

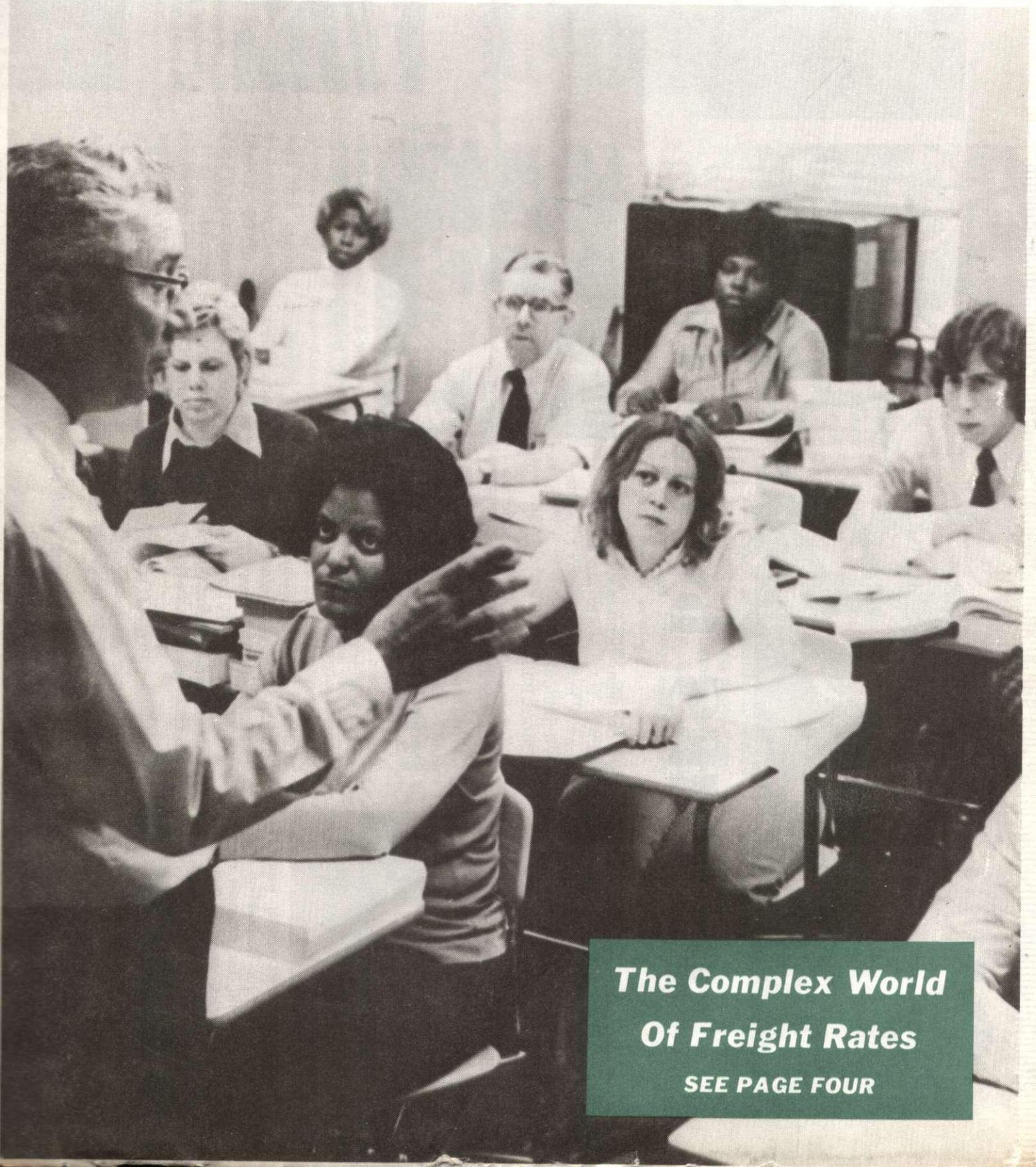
PENN CENTRAL



POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MARCH 1976



**The Complex World
Of Freight Rates**

SEE PAGE FOUR

To The Penn Central Family:

In this final issue of the Penn Central Post, we want to thank and commend you for your loyal efforts during the difficult period we have gone through together.

Our railroad has been operating under severe handicaps. Lack of sufficient funds limited the amount of maintenance we could do. Desirable improvement projects had to be shelved. There were shortages of supplies and materials. We constantly had to economize, improvise, make do.

Through all this, you ably carried on with your duties, helping to provide a high level of service. Your performance deserved and received praise from our shippers.

In a short time, ConRail will take over Penn Central's rail operations. You will be ConRail's greatest asset.

We hope you will find satisfaction and fulfillment in your work for ConRail.

Our best wishes to you.

Jervis Langdon, Jr.
President and
Chief Executive Officer

Robert W. Blanchette
Richard C. Bond
John H. McArthur
Trustees

ConRail to Take Control on April 1

On February 5, President Ford signed the Railroad Revitalization and Regulatory Reform Act of 1976.

This opened the way for the Consolidated Rail Corporation (ConRail) to take control of the rail lines of Penn Central and six other bankrupt companies.

The government agencies involved have announced that the take-over will become effective at 12:01 A.M. on Thursday, April 1, 1976.

The Act signed by President Ford deals with a wide range of railroad matters. Major elements are summarized below.

Start-up Cash for ConRail

Funds will be channeled to ConRail by the United States Railway Association, a government agency. The Association will do this by buying bonds and preferred stock issued by ConRail.

ConRail will use this cash to rehabilitate and modernize the railroad properties; to purchase new locomotives, cars and other equipment; and to provide working capital.

To take possession of the railroad lines, ConRail will not pay cash to the bankrupt companies. Instead it will issue preferred and common stock, which will be distributed to the bankrupt companies by a special Federal court. The preferred stock will be backed by "certificates of value," guaranteed by the government, but only for liquidation value. The certificates will be redeemable no later than December 31, 1987. It is expected that litigation over the value of the rail properties taken will be lengthy.

Improving the Corridor

ConRail is to sell or lease to the National Railroad Passenger Corporation (Amtrak) all railroad properties necessary for Northeast Corridor passenger service between Boston and Washington, D.C. Amtrak will assume all operating responsibility for this intercity

service. Amtrak and ConRail will reach agreement on which corporation will have operating responsibility for the freight and commuter services in the area.

Amtrak will initiate a five-year improvement program involving tracks, communications, electric power, stations, highway crossings and on-train radio-telephone service.

Amtrak may include in the right-of-way improvement program the routes to Springfield, Mass.; Albany, N.Y.; and Harrisburg, Pa., from the Northeast Corridor main line.

Amtrak's assigned goal is to achieve, within five years, a regular and dependable schedule of 3 hours and 40 minutes between Boston and New York, and 2 hours and 40 minutes between New York and Washington, including stops at intermediate cities.

The Secretary of Transportation is authorized to finance the Northeast Corridor program with interest-free loans and grants.

Branch-line Subsidies

Federal funds will be available to aid States that want to continue local freight service on light-traffic branches that are not now listed for inclusion in ConRail.

States will be able to receive such aid to cover a branch's operating losses; to purchase a branch line to maintain existing service or provide for future service; or to improve a line to achieve adequate service.

Another subsidy program will help States or regional transportation authorities to sustain commuter service. The Act provides that commuter services operated by the bankrupt railroads will not come to an abrupt halt when ConRail takes over. It specifies that the services must be continued for some time, with the government covering the full costs, to allow for long-range planning.

Relief for the Railroads

The Act offers the railroads a new measure of freedom in setting freight rates. It does this

by establishing new guidelines for the Interstate Commerce Commission in determining whether a freight rate is just and reasonable. Examples of the guidelines:

If a freight rate meets the cost of providing the service, the ICC will not be allowed to reject it as too low; and no freight rate is to be rejected as too high unless the ICC finds that the carrier has "market dominance" over the traffic.

Furthermore, a carrier will not be compelled to keep a freight rate at a certain high level simply to protect the traffic of some other carrier.

For the next two years, railroads may raise or lower specific freight rates as much as 7 percent from the level in effect at the beginning of each year without having the rate suspended by the ICC as being unreasonable.

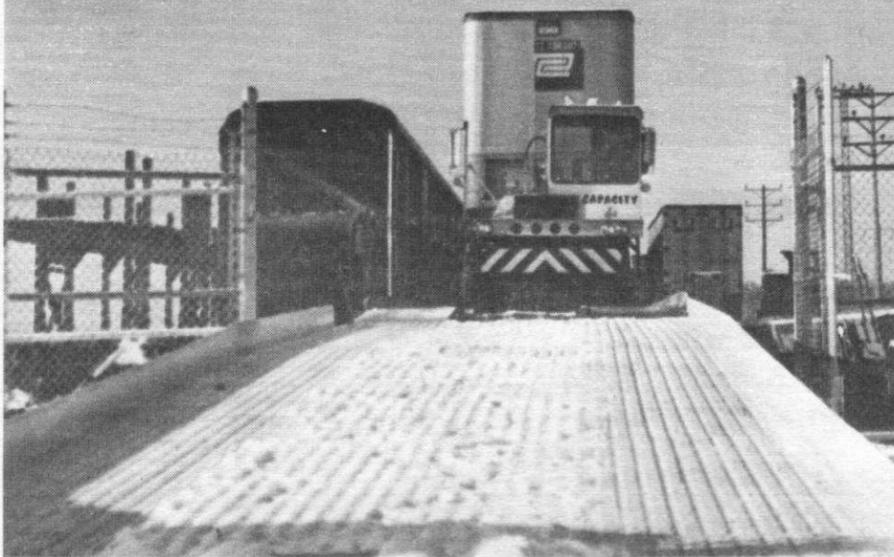
Other provisions of the Act set up time limits for the ICC in reaching decisions in rate cases.

Of particular importance, the Act requires the ICC to develop standards of adequate revenue levels, sufficient to cover a carrier's operating expenses and depreciation, plus a reasonable return on investment; and the ICC is to make an effort to assist carriers in achieving those levels.

The Act prohibits States from taxing railroad property at a higher level than other kinds of property. Such discrimination has long been common, but the railroads have generally been unsuccessful in their attempts to gain relief. Railroads affected by unfair taxation will be permitted to seek an injunction through the Federal courts. And States are barred from imposing other taxes in place of the discriminatory property taxes.

Another portion of the Act provides that within one year, the Secretary of Transportation is to complete a study of the effect on railroads of government aid to all forms of transportation; and he is to make recommendations for a policy regarding government aid to transportation.

PC's Newest Piggyback Terminal



In a snowy debut, V. Himelyn drives the first incoming trailer down the Newark ramp.



Trainmaster Robert Hantke (center) discusses program for handling piggyback trains (this one is from Cleveland) with Dean Lucas and Terminal Manager F.D.(Woody) Houk.

The Penn Central people who operate TrailVan piggyback services celebrated the New Year by opening a new terminal at Newark, Delaware.

It will serve the Wilmington (Del.) area and the Delmarva Peninsula. The compact, efficiently designed terminal has 45 parking spaces for truck-trailers and containers, and track capacity for 10 piggyback flatcars, which carry two trailers each.

"This makes a total of 31 PC terminals especially equipped for handling freight in truck-trailers and containers," said Assistant Vice President-Inter-

modal Roy L. Hayes.

"It expresses our continuing intention to make changes that will better serve users of TrailVan service throughout our territory."

Penn Central people are optimistic about a rise in piggyback business this year, Mr. Hayes said.

"During 1975, because of the business recession, our piggyback volume fell about 12 percent below the 1974 figure," he said. "But the encouraging aspect is that in the final 11 weeks of the year, 10 weeks showed an increase over the 1974 volume."

Penn Central's piggyback map now shows terminals in the following cities:

Albany, Baltimore, Boston, Buffalo, Chicago (47th Street), Cincinnati, Cleveland, Columbus, Detroit, Dundalk (Baltimore marine terminal), Englewood, East St. Louis (at Lower Yard and Rose Lake Yard), Elkhart, Fort Wayne, Harrisburg, Indianapolis, Jeffersonville, Kalamazoo, Kearny, Montrose (Canada), North Bergen, New Haven, Philadelphia (at Aramingo Street and at Packer Avenue), Pittsburgh, Newark (Del.), Rochester, Springfield, Syracuse, and Toledo.



Clerk E. Szumowski phones a customer to report arrival of his piggyback loads.

He got involved

A man reached into a ticket office window at Grand Central Terminal in New York, grabbed \$41 and ran.

"Thief!" somebody shouted.

PC Electrician Jim McGovern saw the thief and an accomplice rushing in his direction. He tried to block them, but was knocked to

the floor.

He jumped up, gave chase, and caught the two near the station exit.

"Then two of their friends joined in, kicking and punching," Jim McGovern said later. "We fought our way out into the street. It was pretty vicious."

PC Patrolman Pete Niland and two Transit Authority policemen

arrived and arrested the original pair, while their two friends scattered. The money was recovered.

Jim McGovern was taken to the hospital and was kept there two days, recuperating from the blows.

"When you're lying on your back in the hospital, you start to ask yourself, 'Why?'" he commented. "I acted on impulse, but it was the only thing to do. It's

part of my job to protect lives and property of the railroad."

On reflection, he added: "If more people took a little action, the city would be a better place."

"Besides, the biggest thing we have on our side is the element of surprise. Today, no criminal thinks anyone wants to get involved. I would like to see that condition be changed."



A Note about Passes

Annual passes issued by Penn Central for the years 1969-70-71, and extended since then, have been further extended to December 31, 1976.

These passes are not good on Amtrak trains. They are for use only on Penn Central commuter trains, with this exception: They are not good on New York area commuter trains operated on the Harlem, Hudson and New Haven lines by the Metropolitan Transportation Authority and the Connecticut Transportation Authority.

All Penn Central passes held by persons no longer eligible to use them should be returned to the office where they were obtained.

Amtrak Rail Travel Privilege Cards held by the majority of active employees are scheduled to expire during 1976.

Amtrak will issue new ones. There is no need to fill out a renewal application.

However, employees who retire or wives who are widowed during 1976 must submit Amtrak Form 90 to show the change in their status.

Rail Travel Privilege Cards currently held by retired employees or widows are not scheduled to expire in 1976.

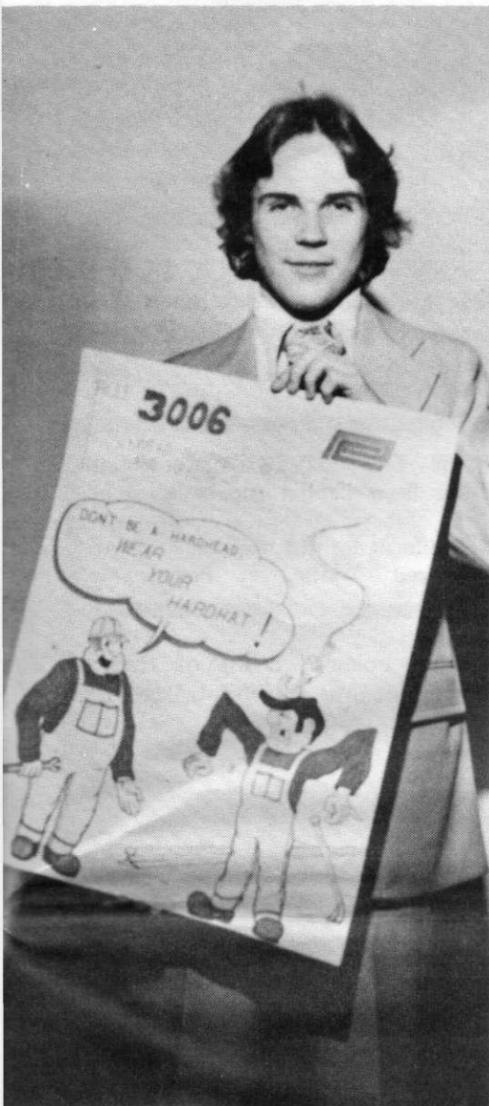
If there is a change of address or a change in the number of dependents, it should be reported promptly on Amtrak Form 91.

If a Rail Travel Privilege Card is lost or stolen, the employee should fill out Amtrak Form 93 or 93B.

All the Amtrak forms may be obtained by active employees at the location where they report for work. Retired employees can obtain forms by writing to the location where they last worked. The forms should be filled out and returned to the office where obtained.

Their Safety Posters Won National Awards

A child's-eye view of industrial safety is simple and practical: The child wants Dad to do his job in a way that avoids injury, and to come home safe and whole.



PC youngsters recently had an opportunity to express this idea in a safety poster contest sponsored by the Association of Railroad Editors. The best posters submitted by Penn Central boys and girls were entered in competition with the best from other railroads.

Now two of the Penn Central posters have been declared winners in this national competition:

First prize in the 15-to-18 year group went to John A. McKeon, son of Francis P. McKeon, PC assistant manager of freight car utilization. John received a \$100 U.S. Bond from the Association of Railroad Editors.

Runner-up in the 5-to-10 year group was Michael Boone, son of Thomas V. Boone, a freight brakeman on PC's Chesapeake Division. Michael received a \$50 Bond.

The final judging was done by staff members of the Association of American Railroads.

There was no Penn Central winner in the 11-to-14 year group. However, only Penn Central and the Southern Railway produced two prize-winners in the national railroad competition.

"We congratulate our two winners and all the other Penn Central boys and girls who had the initiative and imagination to create posters on the vital subject of safety," said John W. Rathvon, System director of operating rules and accident con-

John McKeon illustrates an important rule from Penn Central's safety manual.



Albert M. Schofield, PC senior vice president-operations, presents awards from the Association of Railroad Editors to Michael Boone and John McKeon for their posters.

trol.

"Anything that calls attention to our railroad's safety rules is bound to contribute to the goal of accident prevention."

Both the PC winners have been interested in art since early childhood.

In kindergarten, Michael Boone entered an art contest conducted by his school and won a blue ribbon in competition with children up to the fifth grade. He now attends a private art class every Saturday.

John McKeon began drawing "as soon as he was old enough to hold a pencil," his father says. John will graduate from high school this year and has been accepted by the prestigious Hussian School of Art.

Michael Boone, son of a brakeman, sends a message applicable to all PC crafts.



MILITARY SERVICE: How It Figures In Railroad Retirement

A large proportion of railroaders have served in the Armed Forces. The following questions and answers explain how they can receive credit under the Railroad Retirement Act for their military service.

Q. Under what conditions can military service be creditable as railroad service?

A. The individual must have been drafted, or have volunteered while the U. S. was at war or in a state of national emergency; and he must have worked in the railroad industry during the year he entered military service or in the preceding year.

Q. What are the national emergency or war periods which the Railroad Retirement Board uses in crediting military service as railroad service?

- April 6, 1917, through November 11, 1918;
- September 8, 1939, through June 14, 1948;
- December 16, 1950, to date. (The state of national emergency, declared at the time of the Korean War, has never been revoked.)

Q. How does military service increase a railroad retirement annuity?

A. If the military service meets the requirements listed above, each month of military service can be credited as a month of railroad service. Such military service credits can also serve, if needed, to meet the minimum requirement of 10 years of service for a railroad annuity; or the 25-year service requirement for a supplemental annuity.

Q. Can the employee use the military service credits to "fatten" his social security credits rather than his railroad retirement credits?

A. Yes, he has that option. He may want to do so if he needs the military credits to qualify for Social Security benefits.

Q. How can employees determine whether it is to their advantage to add military credits to their Social Security credits rather than to their railroad service credits?

A. The Railroad Retirement Board advises employees to contact a Board office, where a Board representative can help them make the best decision.

Q. If I am eligible for benefits from the Veterans Administration, can my military service also be creditable for Railroad Retirement



or Social Security benefits?

A. Yes, but if your military service is treated as railroad service, there is a reduction in your Railroad Retirement annuity to prevent duplication of benefits. If the military service is treated as Social Security credit, there is no military service reduction in either your Railroad Retirement annuity or Social Security benefit.

Q. I did not go to work for a railroad until after my discharge from the Army in 1947. Does this mean that my military service will not be creditable?

A. It will not be creditable as months of railroad service; but it can be creditable as wages under the Social Security Act, and as such will be included in the computation of your Railroad Retirement annuity, if you have at least 10 years of railroad service.

Q. I'm in the Army Reserve. Can my active duty training and summer camps be creditable as railroad service?

A. Yes. And if you were ever called to active duty during the national emergency period which began December 16, 1950, and continues to date, that service is also creditable.

Q. I was in the U. S. Merchant Marine for 3 years during World War II. Can I receive credit for this service?

A. No. Service with the Merchant Marine or civilian employment with the Department of Defense is not creditable.

Q. Were retirement taxes deducted from my pay when I was in the Army?

A. Since 1957, Social Security taxes have been deducted from the pay of members of the Armed Forces. However, credit under the Railroad Retirement Act or Social Security Act is given for years before 1957, as well as after.

If an employee's military service is credited as railroad service, a flat \$160 per month of military service is credited as railroad compensation for years prior to 1968, and \$260 per month for military service from 1968 through 1974. For years after 1974, the amount of actual pay is creditable, subject to certain maximums.

stilling apparatus:	100	24,000R	55	n packages	150	10,000R	85	Also apply on phosphoric acid sh
Turpentine, copper or copper and iron or steel combined, loose or in packages	200	10,000R	85	boxes	125	10,000R	85	beer extract, providing the gro
Vacuum stills, iron or steel, SU, in crates or on skids	100	20,000R	60	96761:	85	30,000	55	oes not exceed 2% of the gross
Distilling apparatus, noibn:				al.	77½	30,000	40	sweetening compounds or imita
Copper or copper and iron or steel combined, LCL, in barrels, boxes or crates; CL, loose or in packages	200	24,000R		combined with metal,	100	24,000R	70	6. Item 39832, in barrels or box
Iron or steel, loose or in packages,				or boxes				es or multiply multiple-wall pape
ckboards, levelers or ramps, freight loading, mechanical or								on natural or imitati
balance type, metal:								flavoring beverage
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SU, loose or on skids	100	24,000R	45					and 39858
SU, LCL, in boxes or crates (columns may protrude); CL, in packages	85	24,000R	45					on food products named whic
KD, in packages; also CL, loose	85	24,000R	45					on or drying in conjunction wi
ives, starter, internal combustion engine, without motors, in barrels or boxes	77½	30,000	45					of Rule 34 is not applicable
ives, textile card, consisting of speed or gear reducing machine, sheaves and rubber belting, in boxes	85	24,000R	45					in barrels, boxes, kits, pails,
ums for hoisting machines, boxes or in packages	85	24,000R	45					ooked or pickled, preserved, dr
mping hoists, hydraulic, vehicle, loose or in packages	85	24,000R	45					ss or metal cans in barrels or
st collecting curtains, electric precipitator, steel, in packages	85	36,000	37½					o CL, in Package 1287
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KD, frames, casings and pockets separated, LCL, in boxes or crates;								led or preserved, other than cav
CL, loose or in packages	100	16,000R	77½					or in metal cans in crates.
levator boots or heads, iron, steel or wood, loose or in packages	85	24,000R	45					in barrels
levator buckets, iron or steel:								or tapioca, in bags, barrels or box
Not nested, loose or in packages	85	30,000	40					barrels or boxes
Nested, in packages; also CL, loose	55	30,000	40					bags, barrels or boxes
levator buckets, metal, noibn:								barrels or boxes

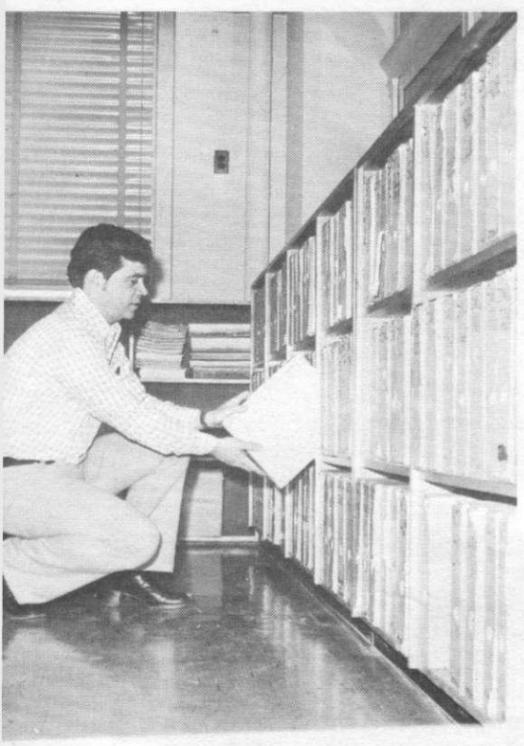
LEARNING THEIR WAY IN THE COMPLEX WORLD OF FREIGHT RATES

What kinds of things are shipped by rail?
 Everything, almost.
 More than 20,000 different commodities are listed in railroad tariffs.
 And there are hundreds of volumes of freight rate information that have to be consulted at one time or another to find the correct charge for a specific shipment.
 It's a complicated business.
 Take a few examples:
 A manufacturer of life rafts who ships them in boxes or crates pays a lower freight rate than one who loads them loose in the boxcar.
 If you're in the bicycle business, you'll find specific individual freight rates for chain guards and mud guards, for handle bars and kick stands, for wheels, wheel rims, wheel spokes and training wheels.
 Suppose you're a shipper of lime from Clearbrook, Virginia, to Alloy, West Virginia. If you ship 30,000 tons a year, the railroad charges you \$9.53 a ton; but if you ship 40,000 to 60,000 tons a year, you pay \$9.38 a ton.
 And those are easy examples. Things can get a lot more complex than that.
 "When you count up all the possible variations of rates for all possible commodities traveling between all possible geographical

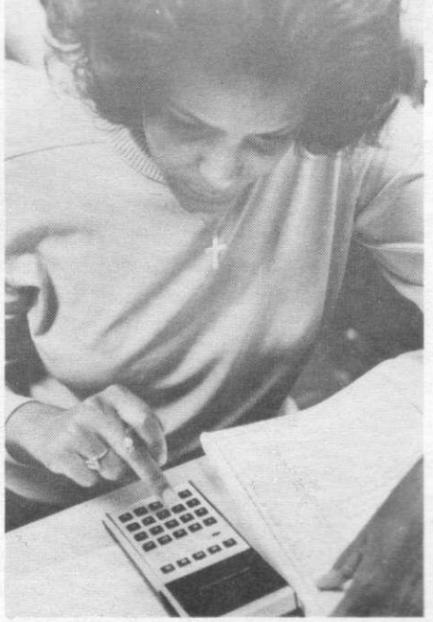
points in all possible tonnage groupings in all possible types of cars, the total number of freight rates will run into the trillions," says Luther N. Hoover, director of freight billing.
 "It's the railroad's responsibility to prescribe, for each shipment, the one rate that is the most appropriate and the most economical for the customer."
 Freight charges are computed and inserted on the waybill by Station Department personnel who deal locally with the shipper.
 "But with more than 3,500,000 waybills produced each year to cover shipments moving on the Penn Central, errors are bound to creep in," said James E. Green, assistant controller, general billing and collection.
 "That explains the work of our rate revision people in the Freight Billing Centers. Here the employees check waybills and revise them when they find any error in the freight rate or charges."
 The Billing and Collection Department has been sending groups of its employees to the Academy of Advanced Traffic for an intensive four-week course in subjects connected with their work.
 The Academy is a nationally recognized institution which teaches the intricacies of freight rates to persons involved in transportation, in industries that use transportation, in legal work affecting transportation and in government.
 "Most of our students attend the Academy's classes one night a week," explained E. Albert Ovens, the Academy's executive vice president.
 "The Penn Central group, however, is attending on a full-time schedule of five days a week, and will cover, in the four-week period, approximately what the evening students take one year to accomplish."
 "That takes real doing, intensive application."
 "The Penn Central group includes persons who have been out of school for many years, but they showed an impressive ability to dig in and learn this large volume of material."

Here are typical PC people who have attended the Academy's training course:
 Eileen M. Kukta started on the railroad six years ago in the Car Accounting Department, handling yard reports on freight cars interchanged by Penn Central with other railroads. Then she worked in "percentaging" — computing the portions that Penn Central and other railroads get from an interline shipment.
 "So I knew several phases of this subject before I took the course," she says — "but it was still tough."

course covered a lot of things I never got into on the job," she says.
 Michael F. Jameson started on the railroad in 1943 as a freight station trucker, loading boxcars, then worked as a freight checker, and finally moved into the Freight Accounting Department.
 "It's many years since I attended school," he says, "and here I am part of a group that's covering the equivalent of a year of classroom work in four weeks!"



Freight Billing Center has hundreds of tariff volumes which are referred to, as J.J. McColgan is doing, to check rates.



Brenda Johnson served two years in the Marine Corps (she reached the rank of Lance Corporal), then spent a year at college before coming to Penn Central in 1971.
 She started as a keypunch operator, then worked in freight-bill revision for two years — "but this



Morris M. Bracy III completed two years of college before coming to the railroad in 1974, and is now continuing his college work at night to win a degree in accounting.
 "This course the railroad has sponsored — it's much more intensive than anything I've had in college," he declares.

ON THE COVER: Class session for Penn Central people is led by E. Albert Ovens, executive vice president of the Academy of Advanced Traffic, at Philadelphia.

What's the Charge?

To get an idea of what the students learn at the Academy of Advanced Traffic, here is a typical exam problem:

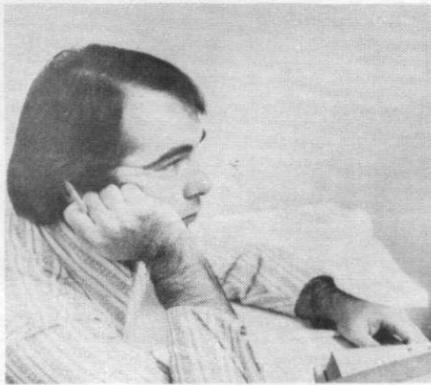
A shipper on the Penn Central at Cleveland, O., is sending a shipment to Cockeyville, Md., consisting of the following: 15,000 lbs. electric incandescent lamps; 12,000 lbs. cast constructed electric lamps, sealed beam, other than auto; and, to be loaded at a stop-off at Ravenna, O., 5,000 lbs. mercury vapor electric lamps without globes or shades. The items are in boxes, packed into cartons. The car is B&O 479076.

The car left Cleveland on February 5, and was placed on the shipper's siding at Ravenna for loading of the mercury vapor lamps on February 6 at 2:00 PM. Due to loading platform congestion, the car was not released to the railroad until February 9 at 10:00 AM. The car was delivered to the consignee's siding in Cockeyville, Md., on February 13 at 11:00 AM.

What are the charges?

Answer: \$470.40 for the freight charges, \$44.84 for the stop-off, and a \$20.00 demurrage charge, for a total of \$535.24.

To get that answer, the student had to consult 14 sections in 4 different tariff volumes, plus the Railway Equipment Register and the Penn Central map.



William J. Hopkins, who has 13 years of railroad service, was class coordinator as well as a student in the Academy's course.

"There was so much to it, you couldn't afford to miss any part," he says. "So you can imagine my dismay when midway in the course, I fractured an ankle playing football with my 10-year-old son.

"Luckily, it happened on a Saturday. I went to the hospital, had a cast put on, spent Sunday getting used to walking on it, and was able to get to class on Monday morning."



At successful completion of the four-week course, students receive certificates from Donald V. Keyes and E. Albert Ovens, officials of the Academy of Advanced Traffic. This portion of the receiving line shows R. Nelson, L. Haney, V. DiSalvatore, B. Johnson.

Always room for one more

Last June, Robert M. Grab had open heart surgery, and then went home for two months of recuperation.

It was a most unsuitable time to take on the responsibility of adding a new boy to the household — particularly since Mr. Grab has nineteen sons and daughters of his own, of whom eight are still living at home.

But this is what happened.

His daughter Lucy, 18, had a summer job as a waitress at the Army base in Indiantown Gap, Pa., in use as a reception center for Vietnamese refugees; and his daughter Kathy, 19, was on duty there as a Red Cross volunteer. They met a Vietnamese teenager who was urgently looking for a sponsor.

"Let's take him, Dad," the two girls said.

The Grab family piled into their station wagon and drove to Indiantown Gap to meet the young fellow. And they voted a unanimous Yes.

Which is how Nguyen Ngoc Hien ("my Christian name is Joseph — please call me Joe") moved into the big old 10-room house of the Grab family in Linglestown, Pa., eight miles outside of Harrisburg.

Bob Grab is a foreman of electric traction. He's in charge of PC employees who maintain 18 electric-power substations located along 120 miles of railroad line in Eastern Pennsylvania. He started as railroad electrician 34 years ago.

Back when he was courting a lovely girl named Mary Mahon, she told him that her vision of a happy marriage included ten children.

"She thought that would scare me off," he says. "But we almost doubled that with nineteen children, including two sets of twins. And now along comes Joe to make it an even twenty.

"Mrs. Grab died of cancer in 1974. I know that if she were still

with us, she would have enthusiastically agreed to take in this Vietnamese boy."

The newest member of the household had fled from Saigon when the Communist troops were moving in. He and a sister got out by plane and ship to Guam, then were flown to the United States on a U.S. Air Force plane. The sister has been taken in by another family.

Joe studied English for three years at school in Saigon, and is now taking special classes to increase his proficiency. He attends Central Dauphin High School.

"He's a whiz at mathematics — his teacher says he could teach the class," Mr. Grab says. "His goal is electrical engineering."

Joe, who was brought up in a Catholic Vietnamese family, now worships with the Grab family at St. Ann's Catholic Church (Byzantine Rite) in Harrisburg.

Why did Bob Grab take on this new responsibility?

"Several reasons," he says.

"First, I think Americans have an obligation to the Vietnamese refugees — our peace settlement sold them down the river, in my opinion.

"Second, I feel my family has an obligation to share because we've been so fortunate. We have fine children, we've been able to provide for all of them, we've been able to educate them as far as their interests would carry them — we have a chemical engineer, a civil engineer, a college staff member, a registered nurse. One son, Patrick, recently joined the railroad as an electrician helper.

"Third, I've been personally fortunate in having a railroad job — a kind of job I've always loved.

"Add all these things together, and you can see why it isn't strange that we've taken this fine Vietnamese boy into our home."



Of Robert M. Grab's 19 children, eight are still living at home. Here they are at dinner with a ninth, a newcomer from Vietnam, nicknamed "Joe." Clockwise, starting at left, are Danny, 19; David, 18; Jimmy, 14; "Joe," 18; Kathy, 19; Mr. Grab, 59; Pat, 22; Peg, 21; Lucy, 18; Eddie, 15.



"Joe" (native name Nguyen Ngoc Hien) tries his hand at football. The Grab boys, who tend to grow big, say about him, "He's small—but fast!"

Where every guy keeps an eye on the other guy

What's it about? Why do they watch each other? Can't trust the other fellow?

Not at all.

"What it's about is that each man keeps an eye out for the safety of the man working next to him," explains James M. LeGates, superintendent of the Cincinnati Division.

"It's a tradition around here. You're watchful of the other fellow, and if you see him doing something unsafe you tell him.

"It's a simple idea. But it's the greatest accident-prevention formula I ever heard of."

This formula is one of the prime factors in the Cincinnati Division's consistently good safety record, Jim LeGates says.

Of Penn Central's 20 Divisions, Cincinnati rated first in safety in 1971, fifth place in 1972, third in 1973, second in 1974, and third during 1975.

In addition, Cincinnati Division people have racked up some dazzling stretches of time when not a single injury occurred.

For example:

Between June and October, 1973, the entire Division recorded 1,000,000 man-hours of work without a lost-time injury.

The Division's Maintenance-of-Way employees, by themselves, recorded a million accident-free man-hours between November, 1972, and March, 1974.

And the Maintenance-of-Equipment employees hit the magic mil-



Hard hat, safety glasses, and firm footing on ladder with heels against the rung—some of the precautions taken by Shirley Evans as he repairs a car's bulkhead.

lion mark in August, 1975, and have continued their no-accident streak into 1976.

"We must be doing something right," says Jim LeGates.

There are a number of important elements in the Division's safety program besides the watch-the-other-guy routine.

One is prompt investigation.

"Whenever there's a personal injury on the Division, the superintendent expects the staff officer in charge of the particular operation to make an immediate investigation and deliver a prompt report on what happened, why it happened, and what will be done to keep it from happening again," says Robert N. Dawson, Division master mechanic.

"By prompt report, I mean the next morning. Even if the next morning is Sunday.

"We're expected to report every-thing: Did the injured person have



Before starting day's work, Welder H.D. Schmidt detected crack in acetylene hose and showed it to Gen. Foreman A.E. Himler. If not replaced, explosion could have resulted.

to go to the hospital? If so, who took him? What did the doctor do? Was the man taken home? Was a medicine prescribed? If so, did somebody get it for him right away?

"And so on. Every detail is considered important."

Another feature of the safety program is a schedule of meetings at which employees are invited to speak out on work practices or conditions that might affect safety.

"A number of employee suggestions at M-of-E shop meetings have been put into effect," Mr. Dawson says.

"At these meetings, we discuss not only injuries on our Division but also M-of-E accidents or problems anywhere on the PC System and even on other railroads as related in government reports," Bob Dawson says.

"Our thought is, it can happen here. Why not learn from someone else's misfortune and take precautionary steps and be on the alert to keep it from happening to us?"

Working safely is a matter of professionalism, Bob Dawson concludes.

"A railroader who's a professional about his job will want to work in a manner that will keep him from getting hurt," he explains.

"And his feelings won't be hurt if you tell him that something he is doing is unsafe. He'll appreciate the tip, and act on it."



Suggesting ways to boost safety

At a safety meeting in the Cincinnati Division's car shop at Sharonville, Ind., Car Repairman R. F. Hericks stated that yard crews were sometimes spotting cars completely blocking the road leading to the shop. This could prevent an emergency vehicle from getting through to take care of an injury in the shop, he said.

He suggested that wooden markers, painted a luminous orange, be placed on both sides of the road to indicate the area that yard crews should keep clear.

General Foreman C. F. (Red) Meyer approved the suggestion, and the markers were installed.

Les Rook, local chairman of the Brotherhood of Firemen & Oilers, warned of a safety hazard at the east end of the repair track where the operator of the car mover (a tractor with couplers) had poor visibility at night. He suggested a light be installed.

General Foreman Meyer adopted the suggestion.

Several employees at the locomotive shop reported that autos speeding past the shop endangered employees walking from the locker room to the fueling station. In a discussion with General Foreman A. E. Himler, they suggested the autos be slowed by putting "speed bumps" in the road.

General Foreman Himler agreed, and arranged through the Maintenance-of-Way Department to have this done.



Car Inspector Thomas F. Mahaffie puts on a derail to assure that no other equipment will run on his track while he inspects this cut of auto-carrying cars.



Electrician H. L. Carpenter has turned off the switch before replacing a headlight bulb. Otherwise the 73-volt battery could produce an arc and burn his fingers.



Machinist Jack Forste, collecting a lube oil sample, keeps a secure handhold and watches his footing for possible oil film.



Safety shoes, with good heels and soles for traction, are a must for J.F. Crawford who fuels locomotives at Sharonville.

CORRECTION

An article in the November-December issue of the Penn Central Post, describing union support for the railroad's program to prevent and control alcoholism, incorrectly identified Robert E. Johnson as a general chairman. His correct title is Vice President, American Train Dispatchers Association.

Telling the Railroad Story

Twenty Penn Central employees donated their free time during a recent weekend to help tell the railroad story to thousands of visitors at the annual Baltimore City Fair.

"Our people took turns manning a railroad industry exhibit, answered questions, and distributed literature describing the vital role of the railroads in America's progress," said Thomas J. Peace, PC manager of TrailVan sales.

Tom Peace is chairman of the Baltimore chapter of the Railroad Community Service Committee, a volunteer unit of the Eastern Railroad Association. Participating in the activities of the Baltimore committee are employees of the four railroads that service this energetic port city: the Penn Central, Chessie, Western Maryland, and Canton railroads.

The Baltimore railroad ex-

hibit, which was situated on tracks in the middle of the city fair grounds, included a diesel locomotive, a caboose, a covered hopper car and one of the new RailBox cars.

In addition to Tom Peace, the PC volunteers were:

Secretaries Angela Colliflower and Creola Moran, Block Operators J. G. Gannon and D. M. Novak, Budget Clerk Lou Varacelle, Office Managers P. H. Hokemeyer, Jack Leonard and Mary Ellen Miciche, Sales Representatives Jack Rodgers, Bill McMasters and Gene Krauss, Division Sales Manager William Zell, International Sales Manager Robert Jensen, Division Engineer Carl Metzger, Road Foremen Charles Leafgreen and Charles McMullin, Trainmaster Rudy Jonas, General Foreman-MW Equipment Andy Roseberry and Material Engineer W. A. Johnson.



School children as well as adults—by the thousands—came to the railroad exhibit at the annual Baltimore City Fair. Here, greeting the visitors, are Thomas J. Peace, Penn Central manager of TrailVan sales, and William Zell, division sales manager. With them as official hostess is Fran Lynch, Miss Maryland Transportation, who won the title for writing the best essay on the subject, "What part does transportation play in a growing nation?"

The Liberty Bell Calendar

The illustration on this year's Penn Central Post calendar is a painting by the late N.C. Wyeth, one of America's most famous illustrators.

In 1930, the Pennsylvania Rail-

road commissioned him to create 12 posters showing historic locations along the railroad's lines, to encourage passenger travel. The Liberty Bell painting was the first.

Mr. Wyeth did thorough research

for this painting. He noted, first, that although the Declaration of Independence was adopted on July 4, and issued as a printed flyer on July 5, the first public reading was on July 8.

That was the day the bell was rung to call the citizens to the official ceremony in the south yard of the State House at Philadelphia.

The artist looked up old records which described July 8, 1776, as a day of brilliant sunshine, and he so portrayed it in his painting.

To correctly show the arc of the clapper, Mr. Wyeth felt inside the rim of the bell "for the two battered indentations which clearly mark, on directly opposite sides, the actual points of impact where the hammer-like blows of the heavy clapper struck again and again as the bell was tolled."

"Andrew McNair, official bell ringer for the State House, was directed to toll the bell just before noon," Mr. Wyeth said. "It is not difficult to imagine that in his knowledge of the importance of the occasion, the bell ringer had especially invited his wife and children to join him in the belfry."

Mr. Wyeth quoted the following words from the diary of one of the spectators at this notable event:

"There was a large assembly of people in the yard who had been summoned by the tolling of the Liberty Bell, as there had been many times before on the occasion of some public event.

"Passing through the assembled crowds, the procession of officials, who had charge of proclaiming this State paper to the people, reached the platform, at which time the Liberty Bell ceased ringing.

"Colonel John Nixon, to whom the High Sheriff of Philadelphia had delegated the reading, stood up in the silence. He was a strong-voiced and open-featured man.

"He began reading with the words, 'In Congress, July 4, 1776, a Declaration of the Representatives of the United States of America,' and read through the important document, and it was accepted with general applause and heartfelt satisfaction."

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RINGING OUT LIBERTY
July 8, 1776, PHILADELPHIA

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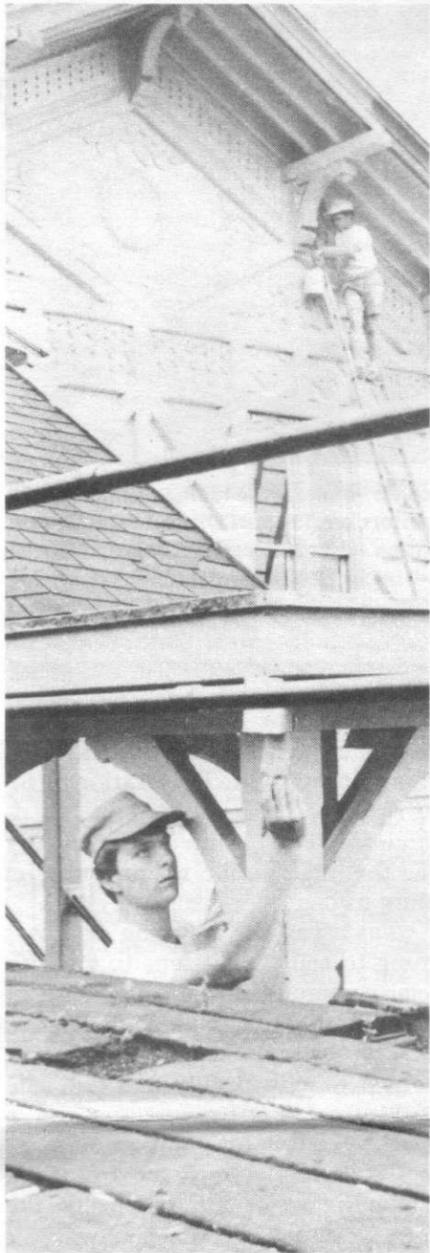
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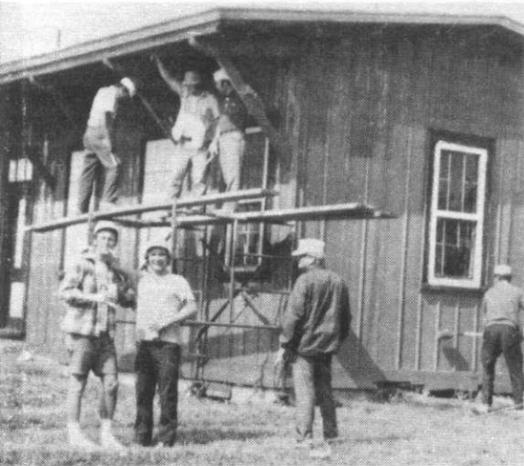
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The old stations find new friends



Dave Hughes (foreground), Bruce Everett (on ladder) and other students collected donations and repainted the Penn Central commuter station at Strafford, Pa.



The Jaycees of Maple Shade, N.J., did a patriotic repaint on the PC station. Or, as the Maple Shade Observer expressed it, "They transformed Big Red into Big Red, White and Blue." Youths of Holy Trinity Lutheran Church cleared debris from the area. (Photo from Maple Shade Observer)



Last summer, Bruce Everett, a Michigan State University freshman at home on vacation, took a look at the commuter station at Strafford, Pa., and decided it needed new paint.

Aware of the railroad's strapped finances, he volunteered to take on the project with the help of friends.

Joining him were Nancy Hooper, a Muhlenberg College freshman; Dave Hughes, a freshman at the University of Pennsylvania; and Tracy Handel, a high school senior. They recruited other young people, collected donations from commuters and local businessmen, bought paint and brushes, and rented ladders and scaffolds.

It took them four weeks to complete a two-coat job on all the gables, eaves, columns, arches and curlicues of the quaint old Victorian edifice.

"There," said Bruce Everett—"that's better."

At dozens of locations on the Penn Central, individuals and civic groups have volunteered to spruce up old stations as an expression of community pride. Several civic groups are veterans at this—they've been keeping the local station in fresh paint and flower boxes for years. The approach of the Bicentennial celebration has stimulated many others to join in.

The basic maintenance of passenger stations has become a divided responsibility. Stations used for intercity passenger service are the responsibility of Amtrak. In most commuter service areas, State or regional transportation authorities have financial responsibility for station maintenance or improvements.

But community groups are eager to do their thing.

At Wilmington, Del., for example, the station was given a modern-art decor by local artists, with paint supplied by the DuPont Company. Citizens at Old Saybrook, Conn., turned out to repaint the Amtrak station in response to the call of a volunteer group: "Bring your own



Girl Scouts from around the world came to Bryn Mawr College, at Bryn Mawr, Pa., for an ecology conference. They decided a fun way to spend their free time was to decorate the interior of the nearby commuter station. Here are Regina Helena Abbate, from Brazil; Maria Nina Bilom, Philippines; Ivy Malzivanyika, Zambia, Africa; Karen Ernest, Calif.



A group of citizens, organized as the Old Saybrook Train Station Committee, recruited volunteer help to scrape and repaint this Connecticut passenger station. Shown discussing plans for the project are Barbara Maynard, Old Saybrook selectwoman; Thomas Christensen, general chairman, Brotherhood of Maintenance of Way Employees; George Cahill, vice president, United Brotherhood of Carpenters and Joiners of America; and C.R. McKenna, general manager, Northeastern Region. (Photo by Margaret Bushy, New Haven Register).

ladder, scraper and brushes."

At Carey, Ohio, several-score students and adults donated labor and supplies to repaint the former depot and erect a flagpole in honor of the Bicentennial. The Carey Garden Club put in a flower bed, and the VFW Auxiliary contributed the final touch in the form of red-white-and-blue curtains.



At left are some of the high school students and DeMolay members who scraped and repainted the former PC station at Carey, Ohio, for the Bicentennial. Above, some of the volunteers pose with PC Trainmaster Joe T. Underwood (right), who cooperated in the project. In addition to the outside painting, VFW members and Auxiliary refurbished an inside room by replastering the ceiling, painting the walls red, white and blue, and installing new curtains with a Bicentennial motif. (Photo courtesy The Progressor-Times)

Government will fix up some major stations

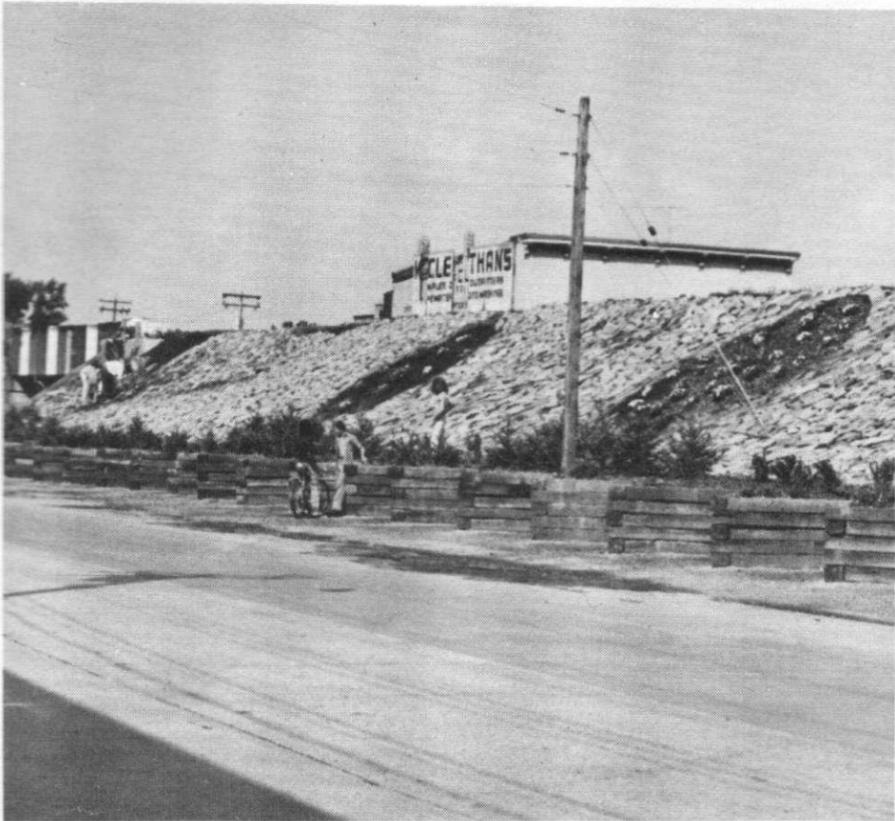
Eight stations along PC's Northeast Corridor will receive face-lifts through a cooperative project of the U.S. Department of Transportation and the U.S. Department of Commerce.

A Federal grant of \$2,350,000 provides for the following kinds of work: Cleaning ceilings and floors, painting walls, fixing broken glass, repairing paving, renovating restrooms, sandblasting exterior walls, and overhauling ventilation, heating and lighting systems as needed.

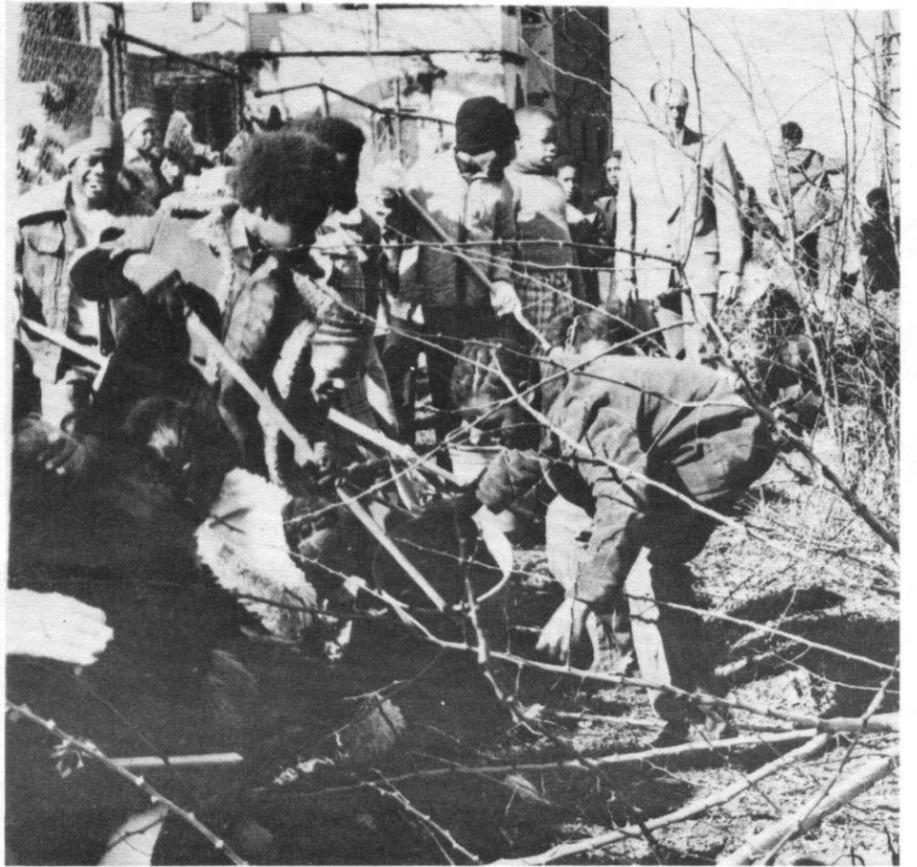
Included in the program, which is expected to run for six to nine months, are the stations at Boston (South Station), Providence, New Haven, New London, Newark, Philadelphia (30th Street Station), Wilmington and Baltimore.

The Federal Railroad Administration is contracting the work through the Penn Central Transportation Company, but will maintain overall program management and design responsibility.

Meanwhile, Amtrak will spend several million dollars on improvements to stations and other facilities along the route of its Lake Shore Limited, the new train running between Chicago and Boston, with a section to New York City.



Chatauqua County and the City of Dunkirk, N.Y., financed a summer work program for young persons. One project, with the cooperation of Penn Central people, was the beautification of a 340 foot section of railway embankment. The youths cleared away debris, built a retaining wall, covered it with creek stone, and planted trees, ivy and flowers. Two bridges were painted red, white and blue, with the numbers 1776 and 1976.



They called it "Operation Pride." Students of the Coppin Elementary School in Baltimore, Md., organized by the Parent-Teacher Association, cleared the underbrush along a section of the railroad right-of-way behind the school grounds. Penn Central people helped.



New Station for Rahway

A new passenger station of modern design has been built at Rahway, N.J., paid for with funds from State of New Jersey transportation bonds.

The architectural and engineering plans were prepared by the Office of PC Chief Engineer James T. Sullivan and under the direct supervision of Architect William C. Humphreys.

Most of the old station on the east side of the main line was torn down, and a new two-story station was constructed by building brick walls with anodized aluminum window panels around the remaining

portion of the older structure. The features include new lighting, heating, plastic seating units and windows of unbreakable Lexan plastic.

On the westbound platform, anodized aluminum stair enclosures and a heated waiting shelter were constructed. Loading platforms on both sides of the tracks were repaired and new lighting was installed. Part of the old station site was converted into a landscaped parking and driveway area.

During construction, a parked trailer accommodated passengers as a ticket office.

Patrick Snyder Faces the Future

The March of Dimes committee for Chester County, Pa., had convened to select the Poster Child for 1976.

Just then, down the hall came 2-year-old Patrick Snyder, speeding on his crutches, beaming an indomitable smile.

The vote was unanimous.

And Patrick's photo is now spotlighting this year's March of Dimes campaign to raise funds for research into the causes and treatment of birth defects.

Patrick is the son of David E. Snyder, Penn Central supervisor of tariff compilation. Dave and his group have the job of assembling for publication all the freight rates issued by the Penn Central.

Dave Snyder and his wife Donna had two physically normal children before Patrick was born. The baby was diagnosed as having Larsen's syndrome — a congenital defect in the development of cartilage.

This means that all the joints in the arms, legs and fingers are loosely connected — can be bent forward and backward. It also means incomplete development of the windpipe, so that little

Patrick must breathe through a tracheotomy tube inserted in his throat. This hinders the development of normal speech.

The day after Patrick was born, on October 6, 1973, he had to be rushed into surgery for a tracheotomy to keep him alive.

Since then, life for Dave and Donna Snyder has been a constant round of crises. Patrick has been in and out of the hospital for emergencies or surgical procedures. At home, Patrick has to be constantly tended to make sure the tracheotomy tube is kept clean and free of mucus which could clog breathing.

The only thing that has made the burden tolerable is the child's bright, eager face and a spirit undaunted by braces and crutches.

The most pressing problem is medical bills. The railroad's insurance has covered about 80 percent, but that still leaves more than \$3,500 which the Snyders have been struggling to pay. There are frequent phone calls from hospital credit managers. And looming ahead are years of additional surgery and



Dave Snyder tightens braces and arranges the crutches — Patrick takes it from there.

bills.

The national March of Dimes organization has approved the establishment of a special fund called "March of Dimes — Patrick Snyder."

Persons who wish to help may send contributions to that fund, care of First National Bank of West Chester, 311 N. Five Points Road, West Chester, PA 19380.



How to Win a College Degree

What does it take to work full time in a diesel maintenance shop and carry a full schedule of college classes, too?

"Hard work, perseverance, a loving family that will sacrifice for you, and the help of God."

That's what Machinist Clinton C. Toles says brought him to the graduation ceremonies at the University of New Haven where he proudly received a degree in business administration.

"I decided four years ago that I had more to give the railroad, but I knew I would need an education to do it," says this

steam-generator specialist at the Diesel Shop in New Haven, CT.

Clint Toles became conscious of the value of education in the Navy. He had dropped out of high school to enter the service. His Navy assignment stimulated an interest in learning about diesel engines. He then embarked on a course of study that brought him a high school equivalency diploma.

He came to work on the railroad in 1965. When he decided to enroll at the University, he chose to go in the daytime, with students half his age. After classes,

he worked the second trick at the Diesel Shop.

"It was tough," he says. "Sometimes, I'd wonder if I'd get through. But my wife, my seven children and the Lord were behind me."

Along with business courses, he specialized in electronic communications. He's hoping he'll find it possible to continue his education — perhaps on to a master's degree.

"I believe in the future of the railroad," says Clint Toles. "Education can be a big help in being a part of that future."

Recent Appointments

SYSTEM OFFICES

Trustees

Lindsey, R.A. Corporate Planning Associate
Tomlinson, J.R. Executive Vice President-Reorganization

Legal

Kocur, P.P. Traveling Auditor-Semi Senior

Finance & Accounting

Bell, M.A. Customer Account Auditor
Bonner, R.C. General Tax Accountant
Conroy, T.J. Customer Account Auditor
Crane, F.R. Tax Accountant
Cunningham, R.D. Area Credit Manager
Davey, J.J. Manager-Passenger Reimbursement Accounts
Gallagher, J.P., III Tax Analyst
Hudson, B.E. Customer Account Auditor
Kowali, C.J. Supervisor-Passenger Reimbursement Review
Lane, D.M. Customer Account Auditor
Lebo, J.F. Specialist-Passenger Reimbursement Review
McGrath, C.J. Supervisor-Reproduction
Opal, G.W. Collection Manager
Ormsby, L.K. Customer Account Auditor
Rose, W.J. Supvr.-Divisional Audit, Switching & Reaudit, Detroit
Waters, J.J. Manager-Tax Planning
Young, T.E. Customer Account Auditor

Marketing

Astle, W.G. Manager-Coal & Ore Pricing
Betzler, G.J. Director-Coal & Ore Pricing
Clark, H.A. Asst. Manager-Coal & Ore Pricing
Dooley, M.J. Asst. Director-Coal & Ore Pricing
James, R.V. Commerce Manager
O'Connell, J.J. Supervisor-Coal & Ore Pricing
Rockefeller, H.R. Manager-Coal & Ore Pricing
Stewart, G.W. Supervisor-Flexi Flo Terminal, Charleston

Sales

Brunnworth, J.H. Sales Representative, Chicago

Labor Relations & Personnel

Rudi, A.J. Assistant Examiner
Sarantos, R. Assistant Supervisor-Personnel, Chicago

Vice President - Staff

Brodowski, P.L. Senior Systems Analyst
Casella, V.J. Manager-Telecommunications Facilities
Cherry, R.F. Supervisor-Applications Training
Costello, F.E. System Control Analyst
Davis, A.S. Senior TABS Controller
Drelick, S.J. Senior Systems Analyst
Friedel, J.M. Manager-New York Data Center
Jungkurth, A. Telecommunications Analyst
Lipsitz, I. Telecommunications Engineer
Manfre, R.J. Senior Data Processing Instructor
Mangold, W.M. Senior File Specialist
Martin, R.T. Coordinator-Micromation Support

Menna, L.B. Computer Analyst
Miller, P.L. Manager-Planning Research
Murphy, D.J. Senior Systems Analyst
Mustaccio, F.J. System Control Analyst
Phillips, W.R. Transportation Research Engineer

Struzinski, J.G. Advisory Systems Analyst
Sutherland, D.A. Asst. Manager-Transportation Research
Templeton, J.V. Transportation Research Engineer

Tryon, E.K. Planning Analyst
Viscusi, J.B. Advisory Systems Analyst
Wiseman, R.J. System Control Analyst
Zahn, P.M. Senior Planning Analyst

Secretary

Hartzell, R.L. Asst. Manager-Building Services
Herz, P. Asst. Registrar of Contracts, New York
Martorelli, A.V. Corporate Research Assistant
Stamato, V.F. Asst. Manager-Records & Storage

SENIOR VICE-PRESIDENT OPERATIONS

Demotsis, C.J. Block Operator Instructor, Wilmington, Del.
Foster, R.L. Senior Block Operator Instructor, Wilmington, Del.
Rhoads, H.R. Training Administrator

Transportation

Hartman, W. Field Terminal Supervisor, Corning, N.Y.
Ottinger, H.R. Supervisor-Freight Car Utilization
Tipping, C.P., Jr. Supervisor-Freight Car Utilization

Engineering

Eimer, N. Manager-215 Program Systems Operation
Glickstein, D.L. Director-Engineering Systems Development
Grzechowiak, S.J. Asst. Material Engineer

Equipment

Caudill, R.D. Assistant General Foreman, Wilmington, Del.
Stone, G.K. Inspector-Fire Prevention & Protection

METROPOLITAN REGION

Bagley, R.H. Rules Examiner, New York
Ervin, B.T., Jr. Regional Engineer Construction-Signal & E.T.
Jacobs, D.W. Engineer-Design & Construction
Marlowe, V.L. Supervisor-Train Operation, New York
Mearsheimer, T.J. Regional Engineer-Design & Construction-Structures
Miller, D.K. Regional Engineer-Maintenance of Way
Olsson, A.W. Trainmaster, Stamford
Paisley, M.E. Engineer-Structures, New York

NORTHEASTERN REGION

Lillquist, R.L. Staff Engineer-C&S, New Haven
Shaw, D.D. Regional Supervisor-Car Distribution
Walter, J.E. Regional Mechanical Supervisor-Freight Cars, New Haven

Boston District

Lacey, D.A. Road Foreman, Boston

Buffalo Division

Barnard, R.W. Asst. Division Engineer, Rochester
Brinkel, E.G. Road Foreman, Rochester
Connelly, J.P., Jr. Terminal Superintendent, Buffalo
Gibson, R.H. Trainmaster, Lockport
Quinn, R.S. Supervisor-Train Operation, Buffalo
Salli, T.J. Road Foreman, Buffalo

Mohawk-Hudson Division

Clingerman, C.J. Assistant General Foreman, New York
Deeley, J.C. Terminal Superintendent, Selkirk

New England Division

Knouse, M.E. Master Mechanic, New Haven
O'Brien, J.J. Supervisor-C&S, New Haven

NORTHEAST CORRIDOR REGION

Costello, P.J. Supervisor-Warranty Control, Paoli
Deeds, H.J. Production Engineer-Track
Heiler, E.P. General Foreman, Paoli
Kaiser, A.A. Captain-Police, Newark
LaMarche, W.C. Assistant General Foreman, Paoli
Metzger, P. Production Engineer

Chesapeake Division

O'Leary, R.J. Division Engineer, Baltimore
Renn, L. Assistant General Foreman-Car, Baltimore
Weisman, W.L. General Foreman-Car, Wilmington
Wiley, E.R. Assistant Supervisor-Track, Perryville

Harrisburg Division

Pope, W.P. Division Engineer, Harrisburg

New Jersey Division

Bair, A.H. Supervisor-Track, New York
Fazio, F. Assistant Supervisor-Track, Weehawken, N.J.
Marshall, L.B. Assistant Supervisor-Track, Morrisville, Pa.
Palenque, M. Field Engineer-Corridor, N.Y.
Swartz, F.H. Project Engineer-215 Program, New York

New York District

Rodin, J.P. Assistant General Foreman-Car, Sunnyside

Philadelphia Terminal Division

Hasson, F.J., Jr. Trainmaster
Lewandowski, G.T. Terminal Trainmaster
Sporar, R.T. Trainmaster, Thorndale

CENTRAL REGION

Grafton, K.C., Jr. Instructor-T.&E. Training Center, Conway
Marshall, T.A. Instructor-T.&E. Training Center, Conway

Allegheny Division

Bowser, C.M. Supervisor-Train Operation, Altoona
Finkbeiner, J.D. Assistant Supervisor-Track, Lewistown
Macaluso, C.C. Material Engineer, Altoona
Mazur, M. Assistant Supervisor-Track, Altoona
Veza, R.P. Supervisor-Track, Lewistown

Pittsburgh Division

Garmon, R.A. Supervisor-Track, Pitcairn
Rockney, J.L. Asst. Supervisor-Structures, Pittsburgh
Shivers, D.L. Supervisor-Track, Tarentum, Pa.
Stoneberg, J.E. Supervisor-Track, Wellsville, O.

Valley Division

Carosielli, J.A. Assistant Supervisor-Track, Youngstown
Light, G.E. Trainmaster, Goodman, O.
O'Connell, T.A. Trainmaster, Wheatland, Pa.
Sell, R.P. Terminal General Foreman, Ashtabula
Smith, B.F. Division Road Foreman, Youngstown

NORTHERN REGION

Pfeifer, T.F. Captain-Police, Detroit

Detroit Division

Bull, A., Jr. Assistant General Foreman-Car
Greer, D.R. Supervisor-Operating Rules
Hunt, R.A. Division Engineer

Michigan Division

Ellsworth, M.J. Project Engineer-215 Program
Fraser, J.A. Division Superintendent

WESTERN REGION

Bibly, K.C. General Supvr.-Maintenance of Facilities, Chicago
Gustavson, D.C. Shop Superintendent, Collinwood
Hann, D.D. Engineer Training Coordinator, Cleveland

Chicago Division

Barclay, F.K. Terminal Superintendent, Elkhart
Garner, J.A. Equipment Engineer, Chicago
Martin, E.L. Asst. General Foreman-Locomotive, Chicago
McWilliams, R.E. Road Foreman, Elkhart
Oreoso, M.W. Asst. Supervisor-Track, Colehour
Rish, G.L. Asst. Supervisor-Structures, Chicago
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PENNIES by the ton

SPEAKING OF COINS...

Railroaders in the Metropolitan Region have recently organized the Penn Central Employees' Coin Club. They're inviting coin collectors all over the System to join with them.

"We hope to respond to all collectors' specialities—U.S., foreign, error coins, ancient coins, paper currency," said Jim Martino, club president, a PC telephone and teletype maintainer.

Vice president is William H. Naddio, a recording clerk; and secretary-treasurer is Paul H. Kugler, an electrical department foreman.

Persons interested should write to Jim Martino, 3452 Stratford Road, Wantagh, New York 11793.

How many pennies do you figure the U.S. Mints produce in a year? A hundred million? Five hundred million?

More. Billions.

For example, 1975's production figure was 9,956,751,442 cents.*

With such a jingling torrent, how could there ever be a penny shortage?

Several reasons: Many people collect pennies as a hobby. Others stuff them in piggybanks as an easy form of savings. Many others consider pennies a nuisance and put them in drawers, letting them accumulate for years before bothering to take them to the bank.

The government hopes that good citizens will end this hoarding and get those pennies back in circulation.

Meanwhile, the U.S. Mints have to continue producing pennies in vast quantities to meet the needs of business.

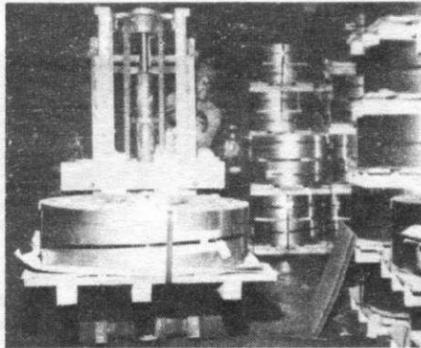
Which brings us to the point of this story:

Penn Central people have a key role in the penny production line.

Last year they hauled thousands of tons of copper from a government warehouse at New Bedford, Mass., to commercial plants that process the metal for the Mint.

One of the processors is the Brass Group of Olin Corporation,

**NOTE: The word PENNY is used in this article because it's the commonly-used name, but the official Mint term is CENT.*



At the Mint, S.R. Gregory stacks bronze coils which weigh approximately 4,000 lbs.

with plants at Reuters and East Alton, Illinois. They produce a bronze consisting of 95 percent copper and 5 percent zinc. That's what pennies are made of.

Penn Central crews now haul this alloy—in the form of coiled strips—to the U.S. Mint at Philadelphia. Specially-equipped boxcars, with built-in bulkheads, safeguard the loads.

"Careful, damage-free handling is essential at every step of the way, to keep the coils from being dented or crimped," said William J. Von der Schmidt, PC sales manager at St. Louis, who services the Olin traffic.

At the Mint, the metal strips are put through a blanking press, which punches out coin-size pieces. These pieces, called blanks or planchets, go to another machine which forms a raised rim around each blank, and then, finally to a coining press which strikes an image into both sides of the blank, producing the finished coin.

Olin is also shipping, via PC boxcar, coils of metal for making nickels. This metal is an alloy of 75 percent copper and 25 percent nickel.

Additional shipments of metal



John Amorosi runs a bronze strip through a blanking press. Like a cookie-cutter, the press punches out penny-size pieces.



Francis Lorenti keeps inventory of pennies in the Mint's vault. The coins are sent to the Federal Reserve Bank, which distributes them to local banks as needed.

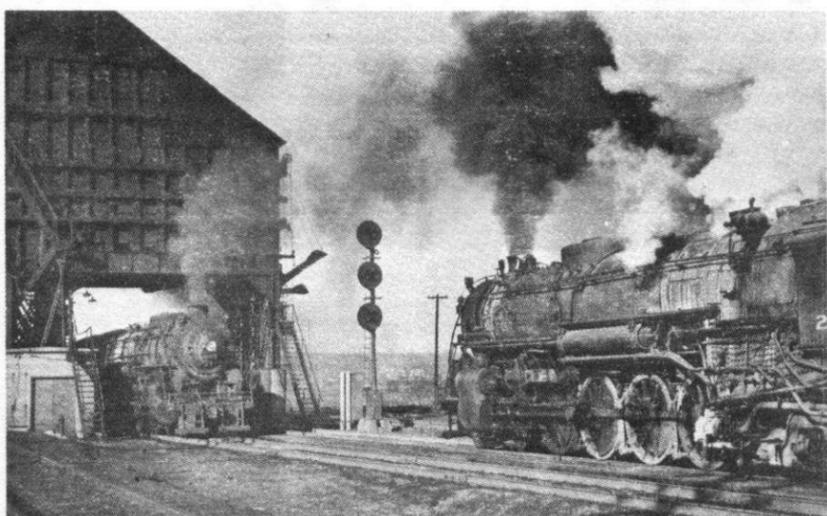
for 5-cent pieces are coming from the Brass Division of the Anaconda Company. The metal, in the form of coiled strips, is sent by truck from the Anaconda plant at Kenosha, Wisconsin, to Penn Central's TrailVan terminal at Chicago. From there, the shipments travel by PC piggyback to the Philadelphia Mint.



Bronze coils—for making pennies—are loaded at the Olin Corporation plant in East Alton, Ill., for shipment via Penn Central to U.S. Mint at Philadelphia.



PC Brakeman J.V. Anthony signals engineer as car of coiled bronze is delivered to a warehouse serving Philadelphia Mint.



Calendar of NYC Memories

Five years ago, some PC railroaders who had worked on the NYC formed the New York Central System Historical Society, to collect and preserve data and mementoes of that railroad.

The membership has grown to more than 700, including active and retired railroaders and railfans.

One of the society's projects is a yearly calendar containing old-time photos of NYC locomotives and anni-

versary notes of historic events on the railroad.

The 1976 calendar is now available at \$2.50 each. (Ohio residents should add sales tax.) Orders may be sent to New York Central System Historical Society, P.O. Box 10027, Cleveland, OH 44110.

One of the calendar's photos is shown above — a pair of NYC Mohawks near the coal dock at Galion, OH, in 1948.

Al's Idea

When Albert Stein has thoughts on public issues, he believes in speaking out. He writes letters to newspapers. He writes to his Congressman and Senators. And recently he wrote to KYW-TV, Channel 3, Philadelphia.

The station put him on the air.

In a 50-second spot, Al was shown proposing a way to boost participation in elections (only 56.7% of eligible persons voted for President in 1972).

Al's idea: "Congress should pass a law granting a \$25 rebate on income tax for every citizen who votes. I'm sure this would help bring out the people who sit home every election and just comment."

The TV station thought the idea so intriguing, it repeated the spot a dozen times.



"Later, almost everywhere I went, somebody said, 'I saw you on TV,'" Al reported.

Al Stein is a clerk in PC's Demurrage Bureau at 30th Street, Phila., under Manager Wayne E. Brown. Al's activities include serving on the grievance committee and board of trustees of Local 124, Brotherhood of Railway and Airline Clerks.

(Advertisement)

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1. LOSS-OF-EARNINGS

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(At Home or In the Hospital)

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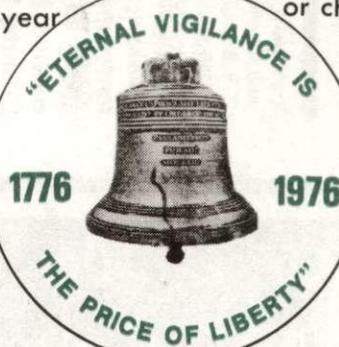
MAY BE CONVERTED AT
AGE 65 OR RETIREMENT

2. HOSPITAL INCOME

(Ages 18-64 Years)

Pays you cash of \$100.00 a week up to 52 weeks, when member, spouse or children are confined in a hospital.

MAY BE EXTENDED AT
AGE 65 OR RETIREMENT



3. FAMILY ACCIDENT

(Ages 18-59 Years)
(In Hospital or Doctor's Office)

Provides "Round-the-Clock" medical and hospital expenses up to \$1,000.00 plus accidental death benefits of

- \$5,000.00 for Member
- \$2,000.00 for Spouse
- \$1,000.00 for Each Child

4. COMBINATION

(Ages 18-59 Years)

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.

MAY BE EXTENDED AT
AGE 65 OR RETIREMENT

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Date of birth of following:

Mo. Day Yr.

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