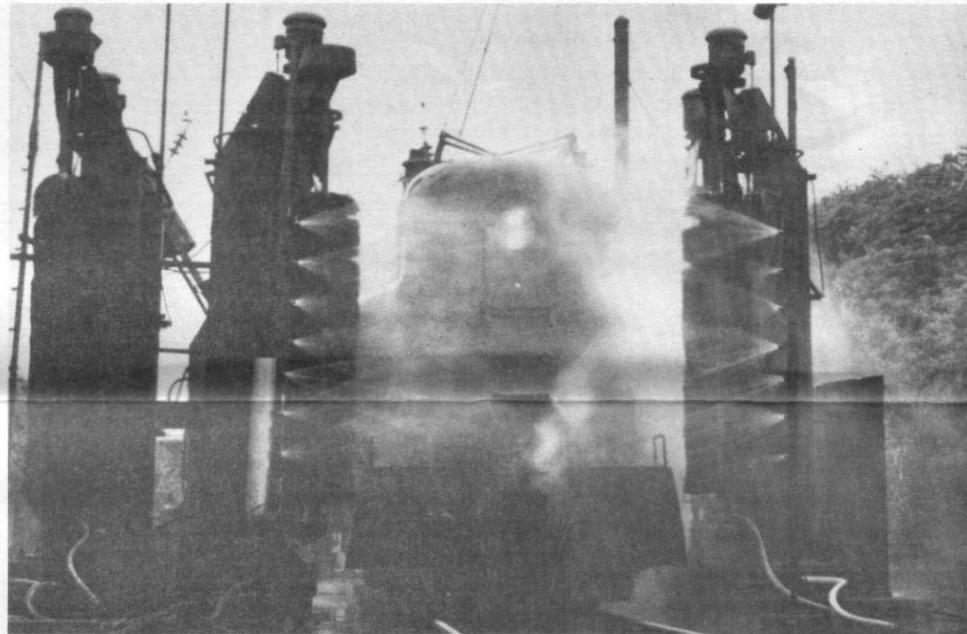


detergent, followed by a final clear-water rinse.

“The train then continues into Sunnyside Yard, air-drying itself along the way,” explains Mr. Glibowski, a car repairman.

Locomotive engineers understand they'd better not neglect to close their windows tight before entering the car wash.

No sense in washing the men, too, says Mr. Glibowski. The instructions don't call for that.



George Sites Goes to the Game

The most devoted fan the Ohio State football team has is George F. Sites. Everybody knows it.

In the past 25 years, George, a Penn Central crew dispatcher at Zanesville, Ohio, has missed only five games (when he was ill or had a railroad assignment).

In 1974, his application for a season ticket shockingly lost out because of the huge demand. But he badgered the team officials into appointing him an unpaid stadium attendant, and so he didn't miss a single game.

Along comes the Rose Bowl. Ohio State is selected to play Southern Cal on New Year's Day, 1975. George Sites, who year after year had scheduled year-end vacations so he could go to the Bowl — but had never made it because of financial or health problems — said that this time it was now or never.

His railroad friends heard about his intentions. They knew he was burdened with bills because of his wife's and his own medical problems. He had had heart attacks in 1971 and 1973, and many fellow railroaders had contributed money to help out.

This Rose Bowl dream called for another fund-raising effort, they de-



cided. Without his knowledge, a “Send George to the Rose Bowl” campaign brought contributions from 66 Penn Central people at Zanesville, Columbus, Fultonham, Circleville, Lancaster, Newark, New Lexington, Coshocton, Claybank, Akron and Terre Haute.

A few days before Christmas, Kenneth D. Lindamood, clerk at Zanesville, handed George Sites a large envelope with a rose attached. Inside was a fistful of money and a card reading, Good Luck and a Safe Trip . . . Your PC Santas.

For George Sites, the Rose Bowl game was “the thrill of a lifetime,” even though Ohio State lost, 18 to 17.

What the Penn Central people had done, he said, made a perfect Christmas story.

Grand Opening for New Car Shop

Road Foreman Arthur F. Dowd, Jr., took over the throttle of a new M-2 Cosmopolitan car and ran it about 100 feet.

That was all the journey needed to rip through a banner reading, "The Nation's Best," in a ceremony opening the new car maintenance and repair shop at New Haven, Conn.

The PC employees at the shop will do all the servicing on the 144 new M-2 electric commuter cars purchased by the States of Connecticut and New York. A hundred more cars are on order.

Initially the new shop will have approximately 130 employees, said Joseph B. Burns, Connecticut State Transportation Commissioner. The work force will be increased as additional new cars are delivered, he said.

The shop cost \$2.4 million to build. The cost is being shared by the Federal Urban Mass Transportation Administration and the Connecticut Department of Transportation. New York's Metropolitan Transportation Authority provided the repair equipment.

In addition to the main shop building, there is a blowing shelter, where compressed air is used to clean dirt and carbon from electrical parts of the cars; and a training building, where a "mock-up" simulator of the M-2 car will be

used for instruction in operation and maintenance.

The new shop is part of a long range program to rehabilitate the commuter line, which runs from New Haven to Grand Central Terminal in New York, and includes the Danbury, New Canaan and Waterbury branches. A total of \$144 million in Federal and State funds has already been committed to this program.

Mr. Burns said an additional \$73 million will be sought.

These additional funds would be

used to complete the conversion of the power system from 25-cycle to 60-cycle current on the main line and the New Canaan Branch; complete electrification and conversion of the power system on the Danbury Branch; complete modernization of the signal system; development of a new Transportation Center in New Haven; installation of a new car washer; and other purposes.

"We are well on our way toward restoring the New Haven line as the Nation's best commuter line," said Mr. Burns.

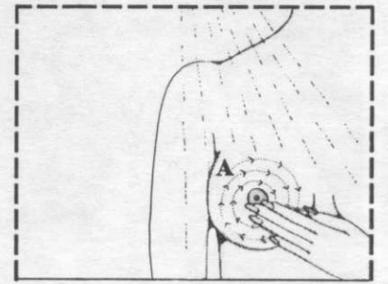


A new M-2 Cosmopolitan car breaks the banner to formally open New Haven's new shop.

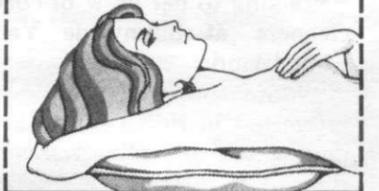


R.K. Pattison, general manager of PC's Metropolitan Region, speaks at ceremony.

This once-a-month exam could save your life



1. In the shower or tub, do this simple examination for breast cancer. It can save your life. While your skin is still wet and slippery, begin where you see A. Keep your fingers flat and touch every part of each breast following the arrows. Feel gently for a lump or thickening.



2. Now do a more thorough check lying down. Put one hand behind your head. With the other hand, fingers flattened, gently and lightly press your breast. Reverse and check the other breast.



3. Now repeat the same sitting up with your hand still behind your head. Reverse and repeat for the other breast with the other hand. If you find a lump, see your doctor. But don't be afraid. 8 times out of 10 it's nothing. And just think—doing this examination once a month can be reassuring too. After all, it's what you doing. Not after that can hurt you.

AMERICAN CANCER SOCIETY

Recent Appointments

SYSTEM OFFICES

Legal
Farquer, J. E. Supervisor-Payroll Audits
Hoover, T. B. Supervisor-Data Systems Audits

Real Estate
Hart, J. J. Supervisor-Real Estate, New York
Shull, S.I. Manager-Real Estate, New York

Sales & Marketing
Druback, W.P. TrailVan Terminal Manager, So. Kearny, N.J.
Gouin, R.C. Assistant Manager-Pricing
Peters, A.L. Manager-Pricing
Trautman, H.A. Manager-Pricing-Staff
Turner, G.P. Asst. Director-Flexi-Flo Services

Vice President-Staff
Froio, L.P. Manager-Systems Support
Gurskis, J.J. Planning Research Analyst

Purchases & Materials
Jewell, E.H. Coordinator-Purchasing Administration

Operations
Reisenwitz, J.J. Safety Superintendent

Transportation
Banister, K.R. Field Terminal Supervisor, Toledo
Evans, F.O. FACT Terminal Supervisor, Indianapolis

Engineering
Lyons, P.J. Senior Structural Inspector

Security
Lewandowski, W.S. Superintendent-Police, Chicago

Lucas, W. Captain-Police, Cleveland
Slowey, T.E. Captain-Police, Detroit

Passenger
Blumenstein, F.X. Manager-Passenger Train Movement

NORTHEAST CORRIDOR REGION New York District

Williams, C.L. Assistant Trainmaster, Bay Head, N.J.

Philadelphia District

Donlen, J.W. Trainmaster-Suburban, Phila.
Hayes, D.J. Trainmaster, Trenton, N.J.
West, F.K. Corridor Manager, Phila.

METROPOLITAN REGION

Gillies, J.J. Assistant Engineer-Communications, New York
Ryan, R.T. Manager-Commissary, New York
Sidoti, F.A. Supervisor-Reports, New York
Smilowitz, D.J. Personnel Assistant-Stations & Towers, New York

NORTHEASTERN REGION

Mohawk-Hudson Division
Finger, R.W. General Foreman-Car, Selkirk, New York

EASTERN REGION

Harrisburg Division
Smith, L.H. Terminal Trainmaster, (Night), Harrisburg, Pa.

New Jersey Division

Fontana, R.D. Terminal Trainmaster (Night), Morrisville, Pa.
Helton, B.G. General Foreman-Car, Meadows, N.J.
Massi, E.S. Supervisor-Structures, New York
Murphy, W.J. Assistant Trainmaster, Port Newark, N.J.

Worthington, W.M. Division Engineer, New York

Philadelphia Terminal Division

Gradel, G.J. Supervisor-Structures, Phila.
Hull, J.E. General Foreman-Locomotive, Phila.

CENTRAL REGION

Hiles, J.S. Supervisor-Operations & Locomotive Control, Pittsburgh

Pittsburgh Division

Fisher, E.H. Road Foreman, Pittsburgh (43rd St.)
Hunter, J.L. Trainmaster, Kiski Jct., Pa.
Saurer, G.R. Road Foreman, Pittsburgh

Valley Division

Barkhurst, K.W. Trainmaster, Mansfield, O.
Downs, E.T. Road Foreman, Youngstown, O.

NORTHERN REGION

Leckie-Ewing, M.B. Assistant Production Engineer-Track, Detroit

Detroit Division

Hilleary, M.J. Road Foreman, Detroit
Packer, G.A. Terminal Trainmaster, River Rouge, Mich.
Shepard, E.E. Night Terminal Superintendent, Detroit

Michigan Division

Conway, R.J. Division Engineer, Jackson, Mich.
Delseo, A.D. General Foreman-Locomotive, Jackson, Mich.

WESTERN REGION

Reynolds, T.A. Production Engineer-Track, Chicago

Chicago Division
Sommerville, R.W. Supervisor-Track, LaPorte, Ind.
Stevens, H.E. General Foreman-Locomotive, Chicago (59th St.)

Cleveland Division

Griffin, G.L. Road Foreman, Erie, Pa.
McDermott, J.B. Road Foreman, Collinwood, O.

SOUTHERN REGION

Byers, J.R. Supervisor-Locomotive Control, Indianapolis
Duncan, A.F. Assistant Superintendent-Operations, Indianapolis
Wethington, R.L. Assistant Superintendent-Operations, Indianapolis
Wilson, T.L. Assistant Supervisor-Locomotive Control, Indianapolis

Southwest Division

Barton, E. Assistant Superintendent, Indianapolis
Strawser, T.B. Terminal Superintendent, E. St. Louis, Ill.
Warner, D.Z. Supervisor-Track, Harrisburg, Ill.

Penn Central Transportation Company publishes this tabloid magazine for its employees. Address communications to Penn Central Post, Room 1040, Six Penn Center, Phila., Pa. 19104.

MANAGER — EMPLOYEE PUBLICATIONS

Joseph Shallit

SYSTEM PHOTOGRAPHER

Nelson M. Stickler

PC police intensify campaign against thefts

During the year 1974, a total of 8,114 thefts were reported to Penn Central police. This was a 58 percent increase over the preceding year.

"Perhaps one of the causes of the increase is the depressed economy and increasing unemployment in areas adjacent to our railroad lines," said Donald L. Nelson, assistant vice president-security.

"But we're not sociologists. Our obligation is to protect passengers and employees, the railroad's property and the freight entrusted to our care.

"We are intensifying our efforts to do just that."

He pointed out that during the year 1974, theft-related arrests by PC police increased 39 percent, to 6,650.

"And we are cooperating with civil authorities to provide the evidence that will help assure proper disposition by the courts," Mr. Nelson said.

Last month in Baltimore, Md., a Federal grand jury indicted ten men on charges of theft of shipments, including bicycles and alcoholic beverages.

Four were PC employees, one was a former employee, and five were said to be longshoremens.

Donald H. Feige, Assistant U.S. Attorney, said the case was part of a nationwide crackdown on thefts of interstate cargo, ordered by the U. S. Attorney General.

"The U.S. Department of Transportation has estimated that, on a national basis, cargo losses through theft and pilferage cost American consumers more than a billion dollars a year," PC's Don Nelson says.

"There's a very interesting point about this statistic: About 85 percent of rail thefts are caused by outsiders, whereas in other forms of transportation, at least 85 percent of the thefts are caused by insiders—the companies' own employees.

"To a railroader, this is encouraging. But on the other hand, any theft by a person in a position of trust—as all railroaders are—is a dreadful betrayal.

"Our railroad has a strict policy in regard to employees



PC Police Sergeants Edward J. Burns and Alfred F. Joslin investigate tampering with a boxcar, as Penn Central and other companies intensify drive against freight theft.

who have been found responsible for stealing. They may be subject to discipline by dismissal

and to criminal prosecution, and such actions are taken in appropriate cases."

She handles PC stock



Helen V. Hand was appointed manager of stock and bond transfers on October 23, 1974. For the first time, a woman is in charge of the New York office where the detailed paperwork is done for the issuance of new certificates for Penn Central Company stock that has been sold, bequeathed or presented as gifts.

Her office also handles transfers of 32 issues of stock of 18 Penn Central subsidiary companies, and transfers of certificates representing 80 separate bond issues of Penn Central Transportation Company and 24 subsidiary companies.

Despite the bankruptcy, there is still moderate buying and selling of Penn Central stock on the New York Stock Exchange.

All stockholders, brokerage houses and bank nominees that handle such transactions must send the certificates to the PC New York office or one in Philadelphia. Here the documents are examined, stamps are affixed indicating payment of the transfer tax, new certificates are prepared with the names of the new owners, and the transactions are then sent to the master computer tape for permanent record. The new certificates are mailed to the stockholders or their representatives and the old certificates are cancelled.

Mrs. Hand started in 1943 as stenographer-clerk in New York Central's Passenger Sales Department. Successive promotions made her assistant chief clerk, chief clerk, and office supervisor.

In 1964 she was appointed office assistant in the office of Alfred E. Perlman, NYC president, and continued until he left the Penn Central in 1970. She then went to Stock and Bond Transfers as assistant transfer agent, a post she held until her recent promotion.

Mrs. Hand and her husband, Kenneth, live in a suburb of Greenwich, Conn. Their main hobby is running their motor boat on Long Island Sound, fishing for bluefish and flounder.

Q and A On Railroad Retirement

Q. Are Railroad Retirement taxes higher in 1975?

A. The tax rate stays the same—5.85 percent paid by the employee, 15.35 percent paid by the railroad company. But the maximum earnings subject to the tax goes up from \$1,100 per month to \$1,175.

Q. Must income taxes be paid on Railroad Retirement benefits?

A. Regular retirement benefits are not subject to Federal or State income taxes. But supplemental annuities are taxable and must be included as taxable income on your Federal income tax return. (However, State income taxes need not be paid on the supplemental annuities, in the opinion of the Railroad Retirement Board's legal counsel. Consult your own tax advisor on this.)

Q. What are the closing dates for the supplemental annuity?

A. To qualify for the Railroad Retirement Fund's supplemental annuity, the employee must cease all railroad work no later than the last day of the month after the month in which he becomes 65. (Note that a person reaches 65 the day before his 65th birthday.)

An employee or retiree who does any work for a railroad or railroad union after the closing date will permanently lose his right to a Railroad Retirement supplemental annuity.

The Board suggests that employees aged 62 or older ought to contact the Board's nearest field office to establish proof of age. This will prevent possible loss of the supplemental annuity through any misunderstanding about age.

Q. When I was 65, I signed up for hospital coverage under Medicare but not for doctor-bill coverage. Do I have another chance to apply?

A. Yes. You can apply during the first three months of the year, and your coverage will begin on July 1.

Q. Several years ago, I applied for doctor-bill coverage under Medicare but was refused because it was more than three years after the time I could have first enrolled? Can I apply again?

A. Yes—during the first three months of the year. The denial of coverage because of late enrollment has been eliminated.

Q. Will a Medicare patient have to pay more toward his hospital bill in 1975?

A. Yes. Last year, a Medicare patient had to pay the first \$84 of his hospital bill. Now he has to pay the first \$92. In addition, the patient's daily bill during the 61st to 90th days of a hospital stay will be raised from \$21 to \$23. For post-hospital care in a skilled nursing home, the patient will have to pay \$11.50 per day, instead of the previous \$10.50, for care between the 21st and 100th days.

WHAT DO YOU KNOW ABOUT P.C.M.A.?

Find the answers with this three-minute quiz!

Q. What health and accident insurance organization is 106 years old?

A. P.C.M.A. It was founded March 17, 1869.

Q. What insurance organization provides health and accident protection on or off the job?

A. P.C.M.A.

Q. What mutual organization has no stockholders and is operated for the benefit of its Members?

A. P.C.M.A.

Q. What organization has returned to Members more cash of every premium dollar received than any other known insurer?

A. P.C.M.A.

Q. What insurance organization makes payments of benefits directly to you regardless of any other insurance you may have?

A. P.C.M.A.

Q. What insurance organization has paid out more than \$142,000,000.00 in benefits to its Members?

A. P.C.M.A.

Q. What voluntary mutual benefit organization, not for profit, offers, at cost, four supplementary accident and health protection plans exclusively for employees of the Penn Central Transportation Co. and its affiliates?

A. P.C.M.A. (See below.)

LOSS-OF-EARNINGS (Ages 18-59 Yrs.)

Q. What insurance organization pays you cash up to \$300.00 a month or \$18,000.00 in a 5-year period for accidents or \$7,200.00 in a 2-year period for sickness?

A. P.C.M.A.

1.

3.

HOSPITAL INCOME (Ages 18-64 Yrs.)

Q. What insurance organization pays you cash of \$100.00 a week up to 52 weeks, when member, spouse or children are confined in a hospital?

A. P.C.M.A.

PAYROLL DEDUCTIONS AVAILABLE

FAMILY ACCIDENT (Ages 18-59 Yrs.)

Q. What insurance organization pays you cash for medical and hospital expenses up to \$1,000.00 for each accident, plus accidental death benefits of
\$5,000.00 for Member
\$2,000.00 for Spouse
\$1,000.00 for Each Child

A. P.C.M.A.

2.

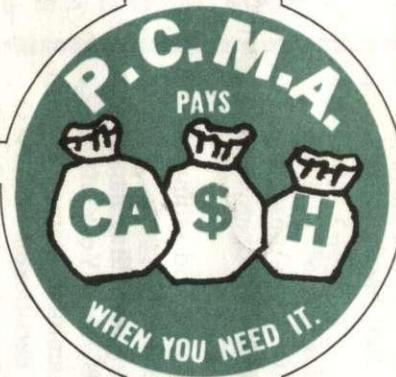
FIRST MONTH'S PREMIUM FREE

COMBINATION (Ages 18-59 Yrs.)

Q. What insurance organization pays you cash up to \$15.00 a day for 60 days, when member, spouse or children are confined in a hospital, in addition to surgical schedule?

A. P.C.M.A.

4.



Now that you know more about P.C.M.A., you are urged to complete the coupon below and learn details of these four supplementary plans for the protection of you and your family. You'll be glad you did . . . and surprised, too, at how little it costs!

A BEAUTIFUL PEN FREE FOR EACH COMPLETED COUPON RETURNED.

Please furnish detailed information on Certificates 1, 2, 3, 4. (Circle one or more.)

Date of birth of following:

Mo. Day Yr.

Name Employee

Address Spouse

City Eldest

State Zip Child

Employed by: Occupation:

Work Location: Home Phone No.:



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