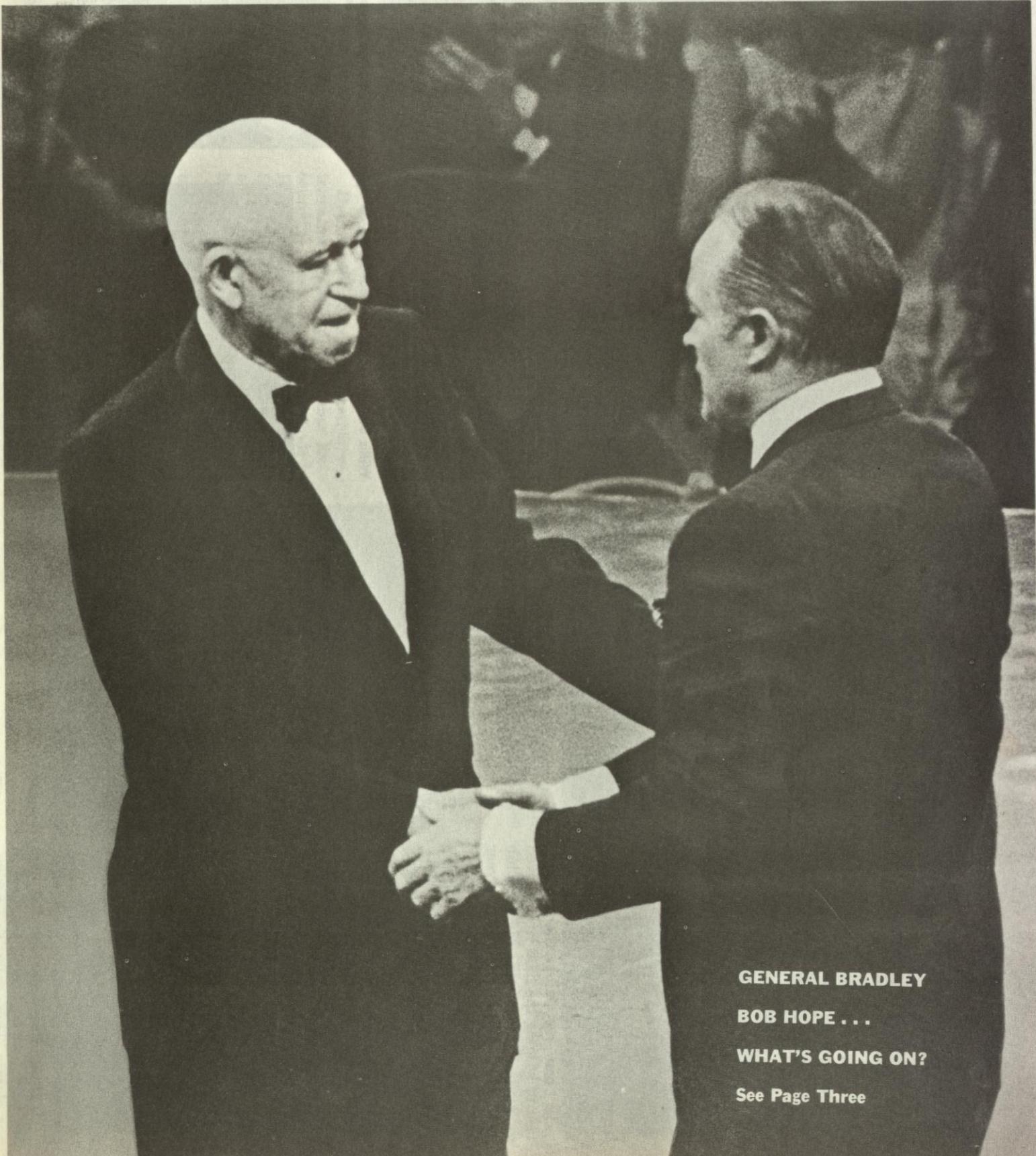


PENN CENTRAL POST



NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

APRIL 1, 1968



GENERAL BRADLEY

BOB HOPE . . .

WHAT'S GOING ON?

See Page Three

No leprechauns—just PC men PASSENGER CARS TURN GREEN



Sure and they'd warm the heart of any Irishman, for 'tis green as a shamrock they are.

They are the refurbished cars of Penn Central's commuter fleet. Their Tuscan red color is giving way to the new Penn Central green.

You'd have a hard time convincing any son or daughter of the Old Sod that the cars weren't turned out just for St. Patrick's Day. The first refurbished cars rolled out a few weeks before their patron saint's day, March 17.

These cars were the first of 66 red commuter cars to be reconditioned at the Penn Central passenger car shop in Wilmington, Del.

"I think it's a big improvement and the people will like it," said Painter William A. Scott, as he wiped a speck of paint from a newly installed window.

Painter William W. Dadds also was enthusiastic as he looked over a newly refinished car: "I think it'll sell the public on commuting by train. I'd like to see the people's

faces when it pulls into the station. I bet everyone will want to get on it."

"It feels real good to be fixing them up," remarked Painter James H. DeZzi.

"The railroad is going all out. I've seen some of the new green cabooses, but these are the first passenger cars done on the new merged system."

Most of the commuter cars serving the New York and Philadelphia areas have traveled all these years under a coat of Tuscan red paint. The only exceptions are the stainless steel Silverliners. There are 64 of the latter—58 leased from the City of Philadelphia and 6 owned by the Penn Central.

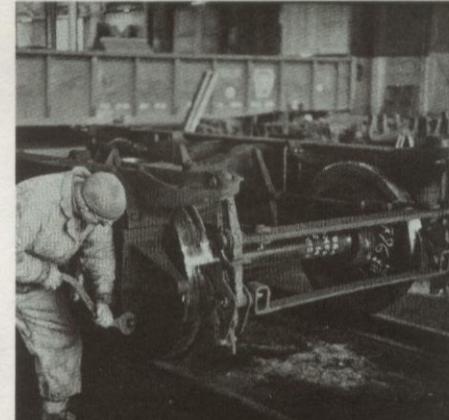
Unable to replace all the older cars, Penn Central has undertaken an intensified program to make them as comfortable and pleasant for commuters as possible.

Most of the 321 red cars in the Philadelphia and New York areas are to be reconditioned.

Workers called back under the Penn Central merger agreement have been assigned to this program. And the work starts from the wheel tread up.

All wheel assemblies, including those with propulsion motors, are removed. They are taken apart and reconditioned before being put back on the cars.

While this is being done, all the seats are removed and the entire car is inspected for wear, damage, rust and corrosion. All worn and damaged places are repaired.



Stephen B. Coverdale, car repairman in Wilmington Shop, checks truck stay bolt.

He keeps 'em flying

Charles F. Danielson is a weekend warrior.

He's a lieutenant colonel in the Pennsylvania Air National Guard. He was just recently promoted to this rank, according to an announcement by Brig. Gen. Peter R. Phillip, commander of the 171st Military Airlift Wing.

While training on weekends at the Greater Pittsburgh Airport, Col. Danielson serves as aircraft maintenance officer. He's been a member of the 171st since it was formed in 1949.

During the week, Mr. Danielson is a Penn Central freight conductor in the Pittsburgh area.



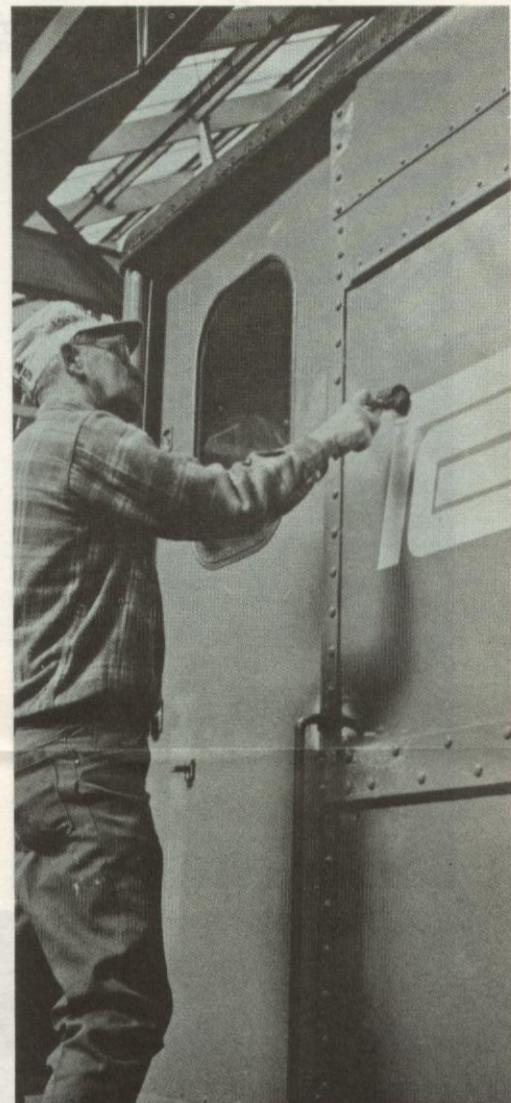
Both his National Guard and railroad jobs are primarily concerned with the movement of freight. He explains that the mission of the 171st is to fly



Painter J. H. DeZzi touches up the Penn Central green on reconditioned commuter car.



Painter William Scott cleans paint speck from window of a refinished commuter car.



Painter George W. Coburn adds finishing touch—PC decal—to a reconditioned car.

given to the entire fleet of commuter cars.

The refurbished green cars weren't intended for St. Patrick's Day—it just happened that way. They were intended to make it a Great Day for the commuter, but if he happened to be Irish, so much the better.

And once the refurbished cars go out they won't be forgotten. Each month, 60 cars will undergo what railroad maintenance men call "extraordinary cleaning," which includes scrubbing of all interior surfaces. Between rush-hour runs in the morning and afternoon, improved daily housekeeping attention will be

medical supplies and military freight to American GIs around the world.

"As maintenance officer I'm responsible for keeping our aircraft flying," he says. "That's like a roundhouse foreman keeping the engines moving."

"Nearly all the materials we handle now are going to Vietnam, but our flights span the globe—from Japan to Germany. Our wing is starting its third year of overseas flights."

The 171st has flown 46 missions into Vietnam, carrying over 1,500,000 pounds of cargo. The missions began in 1965 with the air crews transporting gifts to GIs in the combat zone, in Operation Christmas Star.

It worked out so well that the wing was tapped to carry more militarily significant ma-

teriel on a scheduled basis. All told, the 171st has touched down in 32 foreign nations.

Colonel Danielson, however, doesn't make any of these hops. "I just keep 'em flying for the other men," he says.

It wasn't always that way. Col. Danielson was a pilot during World War II, serving in the China-Burma-India Theater, and was a pilot in the National Guard before taking a ground job.

He holds the Distinguished Flying Cross and Air Medal, with oak leaf clusters, and the American Campaign, Asiatic-Pacific Campaign and World War II Victory medals. He also holds two Air Force Reserve medals and Air Force Longevity Service and Outstanding Unit awards.

FIRE!

Railroaders show how to prevent it

A railroad is a place where fire would love to get started, if you'd let it.

There are crossties, oil, grease, paint, paper and other things that can burn; and electric motors, electric power lines, acetylene torches, electric welding devices and other things that can help.

That's why one of the hottest subjects on the railroad is fire. That is, prevention of fire.

The Penn Central's fire prevention program is more extensive than on many other railroads. But that isn't something to feel comfortable about. Fire can break out in the most unexpected places, at the most unexpected times.

Penn Central men assigned to fire prevention are engaged in a continuous effort to reduce this waste that hurts everybody. But they can't do it alone—they need the help of all Railroaders.

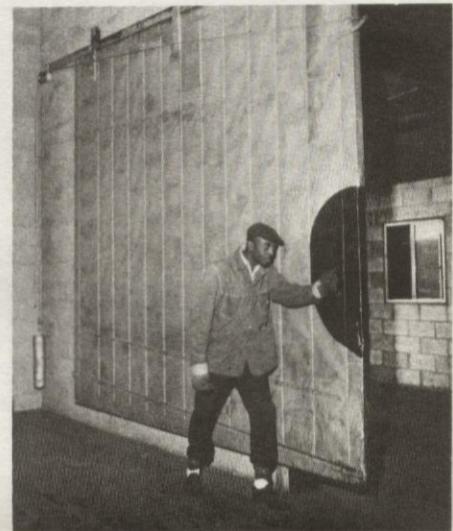
Many Penn Central people are helping. These pictures show their workaday fire prevention habits. They ask their fellow employees to join them in the fight against fire.



In Kinsman Street Enginehouse, Cleveland, Machinist Charles Pigatorie washes down spilled oil. "I do this to eliminate the fire hazard as well as the slipping hazard."



"Avoid grass fires by shoving used fuses into the ground to make sure they're out," advises Chicago Conductor G. Weitzel.



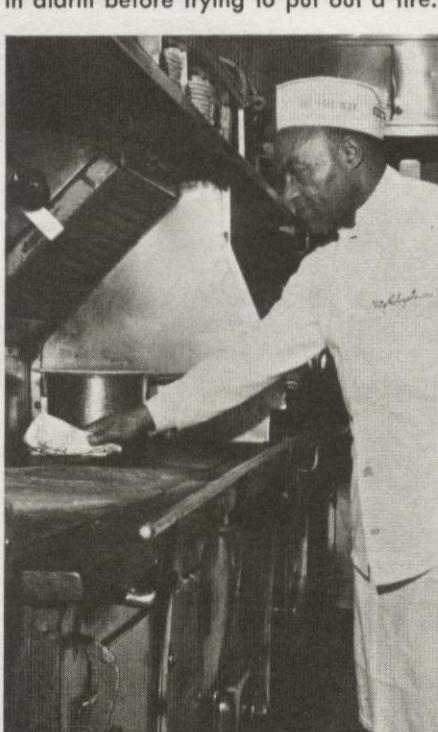
In Philadelphia, Lift Operator J. Morrison says, "Keep fire doors clear and oiled."



Baltimore Clerk Millie Greene says, "Turn in alarm before trying to put out a fire."



"To prevent fire, clear work area of rags, paper or anything that'll burn," says Welder E. G. Bateschlep, in Columbus.



"Removing grease is an important way to prevent kitchen fires," says A. B. Graham, dining car chef, 40 years with the NYC.



"Play it safe. Put 'em out when there's a no smoking sign," is the advice offered by Electrician E. T. Skoglund, in Chicago.



Millie Paich, Pittsburgh personnel department clerk-steno, practices what she preaches: "I make it a habit to grip the plug, not the wire, when removing a line from a socket."



"Throw oily rags in steel bin to prevent fires," advises Columbus Carman J. Davis.



Baltimore Electrician D. R. Durkin says, "Keep a guard on all exposed light bulbs."

Penn Central people welcome Opening of Madison Square Garden

When Bob Hope officially opened the new Madison Square Garden in New York, he remarked, "There's a crazy set of trains in the basement."

The trains are Penn Central trains. The "basement" is really the new Pennsylvania Station.

The new Garden, a roundhouse of sports and entertainment facilities, is built entirely over the railroad station.

The Penn Central is enthusiastically involved in the new enterprise for two reasons: It has a financial interest in Madison Square Garden Center; and it expects thousands of people to use convenient Penn Central trains traveling to and from the Center.

From the outside, Madison Square Garden looks like a giant drum or barrel. The circular walls support the roof by means of 48 steel cables. There are no pillars or columns inside to block the view.

The Garden was opened with an all-star show, presented for the benefit of the USO. Bob Hope and Bing Crosby headed the cast.

To the packed house of nearly 20,000 persons, the arena looked like a huge theater-in-the-round. The entertainers were completely surrounded by the audience.

The sports arena—to be used for basketball, hockey, prize fights, ice shows, the circus and other events—is only one of seven different facilities in the Madison Square Garden Center. The place was built with the entire family in mind.

Here is the way an imaginary family might be planning a visit to the Garden. Dad speaks:

"We're going in by train because

it lets us off right under the Garden and we don't have to worry about the weather or getting a cab or bus.

"I'm going to the bowling center to see the National Professional Bowlers Association championships. They'll bowl on all 48 of the center's alleys.

"The wife is going to Felt Forum. She says the Forum can seat 5,000 persons and her club didn't have any trouble getting reserved seats.

"Junior is going to meet some of his classmates at the Cinema. There's a historical movie they have to see for class.

"Sis is an art major in college and wants to see the Gallery of Art. She wants to see the kind of sports art they have in the National Art Museum of Sports.

"The wife's mother is going to a ceramic show in the Exposition Rotunda. She says there are 64,000 square feet of displays on the same level as the arena but behind the stands.

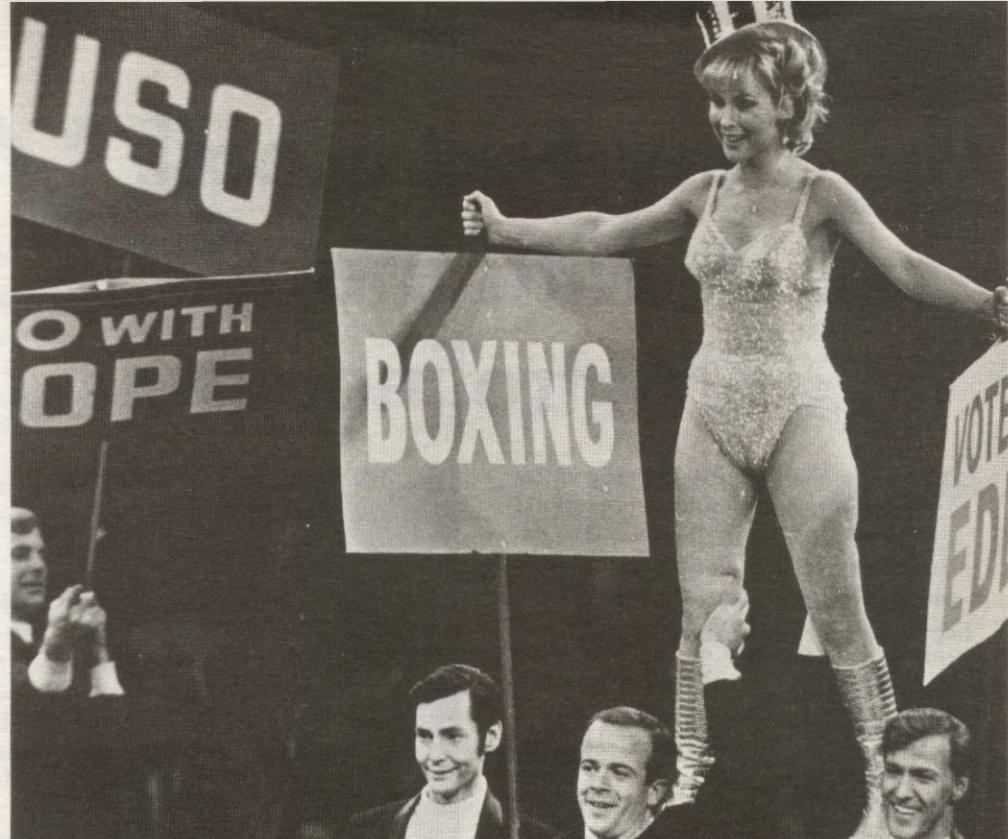
"My Pop's going to the Madison Square Garden Hall of Fame. You know, he saw most of the guys there in action and I guess he likes to stir up memories of the old days.

"And then we're all going to get together at the big restaurant for dinner.

"We'll finish just in time to catch the circus in the arena. And there won't be any rush when it's over. We just have to go down the stairs to get a train home."

That's a make-believe weekend for a make-believe family, but all the facilities are at the Garden to make it possible. And some of them are geared for 24-hour-a-day operations.

The Garden also is connected to a



The opening night featured a panoramic view of highlights from the history of Madison Square Garden, with Barbara Eden, star of NBC-Television, playing the lead.

new 29-story office building by a glass enclosed pedestrian mall. There also are entrances to Penn Station from this mall.

Penn Central has a financial interest in the office building as well as the Garden. The newly merged company sees this as a means of providing new and more direct rail service for its passengers and as a prudent investment in the future.

There's a lot of history behind the name "Madison Square Garden."

Back in 1870, a station shed of the New York & Harlem River Railroad (now a part of the Penn Central) was no longer needed, and was converted for exhibits and shows. In 1874, P. T. Barnum leased the place for his "Monster Classical and Geological Hippodrome." Then Patrick S. Gilmore leased it for band concerts, and named it Gilmore's Gardens.

In 1879, William K. Vanderbilt took it over and formally named it Madison Square Garden, because of the adjacent public park called Madison Square.

In 1889, the building was demolished and a new Garden was designed by the distinguished New York architect, Stanford White. This

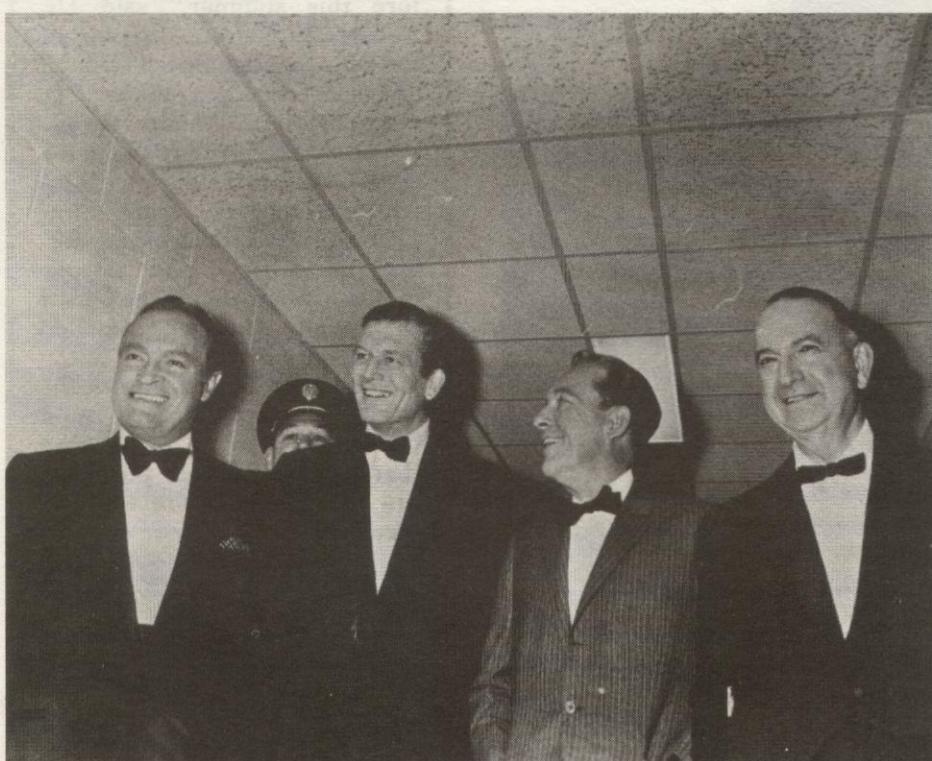
second Garden opened in 1890 with a premiere concert by the Viennese orchestra of Eduard Strauss, the son of Johann Strauss.

In 1924, the insurance company that held a mortgage on the land decided to demolish the property. George (Tex) Rickard, famed boxing promoter, organized a group to build a third garden.

This was at 49th St. and 8th Ave. It opened in 1925 with bicycle races. Under the leadership of Rickard, then of Gen. John Reed Kilpatrick, Ned Irish and Irving Mitchell Felt, the Garden attracted America's major sports events.

In 1960, Mr. Felt announced plans for a fourth Garden, and the site above Pennsylvania Station was chosen shortly thereafter. Construction had to wait till the above-ground portion of the station was demolished.

The bowling-alley portion was opened in October, 1967. The luxurious 5000-seat amphitheatre known as The Felt Forum opened to the bagpipes and drums of the Welsh and Scots Guards in November. And the "Garden" portion—the sports arena—opened on February 11, 1968, with Bob Hope doing the honors.



Scintillating on opening night: Bob Hope, New York Mayor John V. Lindsay, Bing Crosby, and Irving Mitchell Felt, chairman and president of Madison Square Garden Center, Inc.

On the cover: A highlight of the Garden opening was Bob Hope's presentation of the Gold Medal Award of the New York City U.S.O. to General of the Army Omar N. Bradley. Almost 20,000 attended.



Construction photo taken in November, 1966, shows the circular Garden and, in foreground, the 29-story office building rising above the below-ground Penn Station and tracks. Photo, right, shows Garden on opening night. Photo makes clear how the roof is suspended by steel cables.



They had a ball with the Metroliners

What's the biggest thing coming up in passenger transportation?

Answer: The high-speed Metroliner Service that Penn Central people will begin operating between Washington and New York this year.

So when officials of the Travelers Aid Society of Washington planned a charity ball last month, they called it the "Meet the Metroliner Dinner-Dance."

They held it in Union Station, Washington.

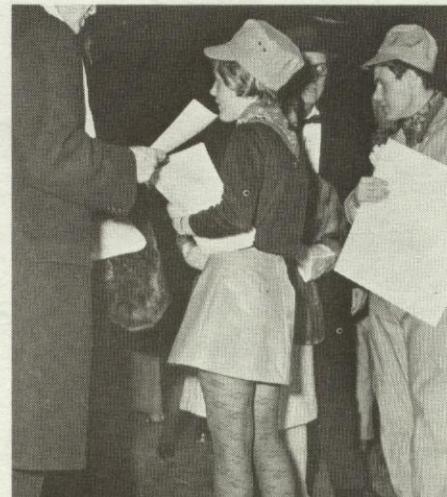
Penn Central was happy to cooperate.

A Metroliner coach and a Metroliner snack-bar coach were parked on the station tracks. A red carpet was laid from the dance floor—set in the middle of the huge waiting room—to the tracks. And guests had an opportunity to inspect the cars that are considered the most advanced in the railroad world.

Two days earlier, a special showing was held for members of Congress. They are especially interested in the development of the Metroliners because the Government is putting up \$11 million toward a two-year test of the high-speed service. The Penn Central is spending about \$45 million for the cars and improvements to tracks, power lines, signal systems and stations.

To prepare the station for the Travelers Aid ball, benches were removed and a portion of the waiting room was curtained off for the dance area. The floor was coated with shellac for easy gliding. Meyer Davis's orchestra, led by his son, Emery Davis, held forth from a stage built atop the main news stand.

More than 500 persons from Washington's social and governmental circles attended.



Guests are guided by aides of Travelers Aid in railroad clothes (well . . . sort of).

Among them were Henry H. Fowler, U. S. Secretary of the Treasury; Alan S. Boyd, U. S. Secretary of Transportation; Claiborne Pell, U. S. Senator from Rhode Island, long an ardent advocate of Government-aided high-speed service; Sir Patrick Dean, the British Ambassador and Lady Dean; and Mrs. Harold Wilson, wife of Britain's Prime Minister.

Young men and women of the Travelers Aid Junior Committee served as guides. They wore what were called railroad costumes, with enginemen's caps and bandanas, but the orange miniskirts worn by the girls were admitted to be not entirely authentic railroad garb.

The guests dined at tables decorated with brakemen's lanterns and battery-powered HO trains.

Net proceeds from the ball (tickets were \$100 per couple) will help finance the Travelers Aid program for assisting travelers with physical, financial or emotional problems.



Curtains set off the Metroliner dance floor from the rest of Union Station, Washington.



Guests had opportunity to see two types of Metroliner cars parked in the station.



Attendant Walter Buck and Supervisor Ed Enzo show snack service to Congressman Joseph P. Vigorito, Pennsylvania.

Why the service is delayed

Penn Central's preparation of stations and right-of-way for the high-speed Metroliner Service has been completed, but the service has been delayed by some mechanical problems in the cars. More than 25 of the cars have rolled off the Budd Company's production lines, and are undergoing tests and changes.

"The manufacturer is having difficulties with the electrical and mechanical systems in the cars, and I don't expect them to be ironed out much before this summer," said Dr. Robert A. Nelson, director of the Office of High Speed Ground Transportation, part of the U. S. Department of Transportation.

The cars have many advanced engineering principles, with intricate electrical wiring, complex braking and shock-absorbing mechanisms, and electric motors much more powerful than in any other self-propelled passenger cars.

The Federal Government, the Penn Central and the Budd Company all want to be sure that any mechanical problems are eliminated before the service begins.



Claiborne Pell, U.S. Senator from Rhode Island, with Dr. Robert A. Nelson, director of High Speed Ground Transportation.



Congressman Chester L. Mize, of Kansas, and Priscilla Crane, Department of Transportation, try the comfort-styled seats.

ing by devoting more time to the bottle than the paint can.

"My father-in-law tipped me off," Mr. Slear chuckled. "I got the job."

The bride he carried across the threshold of his do-it-yourself house 81 years ago was Louise Faulknor. She died at 79 in 1949. His father-in-law, Humphrey Faulknor, was also a Central painter.

Mr. Slear's widowed daughter, Mrs. Bonita Beckwith, an only child, lives next door and keeps a watchful eye on her centenarian father.

"I bought him a wheel chair," she says, "but he refuses to use it. He also insists on cooking most of his own meals."

Mr. Slear's chief complaints are that he can no longer hunt and fish, and can't remember as well as he used to. But to observers there is little wrong with his memory. He recalls details of his life with clarity, and his hearing and eyesight are

good. His favorite reading is true detective stories.

He has a television set, "but I don't watch it much except for sports events," he says.

Mr. Slear, looking at the pile of congratulatory messages, wondered, "How in the world did they ever find out about me?"

One came from President Lyndon B. Johnson. Governor Branigan of Indiana and retired railroaders around Elkhart were among the hundreds of others who wrote.

E. J. Claypole, assistant vice president, passenger service, for the Penn Central, presented Mr. Slear with a box of his favorite cigars, Swisher Sweets, a pipe and detective magazines (photo, left).

Mr. Slear seemed most appreciative of the pipe. He clutched it while answering questions and patiently waited for his visitor to depart so he could light up.



How to enjoy life at 100

When Charles Wilson Slear began drawing his Railroad Retirement pension in 1937, he found it so pleasant that he still is doing so, 31 years later.

This diminutive, white-thatched New York Central pensioner is now 100 years old. He celebrated his birthday on January 9.

Mr. Slear was born in 1868 in Elkhart, Ind., where he still lives. He resides alone in a home he built by himself for \$900. That was 81 years ago.

Living alone at 100 is only one of the unusual things about Mr. Slear, oldest living pensioner on NYC records. His almost wrinkle-free face and his peaches-and-cream complexion would be the envy of middle-aged matrons. His pipe and cigars would be the despair of many doctors.

It was on June 1, 1889, that Mr. Slear learned a certain New York Central painter had created an open-

OPEN LINE

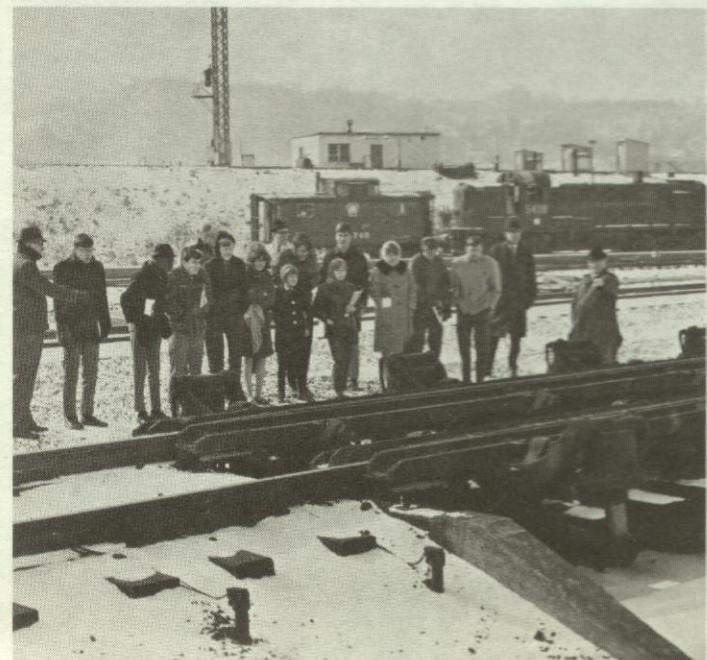
REPORTS FROM ALL OVER

PC's first dividend—Directors of Penn Central have declared a quarterly dividend of 60 cents per share, payable on March 29 to stockholders of record March 11. This is the first dividend of the merged company.

Management and Labor meet—Representatives of railroad companies and railroad unions met in Miami, Fla., to discuss some of the basic problems affecting the industry.

George E. Leighty, chairman of the Railway Labor Executives Association, and William B. Johnson, president of the Illinois Central Railroad and chairman of the carrier group, announced that the meeting was exploratory and organizational. Ground rules for future meetings were agreed upon.

A joint statement said: "The atmosphere was constructive and harmonious. There was unanimous recognition that many industry problems are of mutual importance to railroad Labor and Management, as well as to the general public."



Junior tycoons—A business operated by teenagers and sponsored by Penn Central men at Weirton, West Va., has been named Company of the Month by Junior Achievement. The youngsters, trading under the business name of Railco, have been making and selling men's and women's jewelry and tie-down fasteners for automobiles.

Their Penn Central advisors are Richard E. Foran, lead clerk in personnel accounting, Pittsburgh; George P. Walsh, agent at Steubenville, O., and Wheeling, West Va.; and Howard S. Foss, Jr., industrial engineer, Pittsburgh.

The young businessmen were taken on a tour of Conway Yard, near Pittsburgh, where operations were explained by Mr. Walsh (left) and Trainman Norman F. Felton (right).

Later, they heard Robert Grubb (photo below), laboratory assistant, explain how samples of fuel oil from diesels are tested to help "diagnose" any internal troubles.

Junior Achievement is a program to teach young Americans, through practical experience, how the free enterprise system works.



For railroad widows—A widow of a railroad man becomes eligible for a pension from the Railroad Retirement Board at age 60. However, under an amendment, disabled widows may now receive benefits between the ages of 50 and 59, if they are totally and permanently disabled, and unable to work in any regular employment.

To be eligible a widow must have become disabled be-

fore her husband's death or within seven years after his death; or, if she had been receiving monthly survivor benefits at any time after his death, she must have become disabled within seven years after those benefits stopped.

Any disabled widow who believes she may qualify should write to the nearest office of the Railroad Retirement Board.

Railroads seek rate boost—The Nation's railroads, acting jointly, have asked the Interstate Commerce Commission for permission to publish increases in freight rates on specific commodities.

The petition said that the railroads are facing an emergency which requires that increases be granted at the earliest practical date. Without the increases, they said, railroads earnings would be insufficient to pay for improvements and maintain efficient service.

They pointed out that during 1967, earnings of America's major railroads were the lowest in the entire period since World War II, except for 1960 and 1961. The rate of return on their investment in rail property was only 2.46 percent—far lower than the return a person gets by simply depositing his money in a savings account.

Although the railroads were granted freight rate increases in 1967, they pointed out that they are experiencing large increases in wages, payroll taxes and the cost of hospital and medical insurance. Prices of materials and supplies are also continuing to go up.

These cost increases, they said, will approximate a gross yearly figure of half a billion dollars.

These drastically higher costs, imposed on earnings "which are already dangerously low," they said, would bring railroad rates of return and net railway operating income to perilously low levels.



To sustain the New Haven—Richard C. McRae, left, treasurer of the Penn Central, is shown delivering a check for \$5,000,000 to J. Edward Berg, treasurer of the New Haven Railroad.

This was the first payment under an agreement by the Penn Central to lend the bankrupt New Haven up to \$25,000,000 to keep it running until it can be included in the Penn Central.

The trustees of the New Haven had previously reported that the cash on hand on February 1 was so low that Penn Central help was essential to assure continued operations. The New Haven's cash balance was \$2,295,087. The railroad needs about \$1,750,000 each week to cover payrolls and costs of supplies.

To honor transportation people—President Lyndon B. Johnson has signed a proclamation setting the week of May 12 as National Transportation Week. He also set May 17 as National Defense Transportation Day.

In his proclamation, the President noted that 100 years ago it took interminable travel by land and sea to go from San Francisco to New York. One year later, he said, with the completion of the first transcontinental railroads, the trip could be made much more swiftly.

"This revolution in transportation was one of the principal causes and opportunities for the rapid progress of our Nation," the President said, adding that the history of America "cannot be separated from the story of our transportation—nor can its future."

"We look today to the leaders of our transportation industry for the imagination and enterprise which, in the past, did so much to make our nation great."

He declared that fast, safe and efficient transportation "is indispensable to our future growth, to the security of our Nation, and indispensable to the safety of our citizens as well."

"We can grow only as much, and only as fast, as our transportation network permits us to grow."



"Received my first Penn Central Post. I sure enjoyed reading it. With men like Mr. Stuart T. Saunders and Mr. Alfred E. Perlman, this tremendous job will be done. Now we're one big railroad family."—William C. Smith, retired car inspector, Philadelphia, Pa.

"I would like to tell you how much I enjoyed the new Penn Central Post, and how proud I am to be an employee of this company. I was a Pennsylvania Railroad man before the merger and I always enjoyed the Pennsy magazine."—Gerald M. Kieran, Penn Central track foreman, Hopewell, N.J.

"In the first issue of your publication, you have made great use of the word 'new'. New trademark (in railroading these are called heralds, not trademarks), new color, name, etc.

"The 'new' herald is too much like too many others to be really distinctive. The 'new' color is not new at all. It was first used several years ago on New York Central box cars. Neither is the slanted type face new—it is merely the type face used by the New York Central."—R. P. Fitzgerald, Havertown, Pa.

"I read in the February issue where a trainman on the Schuylkill Branch had 27 yrs. service without any time lost due to accidents. The first of June this year I will have 45 yrs. service without any time lost due to an accident and no time lost acct. of sickness."—O. G. Aller, passenger conductor, Harrisburg, Pa.

"I want to express my appreciation for sending me your publication, for it is keeping me in touch with what has been a great part of my life, the Pennsylvania Railroad. I believe I can give credit to the PRR for much of what I am now enjoying. Perhaps some day I with my wife will have an opportunity to ride on the railroad that has meant so much to me. Those fast-moving trains make an old railroader prick up his ears and give an idea he would like to ride and prove they do go that fast."—Eugene A. Fox, Honolulu, Hawaii.

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ZIP TRIP

Labor officials ride High Speed



Officers of railroad labor unions took a ride recently on the experimental train which is paving the way for the new High Speed Service.

The train hit 146 miles per hour that day.

It wasn't as fast as the top speed in recent test runs—164 miles per hour—but it was still sensational to these guests.

"Great—the smoothest ride I ever had!" exclaimed Ernest H. Benson, national legislative representative of the Brotherhood of Maintenance of Way Employes.

"I stood up in the middle of the car at the top speed and had no trouble. I could have drunk a cup of coffee without spilling a drop."

"There must have been a lot of good old-time M.-of-W. men involved in installing those tracks."

The demonstration run was made on the PRR's special test track, stretching 21 miles between New Brunswick and Trenton, N. J.

The four cars in the train were rolling laboratories without padded seats or any of the other refinements being built into the cars that will run in the Metroliner Service between Washington and New York.

Joseph Ferrara, international representative of the United Automobile, Aerospace, and Agricultural Implement Workers, called attention to this point.

"It was a beautiful ride in these experimental cars—and in the fully furnished cars, the ride ought to be wonderful," he said.

Thomas Ramsey, vice president of the International Brotherhood of Electrical Workers, said, "The ride and comfort qualities of the train were excellent. In the finished Metroliner car we inspected after the test run, we saw design and colors that should prove attractive to passengers."

W. S. Homer, representative of the Labor Bureau of the Middle West, said, "At 146 miles per hour, this train felt smoother than some trains going 30 miles per hour."

Kyotaka Yoneda, assistant to the director of research and education of the Railway Clerks, compared the speed and smoothness of the ride to Japan's famous Tokaido line trains, which he has often ridden.

William Fravel, assistant national legislative representative of the Trainmen's Union, predicted that the

new service will induce motorists to leave their cars at home and take the train.

Don Beattie, executive secretary-treasurer of the Railway Labor Executives Association, commended Penn Central Chairman Stuart T. Saunders—"I'm doubtful that this new service could have come into being without him—he sparked it."

W. H. Bowe, international secretary-treasurer of the Sleeping Car Porters, commented, "We need these new trains for the country, and we need them for the workers. The trains should relieve highway congestion and increase employment."

W. H. Taylor, recording secretary of the Railway Supervisors' Union, declared, "I'm sure the airlines on this run will offer no competition to these trains in comfort, cost or safety."

R. W. Smith, vice president of the Hotel and Restaurant Workers, had a pessimistic view: "I think the High Speed Trains will reduce the number of employees, and will only draw passengers away from the slower trains. The fares will match the airline fares, so they won't attract air travelers."

However, a comparison showed that the High Speed Trains, even with their extra fares, will charge 20 to 33 percent less than airlines fares. In addition, surveys have indicated that many present passengers would stick to the existing trains, rather than pay a premium fare for the High Speed Service.

In regard to employment, each Metro Club car will have two attendants instead of one as in present club cars.

J. W. O'Brien, vice president of the Sheet Metal Workers, seemed to sum up the prevalent sentiment:

"If the trains are publicized, the people will surely get acquainted with them and use them."

"The Railroad ought to be commended for its involvement in this program."

Seated in a Metroliner car that will run in revenue service, labor officials hear a talk by Dr. Robert A. Nelson, director of U.S. Office of High Speed Ground Transportation.

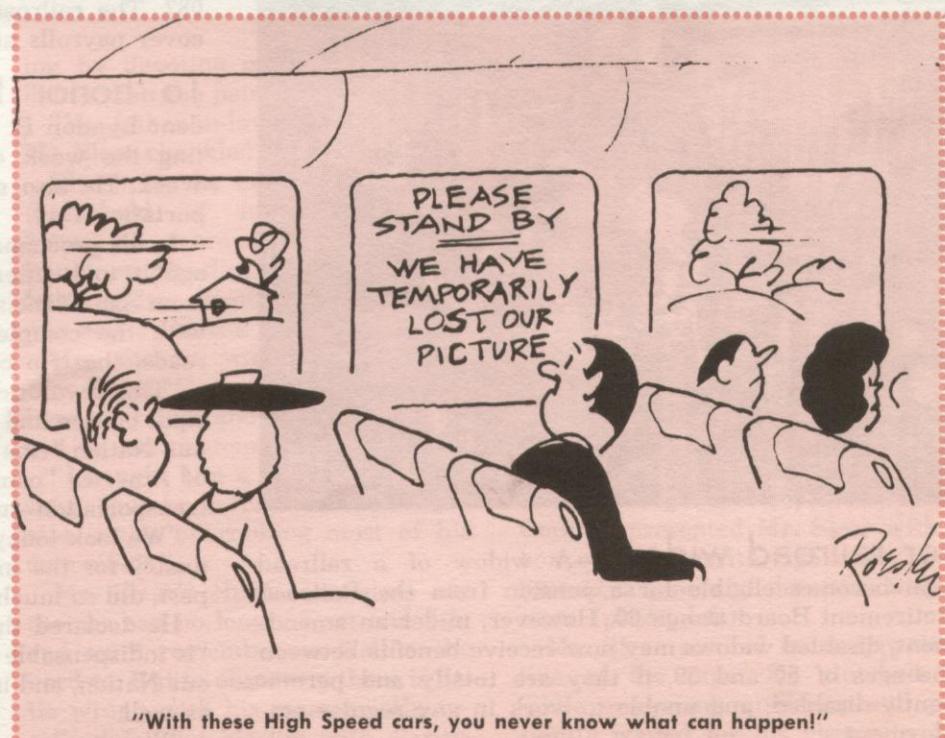
Riding in temporary seats installed in a laboratory car, the labor officials watch the scenery whiz by as the experimental train hits 146 miles per hour in a test run.



On twin television screens and recording machines, part of \$150,000 worth of scientific instruments, the visitors could observe all the characteristics of High Speed travel.



A. Scheffer Lang, Federal Railroad Administrator, talks with Taylor Soop, Electrical Workers; D. S. Beattie, Labor Executives; E. H. Benson, Maintenance of Way Employes.



It's a dream assignment: They test fine food

Care for roast beef tenderloin? Orange and grapefruit Hawaiian? Pineapple slaw? Rub Baba?

Taken together, that's a mighty tasty meal—like something from the menu of an elegant restaurant.

Actually, it's from a proposed menu for the Penn Central's Metro Club cars, which are a plush new version of the parlor car, built for the High Speed Service.

This dinner and others like it are being sampled by parlor lounge attendants during training classes at Sunnyside Yard, New York.

To them has fallen the enviable task of judging the food to be served to passengers in the Metro Club cars, which will be flashing this year along the Northeast Corridor between New York and Washington.

The attendants are helping plan suitable menus. And the best way to do this is eat the food.

After the sampling, they give their verdict on the appearance and taste. They add comments on anything they think needs improving.

An actual Metro Club galley and a snack bar of the type to be used in the new coaches have been set up at Sunnyside Yard for these training classes.

"This equipment is all new to us," said Joe Bellinger, instructor in the training classes for the Northeast Corridor Demonstration Project.

"We have to test the heating temperature and time, the amounts and combinations of food, and the appearance and serving of the meals.

"I guess you could say the men are food tasters, testing the food in our classes. They enjoy this assignment—and they aren't rubber stamps. If anything about the meal isn't exactly right, they tell us about it real quick."

Mr. Bellinger explained that in the High Speed Service, the meals will be assembled in the kitchens of the Dining Car Department at New York and Washington, D.C.

Each meal will be set up on a special tray with a non-skid place-mat to hold the plates, bowls and cups. These will be placed aboard the cars in square aluminum carriers. They will be kept refrigerated until needed. Just prior to service, the meals will be heated in the car's galley ovens, which can handle 24 meals at a time.

"We are now testing to establish a heating schedule for each of the different meals," Mr. Bellinger ex-



Instructor Walter Buck, right, shows tray with the fully-prepared meal to A. Smith, G. W. Winfield and Instructor Eddie Enzo.

plained. "Some are to be heated at 350 degrees for 30 minutes. Others will take lower or higher temperatures, for shorter or longer periods. We'll find out, by testing, which is best for each kind of meal."

A pair of new high-speed coffee makers are in each galley. These are capable of turning out 16 cups of freshly brewed coffee in just over six minutes.

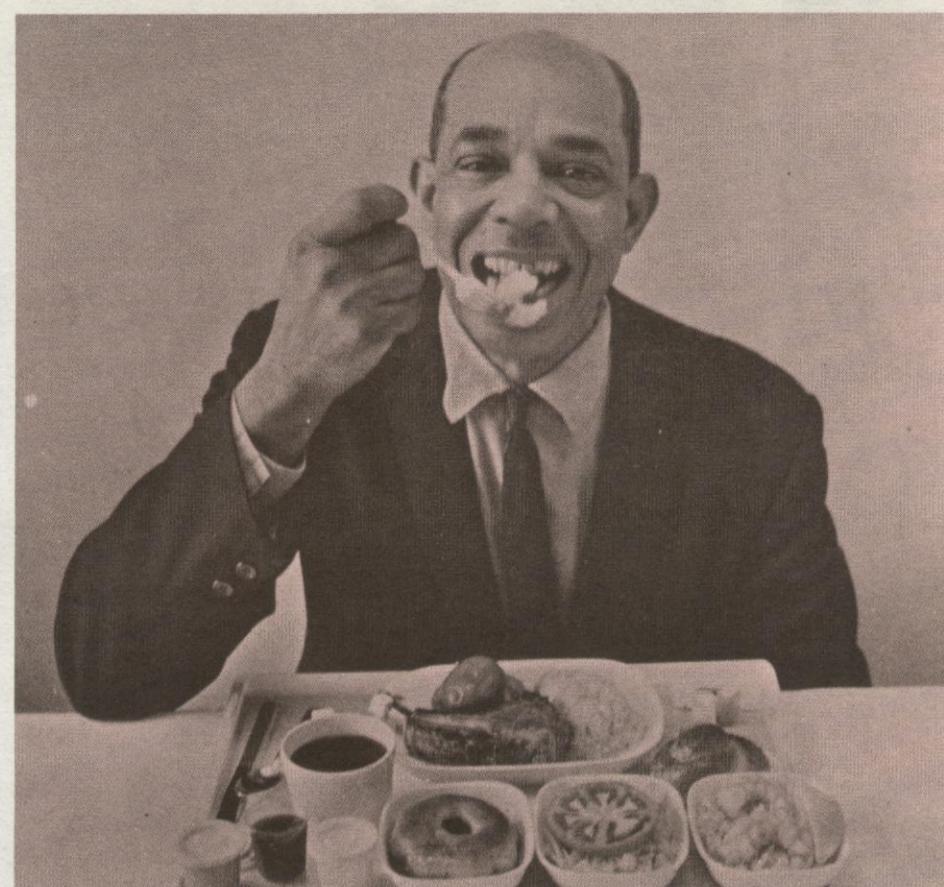
Enough coffee for eight cups comes packed in special cans which serve as coffee baskets in the new devices. Once the cans are inserted in the machines, coffee is brewed automatically.

The Penn Central is building 10 Metro Club cars and 40 coaches for the High Speed Service. In the club cars, the meals will be served to the passengers at their seats. Coach passengers will be served at a new kind of snack bar.

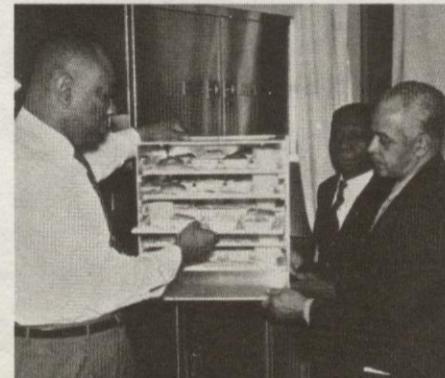
"This new snack bar is larger than present equipment," pointed out Walter Buck, another instructor in the Northeast Corridor Demon-



W. Buck explains new coffee maker to Attendants S. A. Davis and A. S. McLane.



Willis S. Frink samples meal being developed for PC's High Speed Passenger Service.



Instructor J. Bellinger shows F. Thompson, W. Brown how food tray fits carrier.



Attendants S. Davis and A. H. Blair watch Instructor C. Barber operate new coffee maker to be used in a Metro Club car.



Food and service are first, but appearance counts too, so Instructor C. Barber takes time to adjust Attendant A. McLane's tie.

They call him Muscles

He looked like an average elderly gentleman.

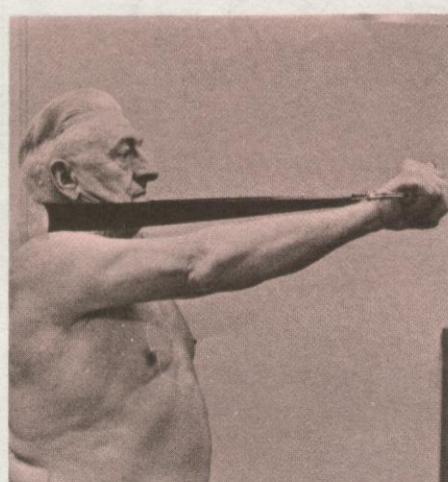
He sat down and flexed the heavy rubber exercisor. Then, with a slight ripple of muscle, he stretched it across his chest to the full extent of his arms.

"Not bad for a guy nearly 70," he said, smiling.

It wasn't bad at all—considering that it took a 60-pound pull to stretch the thing.

The demonstration was the calling card of Thomas H. (Muscles) Mercer, retired PRR engineman. He's a salesman of the stretching and massaging device called the Xercisor.

It consists of two metal hand grips attached to a large strip of rubber, which looks like a giant rubber band. Mr. Mercer has exercised with it for ten minutes a day for the



past 50 years.

"I feel fit and fine," he said, "and hope to be doing it for another 25 or 30 years. I'd like to get everyone to do it."

Mr. Mercer considers himself an

ambassador of good health as well as a salesman.

"I want to help people to good health even if they don't know they need the help," he said. "I try hard to tell them the benefits of exercise. All they need is ten minutes a day, every day."

Mr. Mercer is a third generation engineman. His grandfather, Thomas H. Mercer I, was with the Illinois Central Railroad; his father, Thomas H. Mercer II, was with the Frisco; and he served the PRR on the Chesapeake Division.

As a young man, he says, he was "skinny and underdeveloped." He had a bout with typhoid fever and weighed only 118 pounds.

Today, he's six feet two and weighs 220 pounds—"and there isn't any fat," he declared.

His chest is normally 42 inches, but a deep breath expands it to nearly 51 inches. With his chest expanded, it's impossible to close his shirt which has a 17½ collar.

Hand exercise with the "rubber bands" has developed his fingers so that he wears a size 14 ring. A quarter drops easily through it.

Mr. Mercer recommends a series of graduated isometric exercises with the Xercisor for men and women to strengthen rectal, abdominal and pelvic muscles.

"These are most important muscles for a good life when you get older," he said. "While you're working on these, you automatically develop your shoulder, arm and back muscles. They pretty well take care of themselves, but the others need help in later years."

He recalls that he very nearly wasn't hired by the PRR.

"After giving me my physical, the doctor told me I didn't have enough muscle to be a fireman," he said. "I showed him like I showed you. He stamped me O.K. and asked me for an Xercisor. And I went to work shoveling coal on an engine at Washington, D.C."

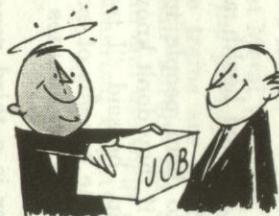
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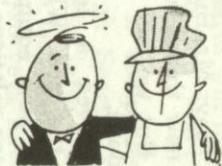
The most important person on our railroad...



Meet the most important person on our railroad: The Customer.



The Customer is the reason we have a railroad —the reason we have jobs.



The Customer isn't an outsider—he's the heart of our business.



The Customer isn't an interruption in our work —he's the purpose of our work.



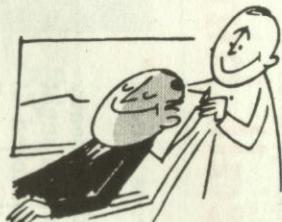
The Customer expects courtesy; if we're indifferent, he'll go where he's welcomed.



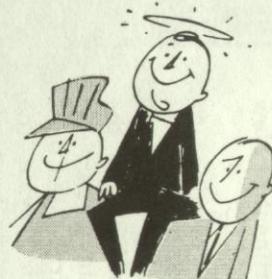
The Customer isn't somebody to argue with; you may win the argument...and lose the Customer.



Though many of us never come face to face with the Customer, everything we do affects the service he hires us to perform.



The smile of the satisfied Customer is our only job security.



In brief: It's the Customer who pays our wages. To keep him happy, and to stay on his payroll...

Let's take care of him!