

PENN CENTRAL



POST

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MARCH, 1969

The collage features several newspaper clippings with headlines related to the Penn Central Metroliner train. The central image is a photograph of the Metroliner train, a sleek, silver, aerodynamic passenger train, traveling on tracks. The train has the Penn Central logo on its side and the number 853 on its front. The clippings are arranged around the train, some overlapping it. The headlines include:

- Whoosh! Here's D.C. Metroliner's N.Y.-Washington Round Trip Is Speedy. With No Hijacking Fear**
- 'Love Affair' on Rails Begins**
- Thanks for Swinging Trip, PC, With Your Fast Crowd**
- CLIPS TIME TO N.Y. Fast Train Begins Regular Service**
- High-Speed Train Starts Run**
- Rail Service Speeded Between NYC-Washing**
- Speedy Metroliner zips rail era**
- Metroliner idea may spread New train era**
- Metroliner May**
- New Train Hits 1**
- Railway Metroliner Service Train Cuts Hour in Travel Time Between N.Y., Washington**
- High-Speed Passenger Train Makes Bow on Penn Central**
- Let's Go Metroliner! High-Speed Train Off On 'Command Performance'**
- Metroliner on Right Track**
- Metroliner Speeds Along At 110 MPH**
- Customers Like Fast Train**
- Fast trains signal 'new era' with accent on friendliness**
- Metroliner May**
- New Train Hits 1**
- Railway Metroliner Service Train Cuts Hour in Travel Time Between N.Y., Washington**
- High-Speed Passenger Train Makes Bow on Penn Central**
- Let's Go Metroliner! High-Speed Train Off On 'Command Performance'**
- Metroliner on Right Track**



TV, newspaper and magazine cameras zero in on the new train at Washington Terminal.



John H. Volpe, new Secretary of Transportation, hails the start of the new rail service.

America greets the Metroliner

It was a silver streak along the rails. And its message was: *The future has arrived.*

"Today we enter a new age of high-speed passenger transportation," declared Stuart T. Saunders, Penn Central's chairman.

"It's the beginning of something very important," said William B. Widnall, U.S. Congressman from New Jersey.

"This is the greatest evidence that the railroad is interested in passenger service," asserted Claiborne Pell, U.S. Senator from Rhode Island.

Government officials, industry



Mrs. Alan S. Boyd, wife of the outgoing Secretary of Transportation, turns lock to open the train's doors. With her is Robert W. Minor, PC senior vice president.

leaders and newsmen—almost 500 persons in all—rode the Metroliner on its ceremonial run, January 15, and enthusiasm was evident from one end to the other of the six-car train.

The next day, the Metroliner started regular service for the public.

"I never expected to see a train like this in my lifetime," said Herb Landsman, a trainman with 28 years' service.

What the Metroliner is offering is a faster-than-ever schedule of two hours 59 minutes between New York and Washington.

That, plus the most advanced passenger cars yet developed.

"They surpass any other cars in the world in speed, comfort and luxury," said Chairman Saunders.

The service began with a single six-car train each way between New York and Washington. A second round-trip six-car train went into service February 10. Thirty-eight more cars have been built and are being tested.

"As soon as additional cars meet standards for performance, dependability and safety, we will increase the number of Metroliner trains," Mr. Saunders said.

When all the new cars are accepted, there will be trains every hour between Washington and New York, and every 30 minutes between Philadelphia and New York. These will include trains using regular equipment.

The fare in Metroliner coaches is the same as in ordinary coaches plus a surcharge of \$1 for trips up to 174 miles, and \$2 for 175 miles and over.



Metroliner's air compressor gets a final check at Washington by Electrician Archie Bell and Asst. Foreman William C. Usher.



En route to Philadelphia, Secretary of Transportation Alan S. Boyd chats with PC President Alfred E. Perlman and Congressman William B. Widnall, N. Jersey.

The fare for Metro Club cars is the same as in ordinary parlor cars.

Thus, a coach passenger can ride from Washington to New York for \$12.75—\$5.15 less than the lowest airline fare—with more comfort and room than in an airliner. And since the trip is from center-city to center-city, he eliminates the problem of fighting auto traffic to and from airports, and thus may reach his destination faster than by plane.

The inaugural run got a big send-off at Washington's Union Terminal. There was a U.S. Navy band and a Marine color guard.

There were speeches by Chairman Saunders, by Alan S. Boyd, Secretary of Transportation in the Johnson Administration, and by John H. Volpe, his successor in the Nixon Administration.

Said Mr. Volpe: "I want to say to the people of Washington and New York and all points in between: The Metroliner is your train. Use it. Tickets are ready."

Then Mr. Boyd's wife, Flavil, inserted a key into the side of the car, gave it a half turn, and, as she said, "the doors opened like magic."

As the train headed out through the maze of tracks north of Union Terminal and onto the main, some riders commented on a degree of roughness and rocking.

"Where is this welded rail I've heard about?" asked Congressman Dan Kuykendall, of Tennessee.

"We're almost on it," a Penn Central official assured him.

And soon over the train loud speaker came the voice of Robert B. Watson, coordinator of the Northeast Corridor Project: "Our speed is 110 miles per hour. We are now on welded rail."

"This feels much better," said Congressman Kuykendall, a member of the Subcommittee on Transportation and Aeronautics in the House of Representatives.

(The Metroliner cars are built to reach 160 miles per hour, but initially the speed is being kept to 110.)

Moving through the train, distributing pamphlets and answering questions, were ten Metro Misses. They were Penn Central clerks and secretaries, dressed in Metroliner colors: black blouses, orange skirts.

One Metro Miss, Barbara Tull, a key-punch operator, demonstrated how the overhead light at each seat can be controlled by the passenger. Her audience: Congressman Samuel N. Friedel, of Maryland, and former Congressman Horace R. Kornegay, of North Carolina, both strong backers of the legislation that produced the Northeast Corridor Project.

Congressman Friedel, chairman of the House Subcommittee on Transportation and Aeronautics, recalled a trip he made on the famous Tokaido line in Japan.

"This Metroliner equipment exceeds what they have in luxury and comfort," he said. "They have an advantage in their roadbed, because



Miriam Moten, a Metro Miss, explains the train's features to Mrs. Leonor K. Sullivan, U. S. Congresswoman from Missouri.

it was built from scratch—a straight route, elevated, with no grade crossings.

"But the ride on the Metroliner, outside of the few rough spots at the beginning, is smooth and wonderful. I think the Metroliner will recapture a lot of passengers who now use the

Continued on Page Two

U.S. Navy bandsmen give a rousing sendoff as people board the train for its first run.



Continued from Page One

airlines or private automobiles."

Trainman Roy H. Gotwalt stopped to demonstrate the fingertip control of the seats to a newsman from India, Tattamangalam Viswanatha Parasuram, correspondent of the Indian Express Newspapers.

"Periodically I fly from Washington to New York for the U.N. meetings," the correspondent said, "and I find it's taking longer and longer—longer to take off, longer to land. If you can keep this train on time and clip the time somewhat, this will be very competitive with airlines."

In the next car, Mrs. Nuala Pell, wife of the Senator from Rhode Island ("Nuala is a Gaelic name," she explained), was saying how much she enjoyed the prospect of riding the Metroliner on her frequent trips from Washington to New York.

"The idea of a fast ride directly to the center of the city, and not having to be stacked up over an airport—it's wonderful," she exclaimed.

The tinted-glass windows, the wall-to-wall carpeting and the contour-designed seats won the approval of Leonora K. Sullivan, Congresswoman from Missouri and member of the House Banking and Currency Committee.

"This is as comfortable as your living room," she said.

Seated nearby was Congressman William B. Widnall, ranking minority member of the Banking and Currency Committee and a sponsor of the Mass Transit Bill.

"I'm delighted to see this train come," he said. "When changes are made in some curves and alignments, even more substantial savings in time should be effected."

"People have finally become convinced of the need of such service. I believe that Congress will cooperate in providing additional funds in this area of vital need."

The train's radio telephone system brought praise for its fast service and clear reception, and its convenient ability to handle incoming as well as outgoing calls. The train loudspeaker pages the person being called—"Mr. White, there is a call for you in the third coach."

The Metroliner's inaugural run included a two-hour stopover at Philadelphia for a luncheon in Penn Station—30th Street.

Addressing the diners, Mr. Saunders



Conductor Elden A. Fisher uses the train public address system to call stations.

Spoke about the delay in getting the Metroliner service started, due to technical difficulties with the complicated equipment.

But he emphasized that "the 32 months which we spent in this undertaking is considerably shorter than the seven years of research, development and testing which the Japanese required to initiate their Tokaido high-speed line."

Mr. Saunders pointed out that Penn Central has paved the way for the new service with "new welded rail, heavier catenary wire, improvements in communications, station modernization and the retraining of some 3000 employees." The Railroad is spending more than \$45 million on the High Speed program. The Federal Government is contributing \$11 million.

Senator Pell talked about his eight-year campaign for the idea of a modern, high-speed rail service in the Northeast Corridor.

"Many people discouraged me," he said. "Mr. Saunders encouraged me. And I hope that Penn Central will continue in its leadership in this field."

"I don't want to minimize the contribution of the Government. But the railroad has made a much greater contribution, and the Penn Central deserves full credit for the investment it has made in the Northeast Corridor."

"Now I hope the people will use these trains. Only by using them will we get more trains and the service we should have."

Alan S. Boyd, making one of his final appearances as Secretary of Transportation, explained why the Federal Government is deeply interested in the project:

"We shall be facing in the next few years, here in this Northeast



The train rips through a ceremonial banner as it passes through Wilmington, Delaware.



While passengers attend luncheon in Philadelphia, Thomas Porter tidies his car.



During layover, Car Inspector Charles P. DelSordo checks all parts of the train.

Corridor, transportation problems of staggering proportions.

"The successful resolution of these problems is certain to require Government assistance."

"This Metroliner will help us determine how we can best provide that aid."

"More directly, we mean to find out, first, if rail passenger service between Washington and New York can be made sufficiently attractive to lure back to the railroads lost patronage. Secondly, we seek to know if that patronage is big enough to make that service profitable to the railroads."

"I am optimistic on both of these points."

"The Metroliner represents substantial technological advance. There is much about the train to lure customers."

"I do not, however, think success will be automatic. There is work to be done."

It is up to the Railroaders, he emphasized, to make the program work.

As the Metroliner resumed its journey to New York, Railroaders concurred with Secretary Boyd that it would take not only good equipment but also good service and good handling of the public to make the Metroliner a success.

"A single act of discourtesy or impatience by one employee could undo much good accomplished by others," said Robert B. Watson, who has been Penn Central's coordinator of the Northeast Corridor Project for the past 2½ years.

"It's a pleasure to work in this supermodern car," said Thomas Porter, a parlor lounge attendant, "and I guess we can make it a pleasure for the passengers."

And Conductor Elden A. Fisher concluded:

"With this fine new equipment, if we handle the passengers right we can make them forget the airlines."



PC President Perlman lunches with Philadelphia Mayor Tate, who later told the diners: "This rail corridor adds a whole new dimension to travel in the Northeast."

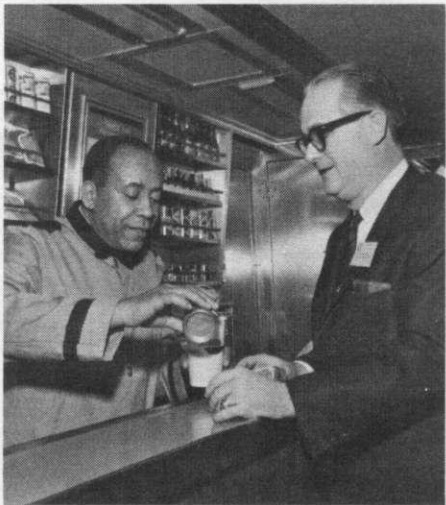


Alan S. Boyd is presented with Metroliner memento by Chairman Stuart T. Saunders.



Metro Miss Barbara Tull shows Congressman Samuel N. Friedel, Maryland, and former Congressman Horace R. Kornegay, N. C., how rider controls his own lighting.

Metro Miss Mary Lee Haughey, a PC secretary, points out decorative details to Susan Grober, of Daily Pennsylvanian.



In a snack-bar coach, Attendant Monroe Johnson, Jr., pours a soft drink for U. S. Congressman Kuykendall of Tennessee.

J. A. McDonald, vice president, Canadian National Railroad, has PC's Charlie Barber explain Metro Club Car meal service.

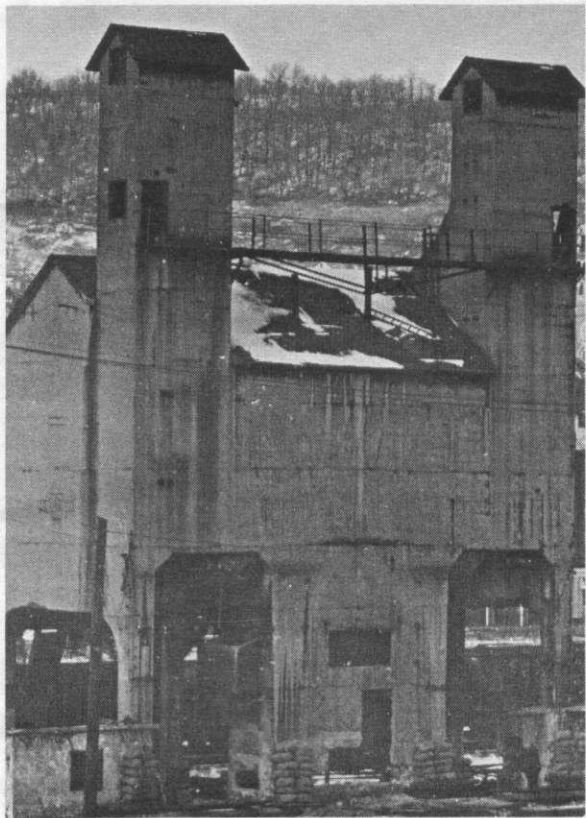


Mrs. Claiborne Pell tries out the Touch Tone phone that can call anywhere. Minimum rate is \$1 and tax for first 3 minutes.

In car vestibule, Richard Witkin, transportation writer for the New York Times, has interview with U. S. Senator Claiborne Pell.



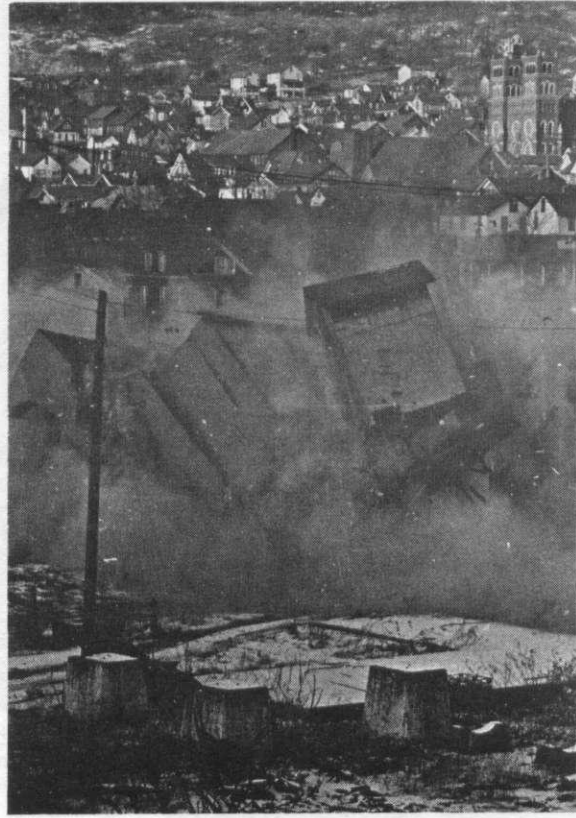
And it all came tumbling down....



Many a steam engine used to stop at this building in Conemaugh Yard, near Johnstown, Pa., to take on coal and sand. When steam ended, diesel engines still patronized the station to take on sand for traction. But in course of time even this mission ended.



Orders went out that the building was to be removed as part of the Railroad's streamlining program. Experts laced the foundations with explosives. Then, after people were warned away and a nearby bridge was closed to all traffic, the order came through: Blast!



From a height of one hundred feet, everything came tumbling down—roof, towers, 200-ton hoppers. The debris was used to fill in an old unneeded turntable and inspection pits, and the coaling station slid into history. (Johnstown Tribune-Democrat photographs)

Diesels and Easels



The painter is also an artist. And there's a difference.

On the job, John J. DeStefano paints Penn Central diesel engines in Juniata Shop, at Altoona, Pa.

Off the job, he paints in oils—still-lives, portraits, religious pictures, outdoor scenes.

His family is his favorite subject. Paintings of his wife and children hang throughout his home in Altoona.

His art has been shown in the Pennsylvania Academy of the Fine Arts, Philadelphia; the Carnegie Institute Museum, Pittsburgh, and the Museum of Modern Design, New York.

Several of his paintings are now in private collections. One, purchased from a Carnegie Institute show, portrays a crane working at Altoona Steel Shop. This painting is now part of the

permanent collection at the high school in Latrobe, Pa. It was recently returned to Altoona for display in the centennial celebration.

Mr. DeStefano was commissioned several times to paint portraits of retired railroad officials at Altoona for presentation at testimonial dinners.

He started painting with water colors in grade school and worked up to oils. He graduated from high school in 1935 and went to work for the PRR, decorating interiors of dining cars.

"I guess that's how I kept my hand in," he says. "It took a lot of talent to decorate those old cars."

"Now I'd like to do an extensive series of paintings about railroading. That would be the high point of my career."

For Sale: Metroliner Medallions



Medallions have been minted to commemorate the historic first run of the Metroliner.

Made in gleaming nickel-silver, the medallions are offered for sale at \$1.25 each.

Both faces are shown at left in actual size.

The coupon at right may be used for orders.

The medallions were produced by the Franklin Mint, of Yeadon, Pa. This is the world's largest private mint, producing an average of 4,000,000 coins and medals a day.

The design for the medallion was conceived by Robert I. Alotta, manager of special projects in Penn Central's Public Relations and Advertising Department.

The design was then sculptured in clay on a plaster basin about the size of a 10-inch record.

Following precision coin-making techniques, a plaster cast was made of the clay sculpture, forming a "negative" of the original. Into this negative, the sculptor cut the finer details and carved the lettering.

Then a plaster cast—a "positive"—was made, into which the sculptor put finishing touches. When this was approved, a resin casting was made.

From this casting, a technician using intricate engraving equipment produced a positive image, reduced to medallion size, on a steel cylinder called a "hub." This was hand-finished under magnification (photo at left).

The hub was then pressed into blank steel to

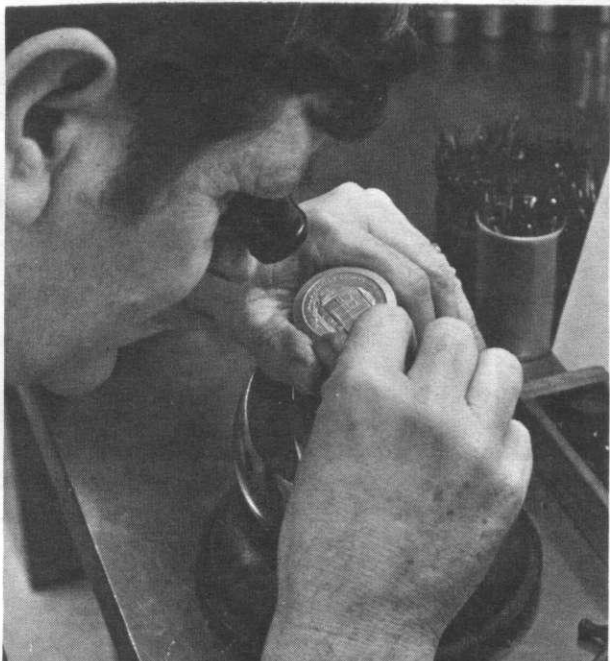
produce the die, the final negative image. The die was turned on a lathe, touched up, hardened and polished, and put through a final inspection.

The die was then inserted into an automatic press. Into the press were fed nickel-silver blanks, called "planchets," which had been previously made to size, annealed, cleaned and rimmed.

The die imprinted its image into the planchets with 200-ton pressure, transforming them into the finished medallions. After inspection, the medallions were released to Penn Central.

They constitute a unique memento of a landmark event in the history of railroading.

To: "Metroliner Medallion"
Penn Central Company
1040 Six Penn Center, Phila., Pa. 19104
Please send _____ Metroliner Medallions at \$1.25 each.
Enclosed is ☐ check or ☐ money order for _____ payable to Penn Central Company.
(Add sales tax if required in your area.)
My name: _____
My address: _____
(City) _____ (State) _____ (Zip) _____



NEW HAVEN JOINS THE FAMILY

Some callers were confused.

"They thought they had the wrong number," said Mary McLean, switchboard operator at South Station, Boston. "They were calling the New Haven and we answered 'Penn Central.'"

"You see, we started using our new name right away, and some of our customers hung up before we could explain that the New Haven is Penn Central now."

Mrs. McLean and about 9,000 other New Haven railroaders joined the Penn Central family at 11:59 P.M., December 31, 1968. They swelled the ranks of the far-flung family to approximately 100,000 employees.

"It feels good to be back with real operating people," remarked Herbert Armstead, assistant general yardmaster at Cedar Hill Yard, the largest freight yard on the New Haven.

"I've seen what Penn Central is doing around the country. I've seen how they make a railroad work. I think we're in for good times."

Inclusion of the New Haven added about 1500 miles of line to the nearly 20,000 already in service on Penn Central.

It also added two states—Connecticut and Rhode Island—to the 14 states, District of Columbia and two provinces of Canada already served by PC.

This addition opened a new direct line through New England, providing PC with a second entrance to Boston and its harbor and easy access to this densely populated, industrialized section of the country.

The inclusion will permit PC to increase its service both in and out of the area. Carloads and trailerloads of clothing, television sets, tools



At South Station, Boston, Mary McLean, Zita Roscoe and Dorothy Preen greet callers: "Good morning, Penn Central."

machine parts, candy, toys and other New England products can move by new direct routes.

Commodities coming into the area—meats, fruits and vegetables, coal, chemicals, building materials and other products—can be handled efficiently and economically.

"Being part of Penn Central is good all the way around," said Francis Martin, a coach carpenter at New Haven. "It's good not only for us workers, but also for the business in the towns and cities."

Studies for the inclusion of the New Haven have been going on ever since the Interstate Commerce approved the Penn Central merger and specified that the New Haven be part of the merged system.

"During the past year," said PC Chairman Stuart T. Saunders, "a task force of representatives of all departments of Penn Central has worked closely with its counterparts on the New Haven to formulate a practical and realistic procedure for



In Boston, Flavia Stutz and Barbara Dolan raise banner before map of New Haven.

phasing its operations into Penn Central."

Immediately after the inclusion, recommendations of this task force were put into action. The line's operations continued on schedule on January 1st. The transition was smooth and orderly, and work immediately started to make the New Haven an essential part of PC.

"These Penn Central guys sure work fast," remarked a machinist in the diesel shop. "I've worked with nothing but scrap and spare parts for the past few years."

"Now that's going out by the hopper full and new parts and materials are coming in. I'm sure glad to see it. I never saw the shop so clean."

The 96-year-old New Haven had deteriorated because of grave problems. It fell into bankruptcy twice in recent years and would have ceased operations January 1st if it had not been included in Penn Central.

Its revenues were affected by a sharp decline in the use of coal, a mainstay of its freight traffic, and the exodus of much of the area's heavy industry to the South and West.

"The heavy industry has been replaced by important light industry," said PC President Alfred E. Perlman. "But it is heavy industry that is the backbone of a railroad's profitability."

Both passengers and freight were diverted to new highways, particularly the Massachusetts and Connecticut Turnpikes, which parallel most of the railroad's right-of-way. Other passengers were lured away by the air shuttle service between Boston and New York.

"These difficulties have been compounded by the New Haven's inability to make expenditures for improvement of plant and equipment," Mr. Perlman pointed out. "This forced continued operation of outmoded and costly facilities and equipment."

The New Haven's 325 locomotives, 3,700 freight cars and 600 passenger-



In diesel shop at New Haven, Frank Miller rearranges materials for the changeover.

train cars are being fitted into the PC fleets.

"I guess that will make us about the biggest in everything," said Conductor William Hogan at Cedar Hill Yard near New Haven, Conn. "We saw plenty of PC cars come through the yard before, but now they're ours—we're all one railroad, and that means better service for everyone."

President Perlman said that converting the New Haven into a new Region of Penn Central will add to efficiency.

"We will eliminate duplication of functions, as well as provide the New Haven with the specialized skills and aggressive managerial direction necessary for modern railroad operations," Mr. Perlman declared. "We believe such things as our technical



Frank W. Cummings puts the new label on a passenger car in diesel shop at New Haven.



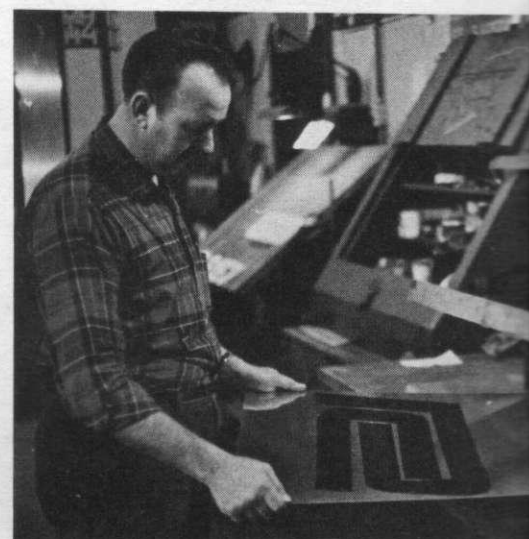
Frank J. Gulash, car repairman, marks the spots for drill in replacing NH herald.



J. Stopka, sheet metal worker, drills the holes for rivets to hold the new herald.



Ticket Seller John Powers greets customers for Penn Central at South Station, Boston.



Jerry Champagne takes first PC herald from silk-screen frame in New Haven shop.



John Davis, senior captain of attendants, brings 48 years of service and his special brand of courtesy to PC at South Station.

research center and the \$26 million a year we are spending in the field of cybernetics will reinvigorate the line.

"Shippers along New Haven lines will now have single-haul service to many southern and western points. For the first time, they will be able to use a single trunk-line system extending as far west as Chicago and St. Louis. As the great bulk of all New Haven freight either originates in or is destined for points within PC territory, faster and more efficient service will be a natural consequence.

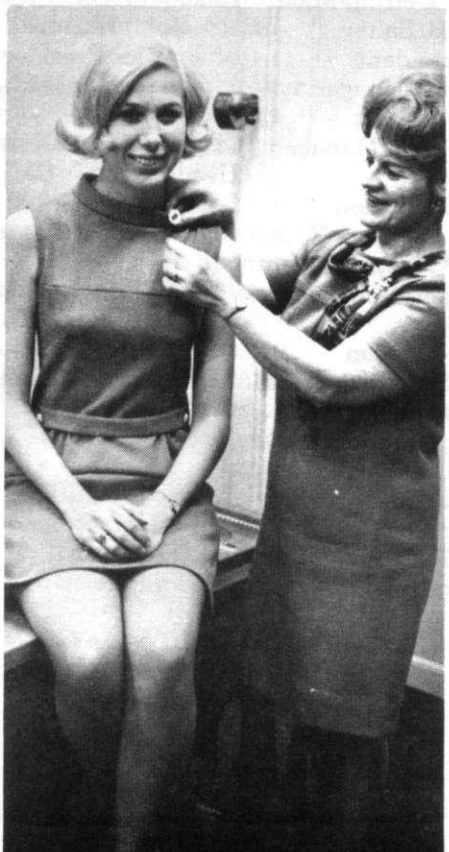
"New Haven shippers also will be able to avail themselves of the many kinds of new and specialized equipment Penn Central has acquired. They will have access to our marketing specialists who can aid them in their distribution problems."

The inclusion will eliminate many interchange points where formerly Penn Central and the New Haven had to halt their freight cars and hand them over to the other road. Another advantage is a wider choice of routes, assuring shippers that freight will get the best possible move to destination.

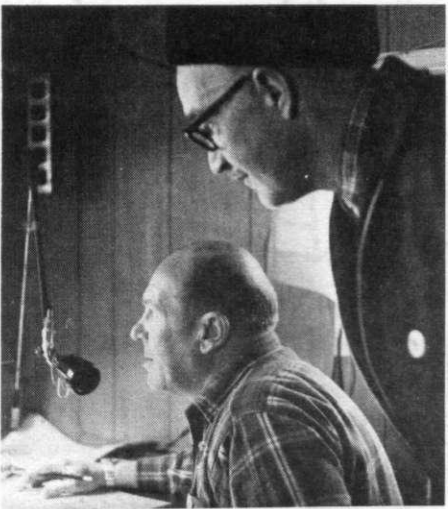
"We must effect constructive changes in every phase of the New New Haven's operations," declared Chairman Saunders. "We are determined to revitalize the New Haven and make it a viable and productive part of the Penn Central system."

Mr. Saunders also stressed that adequate public funds will be needed to help assure continued passenger ser-

In New Haven, Marie Pero attaches button to collar of Sharon Fitzgerald's dress to tell everyone: "Call Us Penn Central."



Engineman Frank Sargent, with 48 years of service, says, "It's all for the better."



Kenneth Pierce, hump master in Cedar Hill classification yard at New Haven, relays orders for Yardmaster Herbert Armstead.

vice in the area.

The coming era of change is evident to New Haven people. "I feel being part of Penn Central will improve all operations," said Russell Bownes, a cashier in the stationmaster's office at New Haven.

"There's going to be a lot of changes. I can see some of them now—they're cleaning up the station and the offices—and I can visualize others."

"When you think it over, it's better all the way around now," said Hugo Gentile, a machinist in the diesel shop at New Haven. "Naturally this is a lot better than seeing the New Haven go down the drain."

"And Penn Central seems to be interested in us. They're giving us plenty of work to do and there is this job protection."

"I'm enthusiastic about the change," remarked John Recchia, baggage checkman at Boston's South Station. "I don't know what Penn Central has in store for me, but I intend to help in every way possible."

"I'll put everything I've learned in my time on the New Haven into making it work for Penn Central."



Conductor Bill Hogan pulls pin on PC gondola in Cedar Hill Yard, saying, "They're ours."



Coach Carpenter Francis Martin tapes edges of newly cut window glass in shop at New Haven. Shop is a converted coach.

PROTECTION FOR EMPLOYEES

The PRR-NYC merger protection agreement applies also to most New Haven employees represented by unions that have signed the agreement.

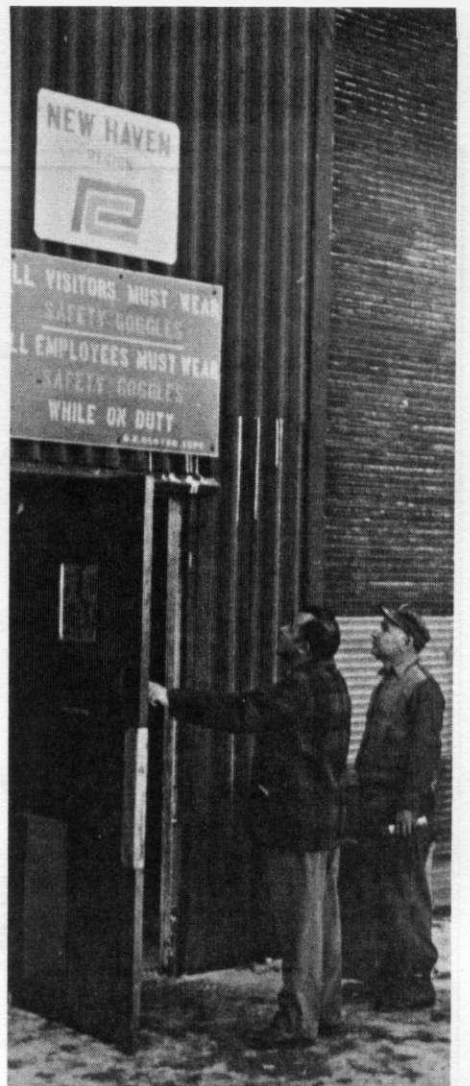
This assures that these employees will not be removed from the payroll because of the inclusion of the New Haven in Penn Central.

These employees will have this protection subject to natural attrition—that is, until retirement, death, resignation, or dismissal for cause in accordance with applicable agreements.

Protected employees may be furloughed if railroad business drops more than 5 percent in any 30-day period compared with the level during a specified previous period. Employees thus furloughed are to be recalled within 15 days when business increases to the pre-furlough level.

The Company may transfer work to other locations on the System. Employees who are given the opportunity to transfer to a new location involving a change of residence will be entitled to transfer expenses. They may choose not to move and instead accept a lump-sum separation allowance.

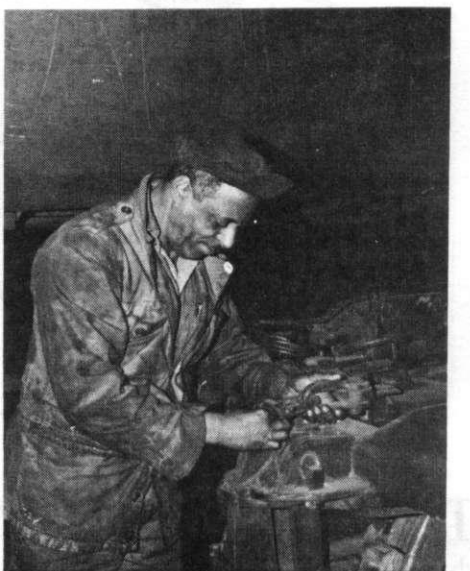
There are also protective provisions for most employees not covered by union agreements.



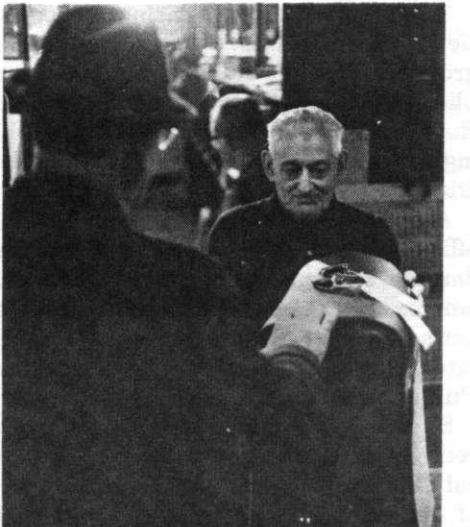
Stephen Monasco and Anthony Simone find there is a new sign above the entrance to their diesel shop in New Haven, Conn.



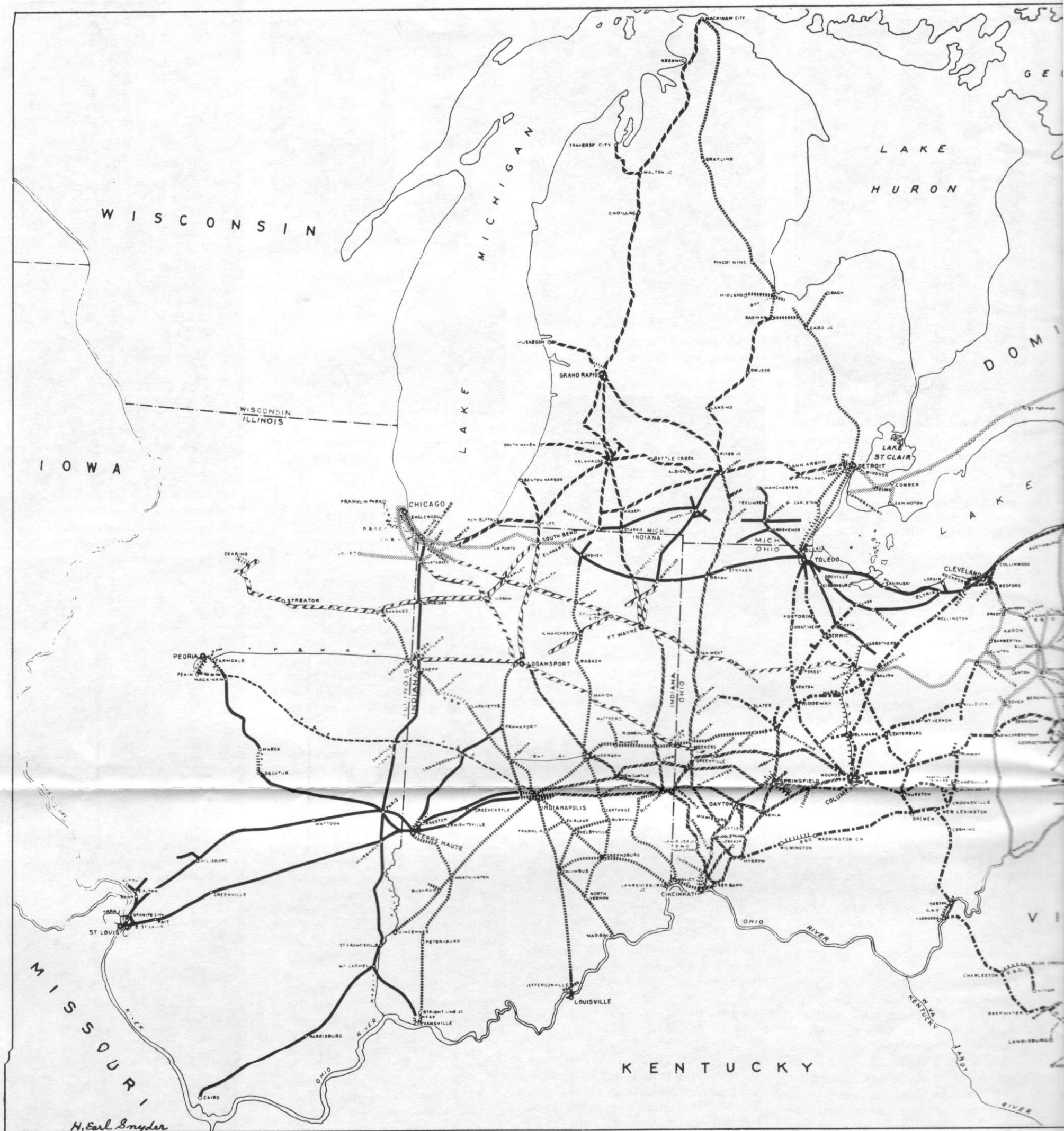
David McCarthy, draftsman at Boston, says he's pleased to be part of Penn Central.



Machinist Domingo Teixeira wears his Call-Us-Penn-Central button in New Haven



Baggage Checkman John Recchia puts 50 years of service on the New Haven to work for Penn Central at South Station, Boston.



This is the most recent map of the Penn Central System. The map is subject to change as experience points the way to more efficient arrangements of the Railroad's Divisions.

The map shows 25 Divisions. These basic operating units of the Railroad are grouped into nine Regions. To avoid complicating the map, the boundaries of the Regions are not shown. However, the listings at the right tell in which Region each Division belongs.

A number of System departments have offices in the field which do not come under the Regional general managers. Examples are Freight Sales, Coal Sales, Marketing, Industrial Development & Real Estate, Purchases & Materials, Legal, and Public Relations & Advertising.

Similarly, major repair shops are directly responsible to the System Mechanical Department; and engineers in charge of certain major projects report directly to System Engineering officers.

WESTERN REGION
Headquarters: Chicago, Ill.
Howard C. Kohout
Vice President
and General Manager
Donald A. Swanson
Assistant General Manager

Fort Wayne Division
Headquarters: Fort Wayne, Ind.
George A. Streett
Division Superintendent

Chicago Division
Headquarters: Chicago, Ill.
William T. Ewing
Division Superintendent

SOUTHERN REGION
Headquarters: Indianapolis, Ind.
Raymond C. Harrison
General Manager
Kenneth E. Smith
Assistant General Manager

Cincinnati Division
Headquarters: Cincinnati, O.
Carl G. Yund
Division Superintendent

St. Louis Division
Headquarters: Indianapolis, Ind.
John A. McConnell
Division Superintendent

Columbus Division
Headquarters: Columbus, O.
William D. Murphy
Division Superintendent

Indiana Division
Headquarters: Indianapolis, Ind.
Karl F. Kalsow
Division Superintendent

NORTHERN REGION
Headquarters: Detroit, Mich.
William B. Salter
Vice President
and General Manager
Walter L. Butz
Assistant General Manager

Michigan Division
Headquarters: Jackson, Mich.
Richard P. McFeaters
Division Superintendent

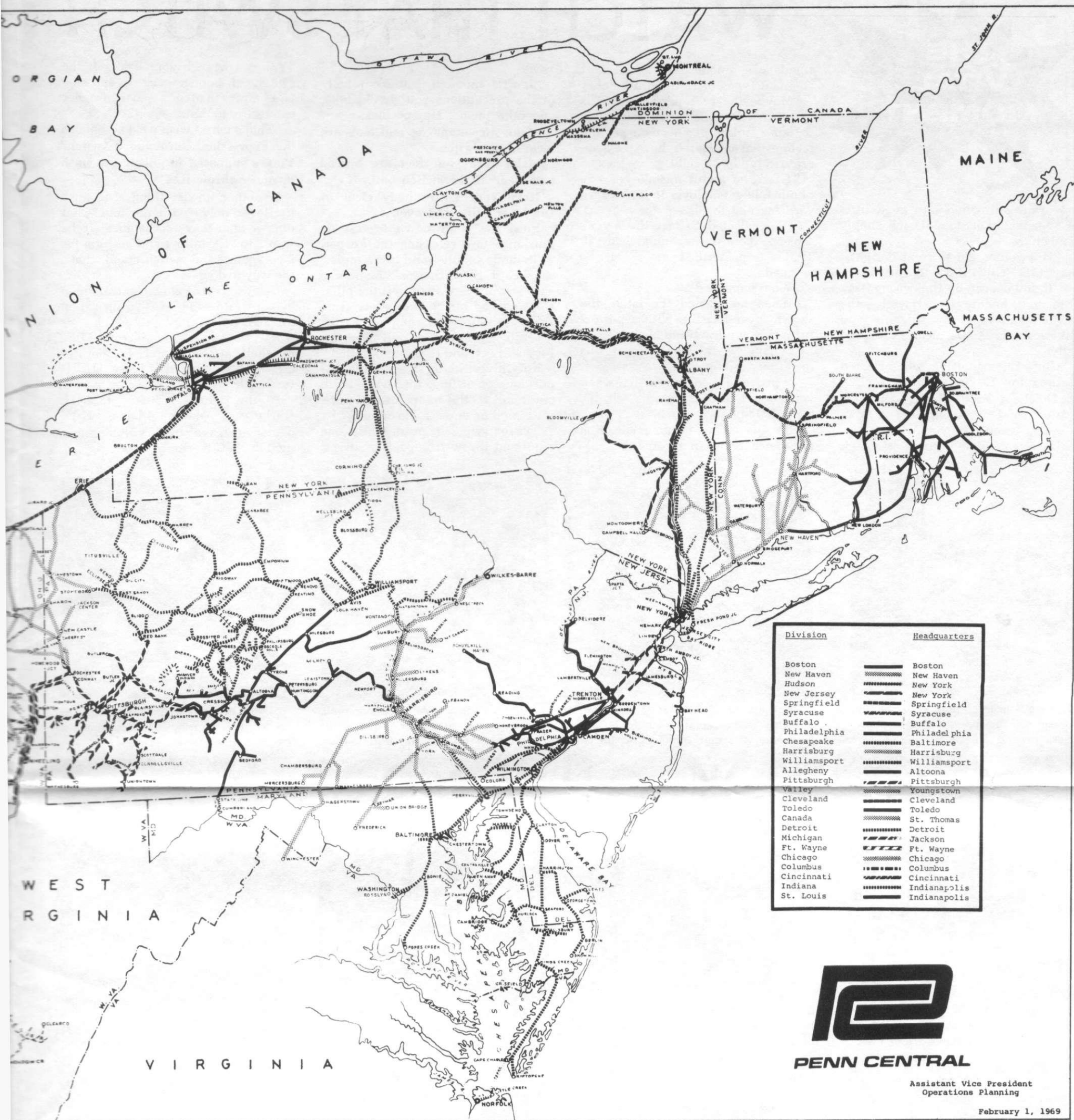
Canada Division
Headquarters: St. Thomas, Ont.
H. Morris Babcock
Division Superintendent

Detroit Division
Headquarters: Detroit, Mich.
Cletus E. Gratz
Division Superintendent

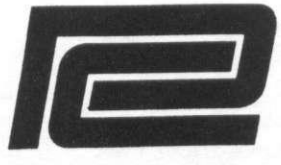
LAKE REGION
Headquarters: Cleveland, Ohio
John H. Burdakin
Vice President
and General Manager

Cleveland Division
Headquarters: Cleveland, Ohio
Robert V. Brinkworth
Division Superintendent

Toledo Division
Headquarters: Toledo, Ohio
Robert J. Slater
Division Superintendent



Division	Headquarters
Boston	Boston
New Haven	New Haven
Hudson	New York
New Jersey	New York
Springfield	Springfield
Syracuse	Syracuse
Buffalo	Buffalo
Philadelphia	Philadelphia
Chesapeake	Baltimore
Harrisburg	Harrisburg
Williamsport	Williamsport
Allegheny	Altoona
Pittsburgh	Pittsburgh
Valley	Youngstown
Cleveland	Cleveland
Toledo	Toledo
Canada	St. Thomas
Detroit	Detroit
Michigan	Jackson
Ft. Wayne	Ft. Wayne
Chicago	Chicago
Columbus	Columbus
Cincinnati	Cincinnati
Indiana	Indianapolis
St. Louis	Indianapolis



PENN CENTRAL

Assistant Vice President
Operations Planning

February 1, 1969

CENTRAL REGION Headquarters: Pittsburgh, Pa. George M. Smith Vice President and General Manager William C. Wieters Assistant General Manager	EASTERN REGION Headquarters: Philadelphia, Pa. John M. McGuigan General Manager E. Robert Adams Assistant General Manager	NORTHEASTERN REGION Headquarters: Syracuse, N.Y. Frank S. King General Manager	NEW YORK REGION Headquarters: New York City Robert F. Lawson General Manager	NEW HAVEN REGION Headquarters: New Haven, Conn. Jeremy Taylor General Manager
Allegheny Division Headquarters: Altoona, Pa. Charles R. Spence Division Superintendent	Philadelphia Division Headquarters: Philadelphia, Pa. Robert A. Herman Division Superintendent	Buffalo Division Headquarters: Buffalo, N.Y. Kenneth J. Tomasevich Division Superintendent	Hudson Division Headquarters: New York City John B. Hitchcock Division Superintendent	New Haven Division Headquarters: New Haven, Conn. Joseph F. Spreng Division Superintendent
Pittsburgh Division Headquarters: Pittsburgh, Pa. Robert A. Rutledge Division Superintendent	Chesapeake Division Headquarters: Baltimore, Md. Fred I. Doebber Division Superintendent	Syracuse Division Headquarters: Utica, N.Y. Edmund D. Joslin Division Superintendent	New Jersey Division Headquarters: New York City Paul A. DiGangi Division Superintendent	Boston Division Headquarters: Boston, Mass. Ernest C. Cross Division Superintendent
Williamsport Division Headquarters: Williamsport, Pa. Theodore E. Jordan Division Superintendent	Harrisburg Division Headquarters: Harrisburg, Pa. Paul F. Schwartz Division Superintendent	Springfield Division Headquarters: Springfield, Mass. William R. Foster Division Superintendent		
Valley Division Headquarters: Youngstown, O. William L. Holler Division Superintendent				

THE VITAL MOMENT

A railroad switch is a good little gadget that does its job simply and effectively.

"But you've got to treat it right," says C.B. (Cliff) Silverthorne.

"If you operate it the wrong way—if you handle it carelessly—the switch can react by slugging you like a mule. And I mean that literally."

Cliff Silverthorne, who started railroading 16 years ago as a clerk at Colehour Yard, Chicago Division, is now chief safety engineer in Penn Central's Safety Department.

He reports that injuries at switch

stands are among the dozen most common types of railroad accidents.

"Maybe the reason," he says, "is that a switch is such a familiar thing, so tame looking, some men get the feeling that no matter how they operate it, it'll be all right."

"That's an awful mistake, as one of our fellow employees in an Eastern yard learned to his sorrow."

"He neglected to test the lever's tension before he unlatched it. That's a prescribed step. But he skipped it."

"What happened?"

"When he opened the latch, the switch lever flew up with a powerful spring and fractured his jaw."

"I hope we all learn from this man's misfortune."

"It proves all too clearly that when you get set to operate a switch, it's a **Vital Moment**."

"It's the moment that means the difference between safety and sor-

row."

"It's the moment to think quickly of the precautions you should take, and take them." He specifies:

Make sure employees and tools are clear of the switch.

Make sure your feet are braced and clear of the switch ball.

Have your entire body clear of the lever's line of travel.

Push the lever down to test its tension before releasing the keeper.

"Sounds simple—and it is simple," says Cliff Silverthorne. "Men who skip any of these steps and the other steps spelled out in the Safety Rule Book are simply tempting injury."

"And you never can tell when injury will respond to the temptation."

Mr. Silverthorne stresses the importance of lifting the lever with one hand to the midpoint and then pushing it down with the other.

"Never swing it around with one hand and throw it down," he urges.

"You can wrench your back. Or the switch can bounce back up and slug you. More than one sad railroader can testify to that."

"That's why I wish we'd all abolish the expression, 'throwing a switch.' You're supposed to pull it and push it, never throw it."

"Another unwise thing is to push the lever down with the foot. That puts a man way off balance. If he wants to risk falling and gashing his face against the switch stand, that's the way to do it."

Below, two Penn Central men demonstrate safe switch operation for their fellow employees.

At the left, Conductor Mike Mitchell, at Camden, N.J., operates a low switch, typical of those in PRR territory.

At the right, Conductor John H. Burke, at White Plains, N.Y., demonstrates a high switch, common in NYC territory.



1. Mike Mitchell warns trackmen that switch will be operated, makes sure there are no objects left in the way.



2. Conductor Mitchell gets firm footing, with his foot not under switch ball, body clear of the lever's arc of travel.



3. He pushes the lever down to test the tension, to feel whether it might react strongly and need special care.

4. Keeping a firm grip on the switch ball so it won't spring up at him, he releases the keeper (latch) with foot.



5. He lifts the lever not more than 3 inches, then replaces his foot between the ties and continues to lift.



6. At the midpoint, he changes hands to push lever down, never letting go of it or using foot to push it down.



7. Making sure his foot is not in the way, he pushes lever all the way down and assures it is latched by the keeper.

8. Finally he examines switch point to make sure it is tightly aligned to stock rail and isn't blocked by any object.



1. After making sure employees and tools and materials are clear, John Burke grasps lever at end and tests tension.



2. At arm's length and with feet well braced, he lifts lever slowly to release tension, hand not fully closed.



3. He lifts to horizontal, then puts one foot between the ties, the other on the side of tie to which lever will go.

4. In this braced position, he pulls the lever as far as he can move it without changing the position of his feet.



5. Now he shifts both feet outside the switch ties, bracing one foot against the tie, and completes pull on lever.



6. He lowers the lever and pushes it into the keeper slot. He does not use foot to force the switch lever down.



7. He checks the switch point to make sure it fits snugly against the stock rail before authorizing train movement.

8. When the move is completed, he restores the switch to former position and locks it to prevent any tampering.



'Prep Center' in the meadows

Four long and four short.

No, that's not an engineman's signal. That's the track layout at the new Ford Motor Company "prep center" next to Penn Central's Garden Yard in Port Newark, N. J.

This is the second establishment of its kind set up by Ford. Here, new automobiles are serviced for delivery to dealers, missing parts replaced and any damage repaired.



Gene Allen tries out a new railmobile on the new track at Ford's Prep Center.

In the vast acreage around it, new cars are stored for dealers. This eliminates the need for large storage areas in the heavily populated cities in the Metropolitan New York-New Jersey area.

PC crews installed almost two and a half miles of new tracks here. This installation can hold 75 of the 89-foot auto carriers and is expected to move 5,000 of them in annual traffic.

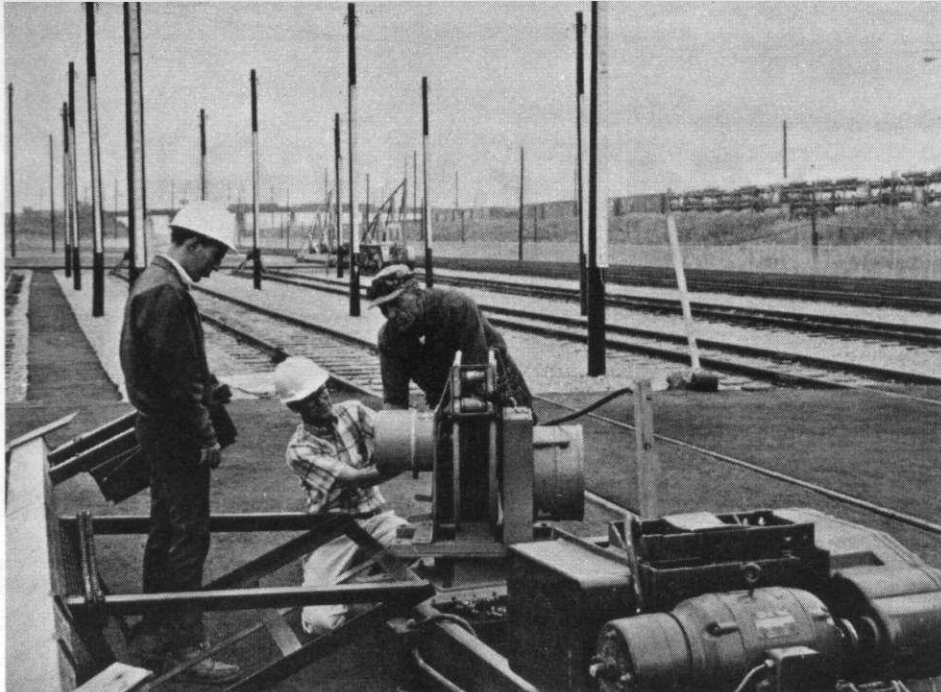
D. K. Hennessy, PC assistant engineer, was in charge of the field engineering.

"It sure is a nice setup," said Willie Brooks, PC track foreman. "They should be able to move their cars pretty fast with it."

Mr. Brooks explained that two of the long tracks are used for storage of empty, outbound carriers. The other two are used to hold loaded inbound carriers.

All four of the short tracks are used for unloading the new Ford, Lincoln and Mercury autos. Each track can hold two of the auto-carrying flatcars.

For unloading the autos, PC men installed a new kind of ramp that moves on its own tracks. It runs along the stub ends of the unloading tracks and extends above the bumping blocks to let the autos be



Penn Central men assemble a hoist to be used for unloading pickup trucks from flatcars.

rolled down and be moved to the storage area.

New pickup trucks arriving on flatcars are unloaded by means of a mobile hoist.

"It took more than a year of study to help the Ford Company decide to locate its center here," said Vincent J. Floyd, director of industrial development.

"The whole area was just undeveloped meadow land.

"Now there's a rail facility, plus the plant which Ford built. Penn Central invested about \$1 million in providing the rail installation and anticipates about \$2 million in annual revenue from it.

"It seems like a good deal all the way around—for Penn Central, its employees and the Ford Company."



Electrician Walter Salkewicz makes final connection on movable ramp designed for unloading new automobiles from flatcars.

Steam train's a-coming

Steam engine fans will have the opportunity of a lifetime when a steam-powered train leaves New York on May 3 for a 15-day journey to Utah and back.

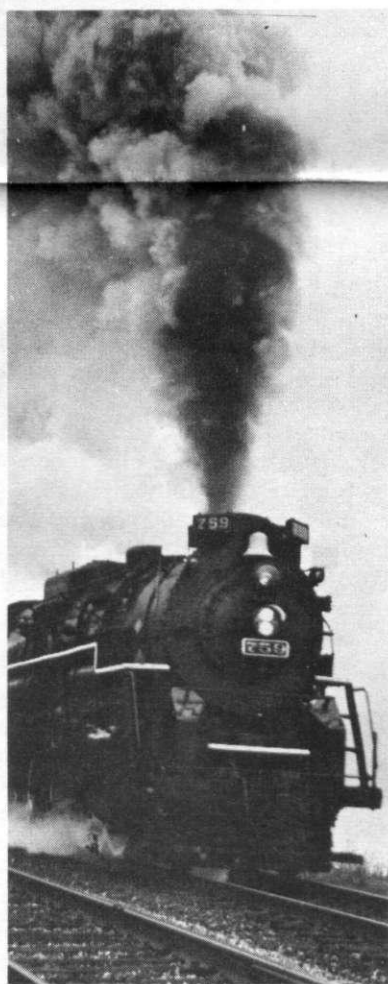
This train will be a highlight in the centennial celebration of the completion of the transcontinental railway network. The ceremony of driving the Golden Spike at Promontory Summit, Utah, on May 10, 1869, will be reenacted as part of this celebration of railroad history and progress.

The cross-country trip is being sponsored by the High Iron Company, with the cooperation of four railroads—Penn Central, Norfolk & Western, Western Maryland and Union Pacific.

For most of the journey, the train will be powered by Old 759, a Berkshire-type steam locomotive originally built for the Nickel Plate Railroad. The same engine was used recently in a Penn Central excursion to Niagara Falls, reported in the January issue of the PC Post.

Between Kansas City and Salt Lake City, the power will be provided by a 6600-horsepower diesel, the world's newest and most powerful locomotive.

The train will consist of the most modern cars available—five coaches, twin-unit diner, parlor-dome car, observation car. There will be three baggage cars, containing displays depicting the history of the American railroad industry, plus a look into railroading's



future.

Each night the train will stop at a major city for inspection by the public, and passengers will spend each night in hotels.

The complete schedule is still being worked out, but overnight stops are already planned in Buffalo, Cleveland, St. Louis, Kansas City, Cheyenne, Rawlins, Salt Lake City—and, on the return trip, in Lima, Ohio; Pittsburgh, and Hagerstown, Md.

Tickets, costing \$995 each, including hotel accommodations, will be sold to the public on a first-come, first-served basis.

Persons interested should write to the High Iron Company, Inc., P.O. Box 200, Lebanon, N.J. 08833.

Literary Conductor

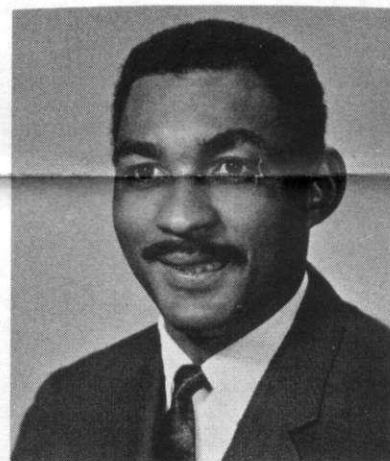
After a day's work on the Railroad, John W. Spears goes home to his family—and manuscripts.

This freight conductor, who's assigned to Penn Central's Conway Yard, Pittsburgh Division, writes poems, short stories and articles, and is now working on a novel.

"When I get home from work," he says, "I get something to eat, take a nap till about 9 P.M., then get up and write about three hours."

Two of his poems have been set to music. They have been published by the George Liberate Music Publishing Company, and put on records by M-R-S Recording Company in Hollywood.

Conductor Spears has been writing lyrics since he was 17, and has studied writing through



correspondence courses.

He says a publisher has expressed interest in his unfinished novel. It deals with an American girl who works in Japan and falls in love with an Air Force officer. This fictional account is interlaced with factual material about Japan, where Mr. Spears served two years with the U.S. Army.

Mr. Spears does all his writing in longhand. But he plans to take a typing course this fall to increase production.



Conductor J. W. Spears, at right, poses with men of his train crew at Conway: Brakeman J. G. Bender, Brakeman G. A. Lucente and Engineman P. J. Ribaric.

NEW APPOINTMENTS

SYSTEM OFFICES

Executive Vice President

Graham, J. W. Administrative Asst.

Accounting Department

Eggert, F. S. Accountant
Kelly, J. M. Spec. Accountant
Ruehling, H. J.
Supvr.-Branch Accounts & Analysis
Sleighter, D. B. Spec. Accountant
Tross, A. J. Accounting Analyst

Systems Development Department

Atkinson, D. V. Assoc. Computer Analyst
Bowman, R. B. Computer Analyst
Crowder, W. L. Computer Analyst
Feeney, M. T. Shift Supervisor
Friedel, J. Procedures Analyst, N. Y.
Haas, D. E.

Computer Analyst Trainee, Altoona
Lane, R. P. Procedures Analyst
Lingerman, E. W. Computer Analyst
Miller, P. L. Sr. Systems Analyst
Morescalchi, A. Computer Analyst Trainee
Murphy, R. J. Project Mgr.
Porreca, C. A. Assoc. Computer Analyst
Savage, V. L. Asst. Mgr.—Analyses Programs
Smith, J. S. Sr. Systems Analyst
Thomas, E. L. Opns. Analyst
Verzinski, L. E. Systems Analyst
Walters, J. R. Advisory Procedures Analyst

Engineering Department

Ashworth, C. J. Head Clerk
Baxter, W. Sr. Civil Engr.
Berkshire, H. B. Engr.—Track
Brant, C. L.
Off. Engr.—Comm. & Sig. Construction
Daley, E. T. Supvr.—Field Equip.
Dorwart, F. T. Clerk—Steno.
Duncan, J. F. Asst. Engr.—Matl.
Kemmerer, W. G. Mgr.—Track Matl.
Penner, J. A. Architectural Engr.
Studdy, J. A. Elec. Engr.
Yespelkis, C. C. Planning Engr.

LAKE REGION

Alexander, H. T. Sr. Civil Engr. M/W
Blair, R. T. Asst. Supvr.—Train Opn.
Braatz, K. E. Budget Analyst (M/E)
Gaede, S. W. Examiner—Labor Rel.
Gladziszewski, E. W. Supvr.—Genl. Accounting
Kestner, J. W. Co-op Student Engr. M/W
Pappas, S. D. Steno-Clerk (Labor Rel.)

Cleveland Division

Blevins, A. C. Capt. of Police, Cleveland
Hopes, H. W.
Gen. Yardmaster (Night), Rockport
Kilrain, D. C. Trainmaster, Cleveland
Koluder, J. J. Genl. Yardmaster, Collinwood
Myers, G. N. Asst. Div. Engr., Cleveland

Toledo Division

Cashner, F. R. Asst. Div. Engr., Toledo
Cory, L. R. Asst. Trainmaster, Fairlane
Larson, A. R.
Asst. Supvr.—Damage Prevention, Fairlane
Murtaugh, J. T. Asst. Trainmaster, Elyria
Pittenger, R. S. Trainmaster, Toledo
Powell, C. S.
Supvr.—Damage Prevention, Toledo

SOUTHERN REGION

Birtcher, P. F. Jr. Budget Analyst
Brannon, R., Jr. Supt.—Stations
Charles, J. R. Reg. Supvr.—Car Utilization
Davison, H. C. Supvr.—Psg. Transp.
Doran, C. A. Mgr.—Damage Prevention
Doyle, R. F. Reg. Mech. Supt.
Dring, J. Supt.—Transp.
Eastwood, W. M. Jr. Budget Analyst
Eckles, R. T. Reg. Supvr.—Train Opn.
Ekstam, H. C. Reg. Safety Supvr.
Fallowfield, J. S. Diesel Locomotive Insp.
Fischer, M. E. Admin. Asst.
Fonseca, E. M. Mech. Insp., Dickinson, W. Va.
Gibson, E. Supt.—Labor Rel. & Pers.
Hamilton, W. R. Reg. Road Foreman
Hoff, W. W. Reg. Equip. Engr.
Hoffman, G. W. Supt.—Police
Martin, H. J. Genl. Supt. Transportation
Ness, H. J. Reg. Comptr.
Partridge, J. F. Reg. Indus. Engr.
Pierce, J. R. Jr. Budget Analyst
Probasco, L. W. Exec. Asst.
Schoen, J. M. Admin. Asst.
Strawser, T. B. Reg. Supvr.—Data Control
Sturm, S. A. Reg. Mech. Supvr.—Car
Tomlinson, R. T. Reg. Mech. Supvr.—Car
Williams, J. C. Reg. Mech. Supvr.—Loco.
Wohlhieter, J. P. Asst. to Genl. Manager

Cincinnati Division

Arthurs, N. L. Term. Trainmaster, Cincinnati
Harnish, P. J. Div. Engr., Cincinnati
Mefford, R. W. Div. Engr.—Track, Cincinnati
Sena, M. Off. Mgr., Cincinnati
Underwood, J. T. Supvr. Qual. Control, Cincinnati

Willenbrink, J. P.

Supvr. Term. Procedures, Cincinnati
Ribet, W. Genl. Frmn.—Track, Conway
Sill, J. B. Supvr.—Track, Greensburg

Indiana Division

Ball, R. E. Trainmaster, Petersburg
Beatty, V. L.
Motive Power Frmn., Jeffersonville
Bell, G. C. Supvr. Qual. Control, Indianapolis
Dietrich, R. O.
Supvr. Term. Procedures, Avon Yard, Indianapolis
Evans, J. R. Asst. Supvr.—Flexi-Flo Term., Jeffersonville
Kalsow, K. F. Div. Supt., Indianapolis
McCowan, E. R. Agent, Anderson
Rhodes, D. C. Agent, Indianapolis
Rice, J. W. Trainmaster, Anderson

NEW YORK REGION

Butler, G. P. Asst. Supt. Labor Rel. & Pers., N. Y.
Kohl, R. L. Reg. Mech. Supvr.—Loco., N. Y.
Schwab, K. F. Supt. Labor Rel. & Pers., N. Y.

Hudson Division

Hoffman, M. H. Asst. Psg. Agent, N. Y.

New Jersey Division

Anderson, J. R. Capt. Station Porters, N. Y.
Fisher, W. F. Capt. of Police, Newark
Naylor, W. W. Supvr.—Matl. & Equip., N. Y.
Noisette, L. G. Supvr. Station Porters, N. Y.

EASTERN REGION

Brooks, B. B. Asst. Supt. Labor Rel. & Pers., Baltimore
Erickson, A. C. Asst. Engr.
McCarthy, J. T.
Admin. Asst. to Chief Reg. Engr.
Patterson, R. B. Electronics Engr. C&S
Shuron, J. W. Asst. Supt., Labor Rel. & Pers.
Woodward, J. C. Examiner—Labor Rel. & Pers., Harrisburg

Philadelphia Division

Bartle, F. W. Asst. Div. Optr.—Rules Exam., Phila.
Bishop, N. L. Term. Trainmaster, Phila.
Campbell, W. F. Asst. Trainmaster, Morrisville
Kendig, W. J. Asst. Div. Optr., Phila.
Lort, C. G. Supvr. Catenary & Transmission (Spec. Duty), Phila.
Miller, H. D. Off. Engr., Phila.
Smith, J. L. Field Engr. C&S, Phila.
Smith, J. R. Engr. Elec. Traction, Phila.

Harrisburg Division

Crosby, J. Asst. Frmn. (Relief), Harrisburg
Frank, J. J. Trainmaster, Buttonwood
Lindquist, R. E. Transp. Supvr., Harrisburg
Sweigart, C. B. Supvr. Track, Enola

NORTHERN REGION

Arney, R. I. Supvr. Statistics
Ashley, G. E. Frt. Agent, Bay City
Czuk, J. S.
Supvr. Damage Prevention, Kalamazoo
Dickson, J. M. Engr. Asst.
Krohl, R. Examiner

Detroit Division

Gratz, C. E. Div. Supt., Detroit

Michigan Division

Walsh, A. A. Accident Clerk, Jackson

CENTRAL REGION

Dolish, R. C. Jr. Budget Analyst
Foran, R. E.
Spec. Accountant—Personnel Accounting
McCracken, W. M. Reg. Engr. Des. & Constr.
Roberts, M. R. Asst. Examiner, Youngstown

Allegheny Division

Bonfardin, L. P. Asst. Div. Engr., Altoona
Veza, R. P. Genl. Frmn.—Track, Johnstown

Pittsburgh Division

Gluth, R. M. Asst. Trainmaster, Conway
Mago, M. A. Genl. Frmn.—Track, New Kensington

Williamsport Division

Carns, J. F. Trainmaster, Olean
Feil, C. A. Trainmaster, Ridgway
Herman, C. B.
Asst. Supt.—Train Movement, Williamsport
Meyer, R. T. Trainmaster, Oil City
Zeyn, P. V. Draftsman, Williamsport

WESTERN REGION

Cain, N. K. Reg. Supvr.—Psg. Train Opn.
Kurriger, L. V. Off. Engr.
Patterson, R. O. Reg. Mech. Supvr.—Car
Settles, L. W. Diesel Insp.
Strickland, R. M. Reg. Supvr.—Optg. Rules

Chicago Division

Crosby, J. R. Road Frmn., Burns Harbor
Kantor, P. F. Enginehouse Frmn., 16th St. EH, Chicago
Williamson, J. L. Asst. Trainmaster, Chicago



FAIR EXCHANGE

What happens when two Penn Central girls from Philadelphia meet some girls from the Seaboard Coast Line Railroad?

Naturally the girls exchange Philadelphia pretzels for Florida citrus fruit.

At least that was the ceremony when they got together to promote business for the New York-to-Florida trains.

This event took place at Penn Central Station, 30th Street, with the cooperation of the Philadelphia Convention and Tourist Bureau.

The two PC secretaries in the foreground, Nancy Pasternak and Helen Zimmermann, were representing their railroad and also serving as the City's Miss Welcome girls.

The Seaboard Coast Line girls, hostesses on the Florida trains, were Frances Allen, Mary Upshaw, Susan Beard, Margaret Wallace and Louise Marshburn.

The Seaboard Coast Line trains, which run on Penn Central tracks between New York and Washington, are the Florida Special, Silver Meteor, Silver Star, and Champion.

A new tourist information counter was opened at 30th Street station, with free literature and a telephone line to provide guidance for visitors. Abe S. Rosen, president of the Convention and Tourist Bureau, said, "We want to remind travelers that to and from Florida, Philadelphia is an ideal place to stop and spend a few days."

This shipment was hush-hush

It was nothing to talk about. In fact, the shipment was designated as "classified" by the Government.

But now the story can be told. Penn Central's role in moving a special army tank was lauded in a letter from F. A. Fleckenstein, security officer for the Allison Division of General Motors.

"Commendations are rightfully in order for all railroad personnel involved in this shipment," he wrote. "The added factor that the shipment was oversized certainly complicated its handling."

"Please express our sincere appreciation to Jack Rose, Jr., trainmaster at Rockport, Ohio; Thomas E. Slowey, PC superintendent of police at Cleveland; Paul M. Campbell, captain of police at Youngstown, Ohio, and Miles K. Costello, police sergeant at Pitcairn, Pa."

"Without their kind assistance and cooperation, it would have been impossible to accomplish the surveillance mission."

The volunteer work of Brakeman Edward Staviscak, of Rockport, Ohio, in Boy Scout activities brought praise from John O. Shanks, a scout executive in Cleveland, Ohio.

"As a culmination of weekly troop meetings, weekend hiking trips, and many other activities during the year, the boys of Troop 176 spent a week

at our reservation with Mr. Staviscak as their leader. I share this with you in the hope that you will join in extending our grateful thanks to him for his good work with the youth of his neighborhood."

Frank G. Gillingham, president of American Maturity Insurance Company, of Philadelphia, is sold on trains.

"He travels exclusively throughout the United States by rail," wrote his secretary, Elizabeth B. Hardner.

"Despite the everyday and emergency situations created by the necessity of business," she continued, "Thomas W. Kennedy (below), assistant passenger agent at Penn Center Station in Philadelphia, has always been most cordial in obtaining the accommodations requested."

"I cannot possibly express to you in a few words how kind, courteous and helpful Mr. Kennedy has been."



OPEN LINE

REPORTS FROM ALL OVER

Change in corporate structure—Penn Central Company is moving to establish a parent company that would provide greater flexibility in entering other types of growth enterprises.

The Board of Directors instructed PC's officers to complete a detailed plan. Board Chairman Stuart T. Saunders said he expects the plan to be completed and approved by the directors in time to have the stockholders vote on it at Penn Central's annual meeting on May 13.

The arrangement, if approved, would be for stockholders to exchange each share of Penn Central stock for a share in the new parent company. They would thus own the parent company, which would own the railroad.

The parent company would be able to go into enterprises that would build the company's financial strength, bolstering its ability to meet the ups and downs of rail traffic.



Diesel milestone—This locomotive, recently built for Penn Central and given the PC number of 3255, turned out to be a very special diesel. It was the 2500th unit of the "second generation" diesels produced by the Electro-Motive Division of General Motors, at LaGrange, Ill. Which explains why GM made a ceremony out of it, and appointed a pretty GM miss to signalize the event.

Doctor-bill insurance—Railroaders who are eligible but are not covered by supplementary medical insurance under the Medicare program can sign up during March. This supplementary insurance helps pay doctor's bills; the other part of Medicare covers hospital bills.

The following persons may sign up

1. Railroad employees and their wives who have recently reached age 65 or will reach it before April 1, 1969.
2. Others aged 65 or over who did not enroll in the previous enrollment period in 1967-68.
3. Railroad pensioners who had previously signed up but had dropped out of the plan.

Doctor-bill insurance now costs \$4 per month, but persons in groups 2 and 3, above, may have to pay a slightly higher premium.

Persons 65 or older who want to join but have not received enrollment cards from the Railroad Retirement Board should contact the nearest RRB office promptly.

Rail-labor disputes—One of the last official actions of President Lyndon B. Johnson was the appointment of two emergency boards to head off for 60 days the possibility of nationwide rail strikes.

One board will investigate the wage and benefit disagreements between the railroad companies and the Brotherhood of Locomotive Engineers and the Order of Railway Conductors & Brakemen.

The other board will investigate a job-security and wage disagreement involving the Brotherhood of Railroad Signalmen.

Passes on New Haven lines—Penn Central annual passes for 1969-71, marked Between All Stations, Over Entire System, or Between Stations East of Buffalo-Pittsburgh, will be honored over lines of the former New Haven Railroad, which is now the New Haven Region of Penn Central.

Annual passes issued by the New Haven Railroad to its employees, dated 1964-65, and lifetime passes, marked Over All Lines or Between All Stations, will be honored over the entire Penn Central System until March 31, 1969, unless otherwise ordered. New passes will be issued for use after that date.

Annual passes issued by Penn Central or the New Haven, restricted to divisions or local points, will be honored only at those locations.



Talent hunt—As part of Penn Central's wide-ranging program for finding top-notch college graduates for its trainee program, the railroad participated in the recent Job Interview Center at Cleveland, O. About 130 other companies operating in the Greater Cleveland area took part.

The photo shows college seniors, at left, getting information from Frank J. Villa, Jr., supervisor of personnel for PC's Lake Region, and Robert E. Jackson, System manager of recruitment.

Conway improvements—Penn Central is planning added investment in Conway Yard, near Pittsburgh, in its continuing program to keep this yard in step with latest railroad developments and to maintain its key role in System-wide freight operations.

A major project is updating the computer system used in sorting freight cars and moving them to their proper tracks for train makeup. These changes are needed for handling the increasing number of longer and heavier freight cars.

Another major improvement this year will be the construction of a diesel "service station," to permit road units to be inspected, fueled and sanded quickly and efficiently at one location.

During 1968, Conway set a new record by classifying 1,863,193 freight cars.

"This activity and investment at Conway underscores its continuing importance to our railroad since the merger," said George M. Smith, vice president and general manager of PC's Central Region.

To pay their own way—President Lyndon B. Johnson's final budget proposal to Congress included a renewed request that airlines pay higher taxes to help pay for the services they get from the Government.

He recommended that the tax on aviation gasoline be raised from the present 2 cents to 8 cents per gallon; that jet fuel, now untaxed, be assessed 8 cents per gallon; that the passenger ticket tax be raised from 5 to 7 percent; and that a 3 percent waybill tax be established for air freight.

President Johnson also recommended that fuel used by barge lines, now untaxed, be assessed 2 cents per gallon, increasing to 10 cents over the next five years. And he also favored increased taxes on large trucks and diesel fuel "in order to distribute highway costs more equitably among users."



The other side—The November 1968 issue of the Penn Central Post carried a photo of a giant load—288,900 pounds, 128 feet long, almost 20 feet high. The text gave credit to the railroads that moved this girder but neglected to credit the company that built it. The company's name was emblazoned on the side not shown in the November photo. So here's a photo of the other side, identifying Joseph T. Ryerson & Son, Inc., of Chicago, a many-sided company in steel, aluminum, space age metals, plastics and machinery.



"Please keep up the great articles in the Penn Central Post. I keep telling my friends that railroads are the best form of transportation and that the Penn Central is Number One and always will be. Penn Central . . . Programmed for Progress through Personal Courtesy."—Dan Withey, Salisbury, Md.

"The article on the K-4s caught my eye. The paragraph concerning No. 1361 brought back vivid memories. My Division was assigned engine 1361. I played a small part in the paper work when the 1361 was placed on exhibition at the Horseshoe Curve."—E. D. Melley, clerk, retired, Cresson, Pa.

"An item in a London paper states that the British locomotive, 'Flying Scotsman,' is to be shipped to America in April via Cunard Lines. It will pull a show train across America exhibiting British goods and services. As you know, Penn Central operates the terminal at East Boston, Mass., and Cunard Lines is the principal user. If this train arrives at Boston, it will probably start its tour of America over Penn Central rails."—R. P. Drane, wharfage clerk, East Boston, Mass.

"I would like to know if I could have The Post sent to me while I am serving in the Army in Vietnam. I plan to go back to work as a block operator on the Valley Division as soon as I am discharged, so would like to keep up on the railroad news while I am away. I'll pay for the cost."—Sp/4 J. E. Reynolds, Co. D, Trp. Cmd, US Ad, APO S.F. 96226.

There is no charge for subscriptions to Penn Central men in the service.—J.S.

"I found a class ring on No. 30 a couple of years ago. I turned it in to lost and found channels, and no call, so I have it. Could you tell me of a high school that may have the letters inscribed on a ring, M.P.H.S.—L. O. Goldsmith, conductor, 502 W. Kanawka, Columbus, O.

If anyone is able to help Conductor Goldsmith, please write to him at above address.—J.S.

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Miss V.M. Says:

What good is a man when he's in the hospital? He's no good to his fellow employees, no good to his company, no good to his wife or his girl friend —and no good to himself.

That's why I say: Please follow the Safety Rules. They were written for just one reason: To protect YOU.

So it never makes sense to ignore them, to cut corners, to skimp on safety.

Stay safe, stay well. We girls all want to keep seeing you around.

This month's Miss Vital Moment is Nedra Lee Johnson, stenographer in Freight Sales Department, Chicago.