

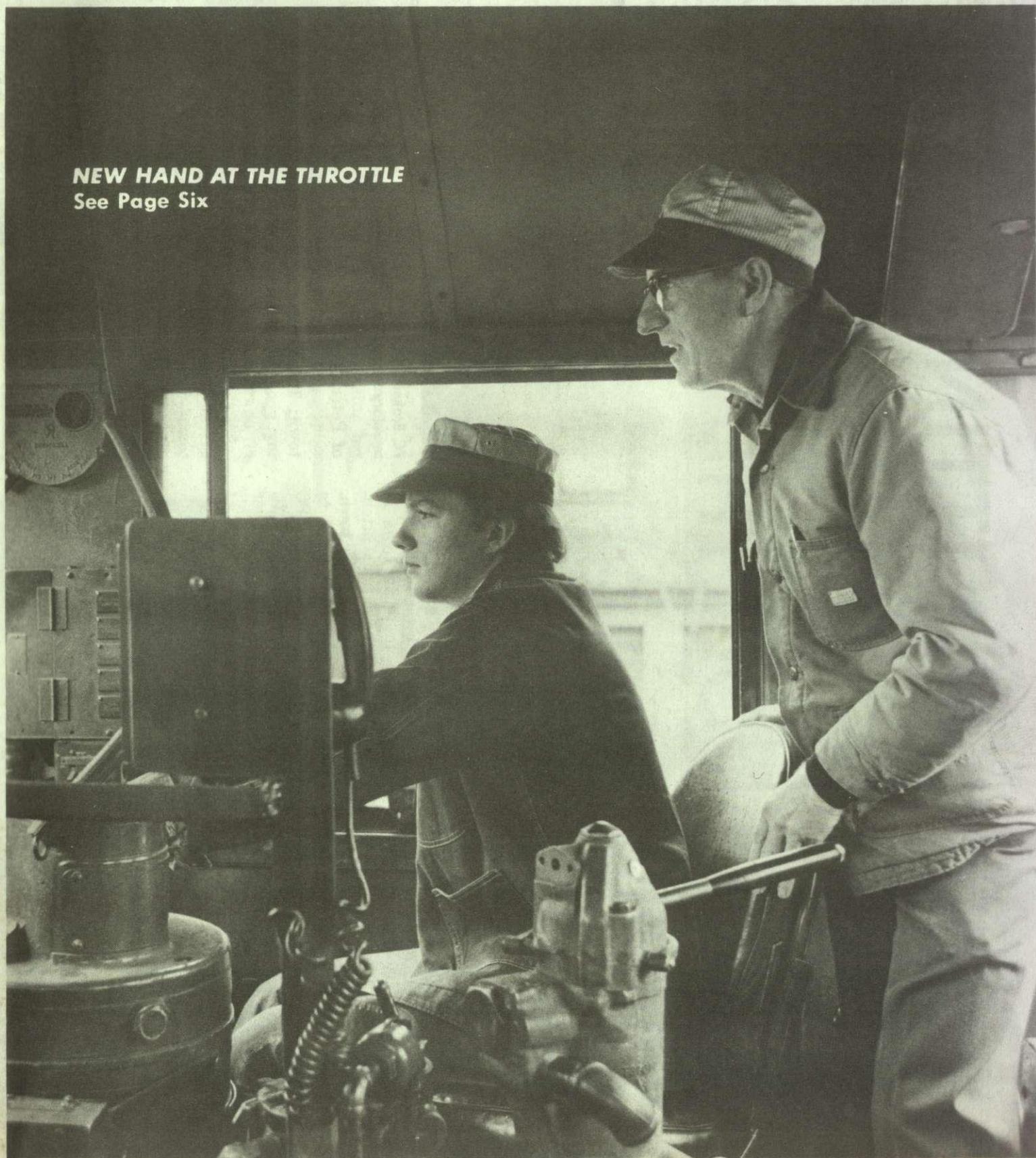
PENN CENTRAL

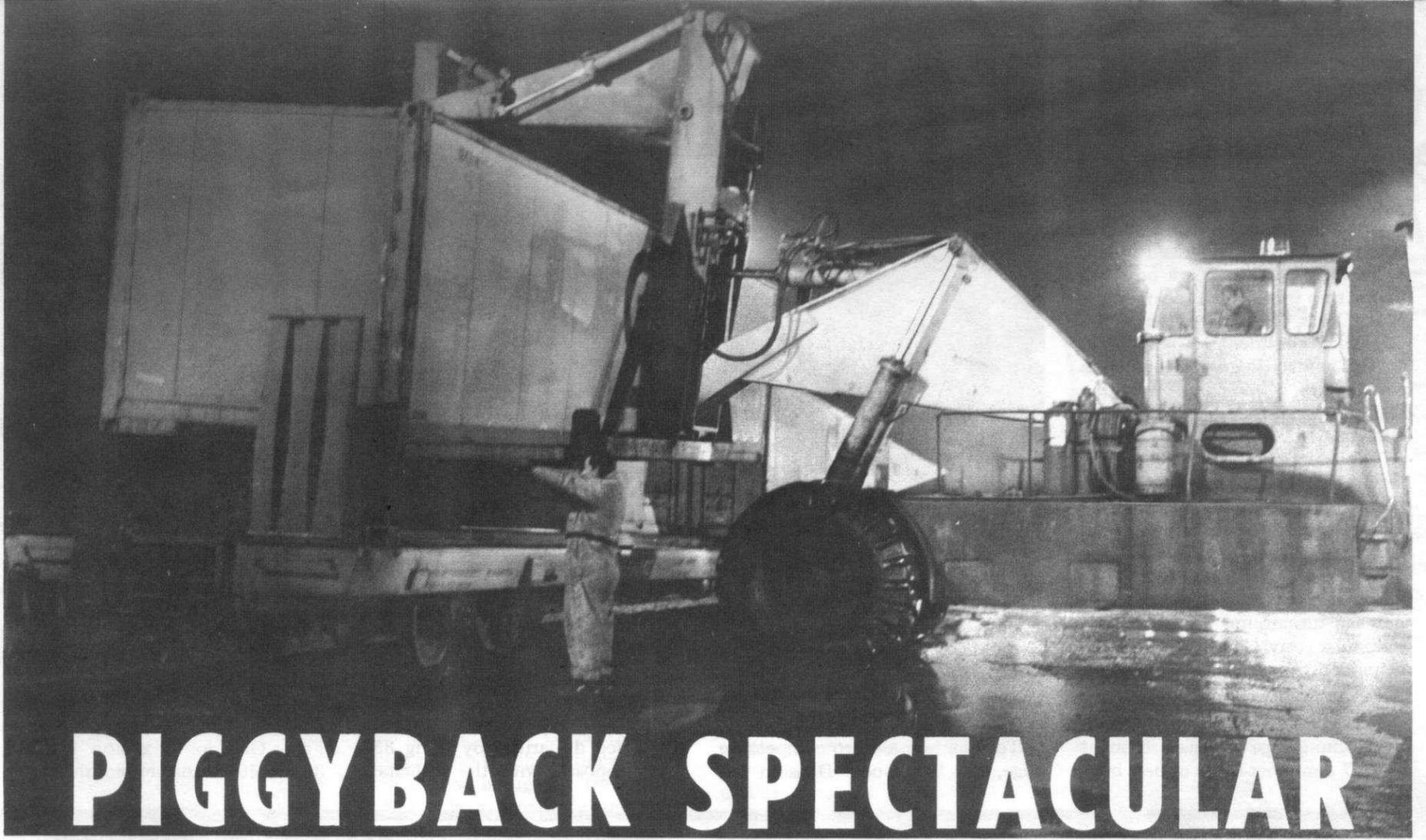


POST[®]

APRIL 1973

NEW HAND AT THE THROTTLE
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PIGGYBACK SPECTACULAR

In 1971, Penn Central people hauled 420,911 loaded trailers and containers in TrailVan piggyback trains.

In 1972, the year of a big new push for this kind of traffic, they handled 516,159.

That's a 23 per cent increase — during a period when piggyback business in the rest of the railroad industry, exclusive of Penn Central, increased only 8 per cent.

"Spectacular" is President William H. Moore's word for this Penn Central achievement.

The increase, he said, was attained from a foundation of "new marketing programs which stress reliable service and attractive rates."

PC people are aiming for another substantial boost in TrailVan piggyback business this year.

And looking long-range, the Railroad's planners have set a goal of 900,000 TrailVan loads for 1975 — more than doubling the 1971 volume and bringing in about a quarter of a billion dollars of revenue.

The emphasis on piggyback business is part of a fundamental shift in sales and marketing strategy, Mr. Moore said.

The Railroad will no longer depend primarily on bulk freight,



At Detroit TrailVan terminal, George Egler keeps tabs on pickup of trailer-loads.

which has always been its mainstay but has tended to lag in recent years.

Coal, for example. This commodity has traditionally accounted for about one-third of the Railroad's freight tonnage and about one-sixth of its freight revenue. But recent regulations against sulfur emissions of coal, coupled with unrestricted imports of foreign oil, have caused many power plants to shift away from coal. As a result, Penn Central has lost about a quarter of its potential coal traffic.

That means a loss of about \$75 million a year — a harsh blow to a railroad in bankruptcy.

The Trustees have stated that a major increase in piggyback traffic is now essential to the Railroad's survival program.

Indeed that's one of the primary reasons why the Trustees are seeking government assistance to upgrade Penn Central's tracks and terminals. These improvements are urgently needed in order to give piggyback traffic the fast, dependable service that will attract more of this business to the rails.

While continuing to provide good service to the still substantial traffic in coal and other bulk commodities, Penn Central is zeroing in on "merchandise traffic" — manufactured goods — which moves over the nation's highways in enormous volume. Penn Central wants to persuade truckers to take their vans off the crowded highways and put them on flatcars.

The aim is to work with the truck lines, not against them.

"We want to show haulers of

vans and containers that over a given route we can move their tonnage more efficiently and economically than they can," Mr. Moore explains.

"Many of the highway carriers have already taken us up on this proposition — as evidenced by the increase of nearly 100,000 TrailVan loads last year."

Coordinating this campaign is the Intermodal Division. Established a year ago within PC's Sales and Marketing Department, this division has the assignment of increasing TrailVan piggyback traffic as rapidly as possible. Its responsibilities include sales, rates, and TrailVan terminals.

To give it the utmost flexibility in winning customers, Intermodal operates as a "profit center" — sort of like an independent company within the Railroad. It is charged for every train it uses and credited for all the dollars it brings in.

The establishment of this new division is just one of many highlights of Penn Central's TrailVan story. Here are some others.

Ship-A-Train

This bold new service idea means that any shipper, forwarder, consolidator or motor carrier, who can provide a minimum of 60 trailers or containers of freight in a 24-hour



Adele Ivory handles paperwork for Pennsylvanian Truck Lines, PC affiliate that does pickup and delivery of trailers.

In photo above, Andy Hennessy guides Pat Christiano, placing loaded container on a car at N. Bergen, N.J., for movement west.



At Englewood Yard, Chicago, Ted A. Falaris checks the airbrake lines on a piggyback car before train heads east.

period, can get special low rates.

For example, a shipper sending traffic from New York to Chicago can save \$60 per trailer-load below the regular piggyback rates. If he has a round-trip movement, he can save about \$100 per trailer-load — nearly a third less than standard piggyback rates.

Unique pricing and high-speed movement have made Ship-A-Train a success. Inaugurated in late August, 1972, this service carried 19,745 loads by year's end.

PC Rail-Bridge

Introduced in 1972, this service provides substantial savings in time for shippers sending goods in containers between Europe and the Far East. The containers go by ship across one ocean, then across the U.S. by rail (via PC and connections), and finally across the second ocean to destinations.

Penn Central, the first Eastern railroad to participate in this kind of service, offers distinctive shipping advantages because it serves four of the five major East Coast ports

Continued on Page Two



At Detroit TrailVan office, Nora Cavazos files orders; Ann Eshenbrenner copies reports; and Ann Madej teletypes movement data to other terminals.

(Boston, New York, Philadelphia and Baltimore.)

PC Mini-Bridge

This is an abbreviated version of Rail-Bridge; the shipment goes across only one ocean. For example, a shipment of containerized freight from Japan to New York now will go by ship from Japan to America's West Coast, then by rail across the American continent to New York.

This new routing saves as much as seven days, compared with the traditional all-water route via the Panama Canal.

The shipper gets this premium service at no increase in cost. As before, he receives a single bill of lading from the ocean shipping line, which in turn shares the revenue with the participating railroads. The advantage to the shipping line is quicker turnaround for its vessels.

Similar service is provided for shipments from Europe to America's West Coast.

During 1972, the PC Rail-Bridge and Mini-Bridge services brought 10,057 container-loads of new busi-



The general aura of pride emanating from A.E. Finrock, manager of intermodal sales and terminal service for Southern Michigan area, is due to the 1972 record of the terminal at Detroit. It scored 68 percent increase over 1971 in originated piggyback loads.

ness for Penn Central.

Competitive Pricing

To maintain a sharp competitive edge, the Intermodal Division has

been continuously reviewing costs and rates. During 1972, it took corrective action to equalize competitive price disparities by filing 336 rate proposals with the Interstate

Commerce Commission — an exceptionally high level of activity in this field.

Equipment and Facilities

During 1972, Penn Central acquired 920 TrailVan trailers of various types, bringing the Railroad's fleet of these units to almost 10,000.

The huge Kearny TrailVan yard in North Jersey, largest in the country, has been expanded, particularly to handle TrailVan trains from the South.

Off-line managers of TrailVan sales have been appointed for Atlanta, Ga., and Kansas City, Mo.

Penn Central has 13 managers of Intermodal Sales and Terminal Services who work locally with the 36 TrailVan terminals, assisting in the speedy movement of the Railroad's 37 regularly scheduled all-piggyback trains and the Ship-A-Trains.

Meanwhile, PC's piggyback program is expanding into Canada. A new TrailVan terminal has been opened at Montrose Yard, in Niagara Falls, Ontario. It is now handling 300 to 400 loads per month.

The subject under discussion is TRASH



Mayor Perk tells newsmen how car with removable side panels would haul trash.

One day recently, a Penn Central crew parked a carload of trash and garbage behind Cleveland's City Hall.

Nobody took offense.

In fact, the Mayor had requested it.

The car served as a backdrop as Mayor Ralph J. Perk explained to newsmen how Cleveland proposes to solve its mounting problems of waste disposal.

The solution would involve the baling of solid waste and having it hauled away in railroad cars to southeastern Ohio, where it would

be used to fill holes left by strip-mining.

Mayor Perk is pushing for legislation to enable the city to proceed with this idea.

Penn Central would do the hauling.

"We're happy to cooperate with the city," said John W. Becker, of PC's Marketing Department.

"What we have done so far demonstrates that we can handle Cleveland's 1200 daily tons of solid waste cleanly, efficiently and at a cost saving to the city."

Mr. Becker was asked: "What about odor?"

He replied: "The Mayor and his aides stood beside our car for an hour answering questions of newsmen, and I don't think they would have done that if there had been any odor from the car's contents.

"The waste had been in that car for ten days. It had been loaded at a compacting and baling plant in St. Paul, Minnesota. Why no odor? Because most of the oxygen, which promotes decay, is squeezed out in the compacting process.

"The problem of waste disposal continues to grow for America's cities," he says, "and the Number One obstacle to rail haul should fade away."

The obstacle he referred to is the opposition of communities near the areas where the baled waste would be deposited as landfill.

"The communities will come to realize that this process will be a positive benefit — enabling them to

fill up and reclaim land that has been gouged out by strip mining or other industrial operations," he explained.

"The time is coming when such communities will be competing to attract landfill projects."

Mr. Becker emphasized that landfills are not to be confused with smoldering city dumps, unsightly and odorous. A sanitary landfill is a carefully supervised operation. It is covered daily with a layer of earth. The project is normally licensed by the State, and is regulated and inspected by Federal, State and local governments.

"When the area is completely filled, it is covered with topsoil, and grass and shrubbery are planted," Mr. Becker said.

"An eyesore becomes a public park, a golf course, or construction sites for new industries. It can mean new jobs and a new source of taxes."

Another possibility for landfill areas is the establishment of recycling plants that would extract reusable paper, glass and metals from the compacted trash. Up to now, most recycling plants haven't been successful because the materials are delivered mostly by volunteers and in small quantities. A plant built at a major dumping location could operate on a large-scale basis, and make a meaningful contribution to the ecology.

The freight car used in the Cleveland demonstration is a one-of-a-

kind. It's a standard 53-foot flatcar with bulkheads at each end, modified with removable side panels for easy loading and unloading of baled waste.

The idea for this prototype car was worked out by John Becker and Richard M. Bell, manager of equipment research. Edward L. Velte, mechanical engineer, drew up designs for the steel side panels. Employees of 2nd Street Car Shop at Altoona, Pa., fabricated and installed them.

The Penn Central marketing men foresee unit trains of such cars operating on a daily schedule all through the year.

John Becker is a tall, slim, youngish fellow, whose official title is "assistant manager-market development-consumer products & solid waste."

This diverse mix of marketing assignments often makes people smile.

"I smile, too, but not for the same reason," John Becker says.

"I smile because I know there's a huge potential here.

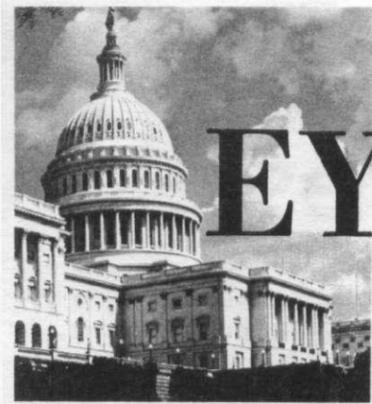
"Trash and garbage disposal is becoming a major problem for all big cities. The railroad has a solution that has everything going for it, and I think it will gradually win wide acceptance.

"I foresee railroad business amounting to tens of millions of dollars a year.

"And that's no garbage."



R.T. Schoonmaker, assistant director of market planning, and J.W. Becker, assistant manager, discuss how a gouged-out ravine in a typical town could be transformed into useful land by a solid waste fill-in.



EYES ON WASHINGTON

The situation, briefly expressed, is this:

Six major railroads, containing half of all the rail mileage in the Northeast, are in bankruptcy. Future rail service for the most densely populated part of the country is in danger unless the Government lends a hand.

That is the problem that has moved to center stage in Washington.

Congress has received several proposals for preserving essential rail services in the Northeast.

"The time for action is short," warned the U.S. Department of Transportation.

As an information guide, the Penn Central Post presents the following summary of the various proposals. No attempt is made to evaluate them. The proposals, it will be noted, differ in important essentials, particularly the degree of government involvement.

ICC proposes a network aided by Government

In a report issued on March 25, the Interstate Commerce Commission proposed that a "Federal Aid Railroad System" be created in the Northeast.

Under its plan, the Commission would select essential rail lines, yards and terminals from among all the Northeastern railroads, including the financially healthy ones. These would form a basic main-line system.

The tracks and facilities on this system would be rehabilitated and modernized with government grants of approximately \$400 million a year. The government, in turn, would obtain the funds by imposing a one percent tax on all for-hire freight transportation by rail, highway, waterway and pipeline.

The railroads involved in the system would continue to be private, independent companies.

The rail-line upgrading program would be carried out by the individual railroads, using railroad employees.

The Commission estimated that one-half to two-thirds of the present main line routes would be upgraded for the high-speed, high-density basic rail system.

Non-essential and duplicating rail lines would have to be eliminated, the ICC report said. It pointed out that the Northeastern railroads were built before the days of trucks, private autos and airplanes, and today have "far greater capacity than is needed."

Under the ICC plan, the individual railroads would not be permitted to discontinue service on any unneeded lines until 18 months' notice were given. This would give shippers time to make other arrangements. Actual abandonment decisions would be made by the ICC, with a time limit of not more than eight months. The time lapse would allow each state to decide whether it wanted to preserve any money-losing line considered essential.

In such cases, the line would be kept in service, with the Federal government paying 70 percent of the operating and maintenance costs, and the state, 30 percent. This arrangement would continue up to three years. After that, the state would have to bear the cost alone.

The ICC plan includes temporary subsidies to bankrupt railroads in imminent danger of shutting down. Under this arrangement, the railroad would lease its property to the Federal Government for up to three years. The Government would then make lease payments to the railroad — enough cash to meet the railroad's losses.

The needed money would come from the one percent tax fund. The payments from the Government would be considered loans, repayable over a period of many years.

The ICC would oversee these railroads to

keep their losses to a minimum, and could send in agents to supervise operations, accounting and financial practices.

The ICC pictured the pared-down and modernized railroads as becoming strong enough to compete.

"It is the hope and conviction of the Commission that profitable, privately owned rail services can once again be possible in the Northeast," the report said.

In regard to employment, the ICC report said "an efficient and profitable rail system should mean more business for management and more jobs for labor — jobs with greater security.

"In the short run, however, the outlook for the railroads in the Northeast is for the reduction in the size of the plant and in the number of rail operations performed—and hence reduction in the number of railroad employees."

The ICC said the bankrupt railroads lack the ability to pay the guaranteed separation allowances, and suggested that the Federal Government assume the guarantees and the payments.

In return for this, the report said, "organized railroad labor might be called upon to negotiate new collective bargaining agreements covering work rules and other conditions of employment."

DOT proposes a new for-profit corporation

On February 9, when Congress ended the one-day UTU strike, it directed the U.S. Department of Transportation to provide, within 45 days, a plan for preserving essential rail transportation in the Northeast.

The Department presented its plan on March 26. Here are the main points:

DOT would determine what areas should be provided with railroad service, taking into account long-term economic efficiency. This service pattern would be called the Core Rail Service.

A "new, private, for-profit corporation" would be chartered. It would be organized by a Board of Incorporators appointed by the President.

The Board would design one or more rail systems in the Northeast to provide the Core Rail Service.

It would select, from among the bankrupt railroads, the rail lines and rolling stock needed for the Core Rail Service.

The corporation would issue stock to the bankrupt railroads as payment for the trackage and equipment. The railroads would ultimately use this stock to satisfy their creditors.

If the Board should decide that several railroad systems are needed, it would establish several corporations and distribute the rail lines and rolling stock among them.

The bankrupt railroads would be permitted to end service on rail lines not included in the Core. They would be able to do this without getting the approval of the Interstate Commerce Commission.

However, shippers, local communities or states would be able to continue service by buying, leasing or fully subsidizing operations over these lines.

These parties could operate the service themselves or contract with the new corporation to provide the service.

In addition, some portions of the bankrupt railroads' property might be bought by financially healthy railroads.

Any rail lines or other property remaining could be liquidated by the bankrupt railroads.

The new streamlined railroad corporation or corporations would begin operating within one year after Congress passed appropriate laws.

Until then, the bankrupt railroads would continue to provide service.

With regard to employment, the Department

of Transportation report stated:

"Specific plans must be developed, in consultation with management and employee representatives, as well as with the trustees and creditors of the bankrupt estates, to provide adequate job protection or compensation to affected employees."

The employees of the bankrupt railroads who would be hired by the new railroad system "would be guaranteed appropriate job protection in their agreements with the new corporation," the DOT report said.

"Some of the employees may also be hired by non-bankrupt railroads that acquire parts of the bankrupts' systems, or by other rail freight and passenger systems. Those employees also would be guaranteed appropriate employment and labor protection rights."

For other employees, "some form of appropriate compensation will have to be found," the report continued. Cash for this purpose, it said, could come from liquidation of assets or from loans. Stock from the new railroad corporation could serve as security for such loans.

The DOT report acknowledged that the new rail system would need "start-up financing" for working capital, deferred maintenance, equipment, facilities and new connecting tracks. DOT expressed the belief that, in view of the healthy rail system that would be taking shape, money could be obtained from the "private capital market."

The DOT plan does not include any funds from the Federal Government.

Senator's idea: corporation to own all the tracks

Senator Vance Hartke, of Indiana, has introduced a bill that would set up a non-profit corporation to buy up the tracks and roadbed of the bankrupt railroads of the Northeast.

The "Northeast Rail Line Corporation" would be responsible for upgrading and maintaining the routes and for operation of signals and communications. The railroad companies would continue to operate the trains, paying a charge for using the tracks.

Senator Hartke's proposal, identified as S. 1031, is also sponsored by Senators Lowell P. Weicker and Abraham Ribicoff, of Connecticut; John O. Pastore and Claiborne Pell, of Rhode Island; Edward M. Kennedy, of Massachusetts; Harrison A. Williams, Jr., and Clifford Case, New Jersey.

Under the proposal, the Government would guarantee loans up to \$1 billion which the corporation would obtain from private lenders in order to purchase tracks and roadbed of the bankrupt Northeastern lines.

In addition, Congress would appropriate \$50 million for organizational expense; \$300 million in each of the first two years for rehabilitating the rail lines; and \$100 million per year for maintenance, capital improvements and overhead expenses.

Acquisition of the tracks and roadbed would come within six months after the proposal was approved by Congress and the President. Yards and terminals would not be included.

In remarks before the Senate when he introduced the bill, Senator Hartke said it would require the designation of an interstate railroad system consisting of main lines "which must be upgraded to standards which would insure dependable operation of freight trains at speeds up to 60 miles an hour and passenger trains up to 80 miles an hour."

Hartke noted that the corporation could take over the lines of non-bankrupt Northeast railroads, but on different terms than those applying to the bankrupt roads.

The bill would also authorize \$200 million in loan guarantees to healthy rail lines in the South and West for upgrading designated main lines to the 60 and 80 mph speeds.

In spite of it all... PC Progress

Penn Central's financial problems, set forth in frequent news stories, tend to obscure the solid news of Penn Central progress.

While the Railroad's future is being analyzed and debated in court and in government, thousands of shippers find Penn Central providing the best service in years.

When President William H. Moore took office in September, 1970, shippers' complaints were averaging about 100 a week.

Now they average about 10 a week — and are balanced by numerous letters of commendation.

One of the first actions of the new administration was to beef up freight service — shorter trains and more of them — to speed car movement. In 1970, PC people ran 442,397 freight trains. In 1972 they ran 481,105 — an 8.7 per cent increase.

"Penn Central's productivity increased 14.8 per cent in 1972, as compared with 1971, and we are confident that no other railroad in the country matched this progress," said President Moore.

He added: "165,325 more carloads of freight were handled in 1972 than in the previous year, and these additional carloads were handled with the same number of

freight cars as in 1971."

Incidentally, the 1972 rise in carloads, 3.2 per cent over the 1971 figure, was the first increase in eight years.

A star performer was PC piggyback business, which in 1972 soared 23 per cent above 1971. During the same period, piggyback business in the railroad industry, not including Penn Central, was increasing only 8 per cent.

An important index of efficiency is the operating ratio. It's the percentage of operating revenues consumed by operating expenses. The lower the ratio, the better. In 1970, the bankruptcy year, the operating ratio was at the appallingly high level of 92.8. In 1971 it was cut to 88.01. In 1972 it was down to 84.09.

Meanwhile, train accidents declined.

"In 1970, when the new management took over, we had 1,257 train accidents," Mr. Moore said. "The following year there were 641, and in 1972 the number had dropped to 426, or one-third the 1970 figure.

"The expense attributable to train accidents has likewise dropped, from \$25 million in 1970 to

\$7 million in 1972. Such dramatic change would be impossible had Penn Central not made vast improvements in all phases of operation and become one of the safest railroads in the country."

A dramatic expression of shipper confidence in Penn Central service is the industrial expansion along the PC tracks.

From September, 1970, when the new administration took over, to the end of 1972, more than 1,040 new, expanded or temporary industrial plants were established on the Penn Central.

For Penn Central, these plants will mean annual revenues of approximately \$109 million. The total investment in these plants by their owners approaches three billion dollars.

Penn Central's annual financial reports show large losses, but nevertheless a decrease in the losses.

In 1970 the net loss from normal company operations, not including extraordinary items, was \$326 million. In 1971 the loss was \$285 million. In 1972 it was \$198 million.

Thus, the 1972 loss was 30 per cent below the 1971 figure, and 39 per cent below 1970.

During this period, the Rail-

road has had to meet increases in wages and fringe benefits totaling hundreds of millions of dollars.

While effectively applying self-help on many fronts, Penn Central faced restrictions in trying to achieve three goals which the Trustees call vital for a successful reorganization. These goals are: Eliminating money-losing track-age, obtaining full compensation for passenger service, and reducing the size of train crews (with employment protection for the individuals affected.)

"Had Penn Central's Trustees and management been allowed to move quickly and decisively in these areas," said Mr. Moore, "hundreds of millions of dollars would now be available to the Railroad for additional equipment and line improvements."

It is mainly for this reason that the Company has to seek government assistance, and this has been recognized by the Federal Court in charge of the bankruptcy.

As Mr. Moore pointed out: "The Court has said that in these areas where we are precluded from exercising self-help, 'the legislative and executive branches of government must be looked to for solutions, if solutions are to be forthcoming.'"

Recent Appointments

SYSTEM OFFICES

Legal and Claim

Hunt, E.L. District Claim Agent, Chicago
Nealings, R.T. Chief Clerk, Cleveland
Owens, T.J. Asst. District Claim Agent, Chicago

Finance and Accounting

Alexander, G.W. Benefits Records Manager
Bohne, W.T. Sr. Analyst-Accounting Projects
Gluyes, W.W. Manager-TABS Audit & Master File
Goebel, J.A. Manager-Revenue & Car Accounting Administration
Gronau, H.J. Traveling Auditor-Semi Senior
Lawser, R.J. Pension Manager
McCullough, L.E. Asst. Manager-Freight Accounting

McKinney, J.D. Supervisor-Percenting & Transit Adjustment
Magee, J.F. Field Timekeeping Manager
Nawn, N.J. Manager-Personnel Accounting
Pavlovcak, T.V. Traveling Auditor-Senior
Peters, L.W. Director-Freight Accounting
Schilling, J. Director-Passenger Accounting
Truitte, H.E. Payroll Operations Manager
Wade, W.A. Supervisor-Regional Audits

Sales and Marketing

Feldman, N. Asst. District Sales Manager, Phila.
Gallagher, C.R. Pricing Staff Asst., Cincinnati
Horrocks, J.W. Manager-International Sales, Phila.

Jensen, R.H. Manager-International Sales, Baltimore
Krantz, A.R. Sr. Equipment Planning Analyst

Vice President-Staff

Evans, J.T. Director-Transportation Research
Hoover, J.J. Administrative Asst.
Scott, T.M. Manager-Transportation Research
Seaman, G.R. Asst. Manager-Transportation Research
Williams, L.E. Manager-Transportation Research

Systems Development

Burch, C.F. Sr. Data Base Monitor
Gallagher, F.J. Advisory Systems Analyst
Haspel, A.G. Computer Analyst
Jadick, R. Computer Analyst
Koenig, D.L. Sr. Systems Analyst
Lerro, J.M. Sr. TABS Controller
Murphy, D.J. Systems Analyst
O'Toole, J.J. Sr. TABS Controller
Ott, K.P. Data-Base Monitor
Reale, F.E. Sr. TABS Controller
Reese, D.H. Advisory Systems Analyst
VanSteyn, N.F. Sr. TABS Controller
Zacks, E.I. Sr. Computer Analyst

Engineering

Addison, W.R. Sr. Civil Engineer

Anderson, P.R. Civil Engineer
Arico, A.J. Asst. Production Engineer-Track, Rochester, N.Y.

Cossel, J.D. Engineer-Maintenance of Way, Phila.
Kleiss, F.A. Civil Engineer
Lowe, G.M. Asst. Production Engineer-Track, Williamsport, Pa.

Olsen, N. Asst. Production Engineer-Track
Pattay, B.J. Asst. Civil Engineer
Rosenbaum, J.E. Production Engineer-Track
Smith, J.L. Sr. Radio Engineer
Steel, E.H. Sr. Structural Engineer
Wollett, E. Sr. Civil Engineer

Real Estate

Bohan, E.J. Supervisor-Real Estate, New York
Layman, F.J. Supervisor-Real Estate, Boston
Soltis, R.J. Asst. Manager-Real Estate, Boston

Labor Relations and Personnel

Speakthunder, R.G. Examiner, Chicago
Varga, P.V. Examiner, Phila.

Transportation

Dehl, J.S. Manager-Hazardous Materials & Practices, Phila.

Schoonover, W.H. Manager-Operating Practices, Phila.

Equipment

Colley, P.H. Supervisor-Equipment Classification
Huta, J.P. System Air Brake Engineer
Immelt, F.R. General Superintendent-Shops, Wilmington, Del.

Johnson, L.C. Supervisor-Air Brakes, Selkirk, N.Y.

Lingenfelter, A.H. Supervisor-Air Brakes, Altoona, Pa.

Mescall, G.T. Supervisor-Inspection (Night), Phila.

Parks, C.W. Supervisor-Oil Spectrographic Station, Enola, Pa.

Reh, D.G. Supervisor-Oil Spectrographic Station, Selkirk, N.Y.

Wisniewski, R.J. Asst. Supervisor-Inspection (Night), Phila.

Operating Administration

David, F.J. Budget Analyst, Phila.
Strandquist, S. Safety Superintendent, Detroit
Williamson, J.L. Safety Superintendent, Chicago

Passenger

Singer, B. Supervisor-Sales & Service, New York

Yards and Terminals

Nelson, B.S. Supervisor-Automobile Terminal, Westboro, Mass.

Philadelphia Commuter Area

Clark, M. Manager-Information & Reservation Bureau
Hatzold, J.R. Passenger Agent

Security

Genova, J.P. Captain-Police, Syracuse, N.Y.
Hessert, E. Inspector-Police, Chicago
Phelan, J.A. Manager-Security
Steele, R.J. Captain-Police, Weehawken, N.J.

METROPOLITAN REGION

Baird, W.E. Asst. Director-Public Relations, New York
DeJoseph, T.J. Suburban Planning Analyst, New York

Dempsey, F.C. Supervisor of Program (M.W.), New Haven

Fultz, A.H. Mechanical Supervisor, New York
Kendrick, S. Trainmaster, New York

Kiniry, M.J. Trainmaster, Stamford, Ct.
Klopfer, R.G. Manager-Suburban Planning, New York

Kuiper, G.H. Asst. Trainmaster, Brewster, N.Y.
Quick, W.G. Road Foreman, Stamford, Ct.

Swanberg, J.W. Trainmaster, Croton Harmon, N.Y.
Wytenus, C.J. Suburban Planning Engineer, New York

NORTHEASTERN REGION

Baughman, J.L. Supervisor-Locomotive Quality Control, Selkirk, N.Y.

Caputo, J.A. General Foreman-Locomotive, Selkirk, N.Y.

Dixon, J.T. Regional Mechanical Supervisor-Locomotive, New Haven

Melotti, F.J. General Foreman-Locomotive, Selkirk, N.Y.

Otty, L.J. Shop Superintendent, Selkirk, N.Y.
Place, N.F. Shop Superintendent, Selkirk, N.Y.

Wilsey, B.A. Shop Superintendent, Selkirk, N.Y.

Woodhall, R.E. General Foreman-Locomotive, Selkirk, N.Y.

Buffalo Division

Connelly, J.P. Trainmaster, Lockport, N.Y.
Evans, R.L. Terminal Trainmaster, Kenmore, N.Y.

Hamen, A. Asst. Supervisor-Train Operation, Buffalo, N.Y.
Kane, J.A. Terminal Trainmaster, Lackawanna, N.Y.

Leahy, W.D. Terminal Trainmaster, Niagara Falls, N.Y.
Perry, G.A. Trainmaster, Waynesport, N.Y.

Mohawk-Hudson Division

Berben, R.M. Road Foreman, Selkirk, N.Y.

Kane, W.F. Supervisor-Crew Dispatchers, Selkirk, N.Y.

Lengfeller, J.H. General Foreman-Car, Selkirk, N.Y.

McGuire, R.M. Division Engineer, Utica, N.Y.
Shaw, D.D. Asst. Trainmaster, Selkirk, N.Y.
Tobey, F.S. Office Supervisor (Division Superintendent), Utica

New England Division

McCollaun, J.P. General Foreman-Car, New Haven, Ct.

Pearson, G.S. Asst. Division Engineer, Springfield, Mass.

Platt, W.I. Material Engineer, Boston, Mass.

EASTERN REGION

Autro, C.W. Engineer Instructor, Phila.
Keys, W.L. Engineer Training Asst., Baltimore

McRae, A.R. Engineer Instructor, Phila.
Mulhollan, D.C. Supervisor-Quality Control-Locomotive, Enola, Pa.

Scott, D.C. Engineer Instructor, Phila.

Chesapeake Division

Buzzuro, J.M. Asst. Supervisor-Track, Baltimore

Campbell, R.W. Terminal Supervisor, Baltimore

Dickerson, B.S. Terminal Supervisor, Baltimore

Doughty, G.N. Terminal Superintendent, Wilmington, Del.

Gatchell, M.M. Asst. Supervisor-Structures, Wilmington, Del.

Gula, S.J. Asst. Terminal Superintendent, Wilmington, Del.

Head, O.M. Asst. Supervisor-Track, Baltimore

Kenny, C.R. Asst. Supervisor-Track, Chester, Pa.

Martak, J.W. Trainmaster, Baltimore

Meadows, J.W. Asst. Superintendent, Baltimore

Mince, G.S. Terminal Supervisor, Baltimore
Witcofsky, J.S. Road Foreman, Baltimore

Harrisburg Division

Dubbs, G.R. Asst. General Foreman-Car, Pavia, N.J.

Kegerreis, J.A. Asst. Supervisor-Track, Hagerstown, Md.

Kunkel, E.G. Asst. Supervisor-Track, Lancaster, Pa.

Oley, N.A. Master Mechanic, Harrisburg, Pa.

McClair, J.R. Road Foreman, Enola, Pa.

Morick, H.C. Terminal General Foreman-Car, Enola, Pa.

Poole, R.D. Road Foreman, Harrisburg, Pa.

Shafara, A.J. Asst. Supervisor-Track, Harrisburg, Pa.

Stone, L.E. Asst. Supervisor-Track, Enola, Pa.

Yohn, L.F. Office Engineer, Harrisburg, Pa.

New Jersey Division

Albert, B.S. Asst. Supervisor-Track, Weehawken, N.J.

Vire la cabeza a los dos lados antes de llegar a cada via



If you have any trouble understanding the above headline, it says:

"Turn the head in both directions before reaching each track."

The headline is in Spanish, and there are about 400 PC trackmen who feel comfortable reading it.

These employees—from Puerto Rico, Mexico and other Spanish-speaking lands—are educated in their native language but have a good deal of trouble with English.

Safety Department men recently produced a manual that tells in Spanish everything that's in the PC Safety Rule Book for Maintenance of Way and Structures Employees.

"This is good—now I understand much better," said Emilio Gomez, trackman at Detroit, Mich. He comes from Mexico.

And at Jersey City, N.J., Track Foreman Jose E. Burgos, who has a track gang made up of Puerto Ricans, said:

"Half of my men can read English—but they can read Spanish much better. This will help them."

Foreman Burgos, who grew up on a Puerto Rican farm, came to

the American mainland in 1947, served with the Army in Korea, and joined the Railroad as a trackman in 1955. He was promoted to foreman in 1967.

"My gang—we have a safety meeting every morning," he said.

"The way I've been doing it is like this: Say we were going to use track jacks this day. I'd read the rule about track jacks in English from the Safety Book, then translate it in Spanish.

"But now it's much better, because we have the Rule Book in Spanish. My men can hear me talk about it, and they can read it for themselves.

"They'll remember much better this way."

The idea for a Spanish Rule Book came from E. H. (Ned) Steel, formerly division engineer at Detroit (now senior structural engineer at Philadelphia).

"We had a bad safety record among our Maintenance-of-Way men," he said, "and we were trying to do everything possible to correct it.

"Among the things we did was upgrade the safety understanding



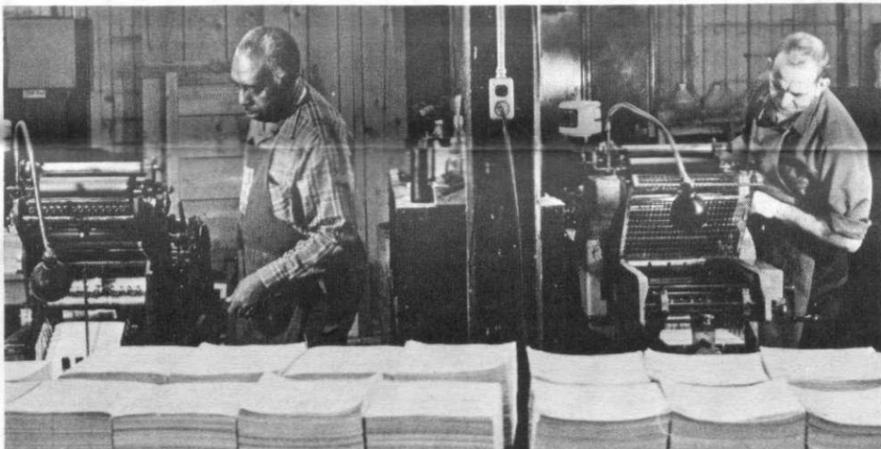
Trackman Maximino Delgado and Track Foreman Jose Burgos, of Jersey City, N.J., try a test reading of the Spanish text.



The text for the new manual is typed by Sara Kozior, using a special typewriter which includes Spanish letters and accents.



At Collinwood Reproduction Bureau, Boris Levkanich lays out typed pages for camera, a step in making printing plates.



Clarence Green and Harry Green print the 131 pages of the new Spanish safety manual.



At Detroit, the new manual goes into use at a safety review with Trackmen E. Gomez, V. Guajardo, A. Aquilar, C. Barron.

of our Spanish-speaking trackmen. We had a few foremen and assistant foremen proficient in both English and Spanish, and they conducted special classes.

"But we saw an urgent need for a manual the trackmen could read for themselves. So we asked for help."

The System Safety Department arranged to have the 147-page Safety Rule Book translated into Spanish at the foreign languages department of LaSalle College.

PC Clerk Sara Kozior typed the translation into proper form for a 5x8-inch booklet.

The men at Penn Central's reproduction bureau at Collinwood, Ohio, did the printing.

Bound in green covers, the Reglas de Seguridad have been distributed to all the hombres of the department known as Mantenimiento de Modo y Estructuras. Comprende?

DeCataldo, G. Asst. Trainmaster, New York
Duda, D.J. Asst. Superintendent, Phila.
Forcione, F.J. Terminal Superintendent,
Newark, N.J.
Gainor, J.A. Asst. Supervisor-Track,
Kingston, N.Y.
Horvath, J.G. Asst. Master Mechanic,
Meadows, N.J.
Jones, J.A. Asst. Supervisor-Track,
Morrisville, Pa.
Kroll, J.J. General Foreman-Maintenance,
Meadows, N.J.
Martella, W.S. Trainmaster, Greenville, N.J.
Rothrock, N.R. Terminal Trainmaster,
Newark, N.J.
Smith, J.A. Terminal Superintendent,
South Kearney, N.J.
Young, A.R. Terminal Trainmaster,
Meadows, N.J.

CENTRAL REGION

Carhart, D.J. Shop Manager, Conway, Pa.
Cochran, J.F. Mechanical Supervisor-
Locomotive, Conway, Pa.
Hendrickson, R.J. Supervisor-Passenger Train
Operation, Pittsburgh
Stoughton, D.L. Mechanical Supervisor-
Locomotive, Pittsburgh
Winger, E.L. Asst. Superintendent-
Operations, Pittsburgh

Allegheny Division

Archihofsky, R.C. Supervisor-Track,
Altoona, Pa.
Bost, J.T. Asst. Supervisor-Track,
Huntingdon, Pa.
Cooper, J.A. Trainmaster, Olean, N.Y.
Durkin, D.J. Road Foreman, Altoona, Pa.
Millard, R.B. Trainmaster, Altoona, Pa.
Smallwood, T.W. Division Engineer,
Altoona, Pa.

Pittsburgh Division

Bort, R.M. Supervisor-Track,
Martins Ferry, Ohio

Brandstadter, F.E. General Foreman-
Electrical Maintenance,
Conway, Pa.
Briner, R.F. Trainmaster, Weirton Jct., Pa.
Calderone, C.J. Asst. General Foreman, Car,
Conway, Pa.
Chuckalovchak, R.L. Asst. Supervisor-Track,
Conway, Pa.
Hartman, J.E. Supervisors-Structures,
Pittsburgh
Heasley, W.M. General Foreman,
Kiski Jct., Pa.
Holloway, J.L. Supervisor-Track, Pittsburgh
Jasinski, M. General Foreman, Scully, Pa.
McCauley, W.W. Supervisor-C&S,
Conway, Pa.
Olson, W.A. Supervisor-Track,
Vandergrift, Pa.
Padula, N.J. Supervisor-Track, Pitcairn, Pa.
Rhodes, C.C. Supervisor-Track, Duquesne, Pa.
Rossman, E.M. General Foreman-Car,
Conway, Pa.
Salyers, R.B. General Foreman, Pitcairn, Pa.
Sturgis, R.L. General Foreman, Mingo Jct., Pa.
Vansovich, J.L. Supervisor-Track, Carnegie, Pa.
Wolny, V.P. Asst. Supervisor-Structures,
Pittsburgh

Valley Division

August, D.F. Master Mechanic,
Youngstown, Ohio
Douglas, R.R. Trainmaster-General Foreman,
Crestline, Ohio
Hess, S.G. Asst. Division Engineer,
Youngstown, Ohio
Little, G.E. Supervisor-Train Operation,
Youngstown, Ohio
Loch, C.J. Trainmaster, Goodman, Ohio
McCarthy, J.R. Trainmaster, Akron, Ohio
Perrotta, N.R. Asst. Supervisor-Track,
Youngstown, Ohio
Raschella, F.A. Asst. Supervisors-Track,
Akron, Ohio
Wood, J.D. Trainmaster, Canton, Ohio

NORTHERN REGION

Butler, D.J. Supervisor-Train Movement,
Detroit
Roberts, W. Superintendent-Equipment, Detroit

Detroit Division

Conn, W.C. Asst. Superintendent, Detroit
Laurain, W.F. Asst. Supervisor-Train Operation,
Detroit
Paxson, M.R. Terminal Trainmaster, Detroit
Weir, R.C. Asst. Trainmaster, Sterling, Mich.

Michigan Division

Hurd, W.R. Asst. Trainmaster, Lansing, Mich.
Licate, A.J. Trainmaster, Lansing, Mich.
Welch, R.J. Trainmaster, Jackson, Mich.

WESTERN REGION

Overlease, P.F. General Road Foreman,
Chicago

Chicago Division

Banta, C.E. Asst. General Foreman-
Locomotive, Chicago
Dekker, P.R. Asst. Trainmaster, Englewood, Ill.
Erwin, J.W. Road Foreman, Elkhart, Ind.
Gernon, R.J. Trainmaster, Chicago
Krasiak, S. Asst. Supervisor-Track, Chicago
McCormick, A.J. Passenger Trainmaster,
Chicago
Nagel, H.M. Asst. Supervisor-Train
Operation, Chicago
Wolven, S.A. Trainmaster, Chicago

Cleveland Division

Crowl, S.A. Trainmaster, Collinwood, Ohio
Garner, J.A. Equipment Engineer, Cleveland
Gearhart, R.J. General Foreman-Car, Cleveland
Huebner, J.A. Asst. General Foreman-Car,
Collinwood, Ohio
Lammers, T.R. Trainmaster, Rockport, Ohio
Philbin, J.T. Trainmaster, Collinwood, Ohio
Zakarian, M. General Foreman-Car,
Rockport, Ohio

Fort Wayne Division

Koluder, J.J. Trainmaster, Marion, Indiana
Taylor, D.E. Asst. Trainmaster,
Fort Wayne, Indiana

Toledo Division

Blair, R.T. Terminal Trainmaster,
Toledo (Stanley), Ohio
Horan, T.W. Trainmaster,
Toledo (Stanley), Ohio
Krell, J.P. Road Foreman, Toledo, Ohio
Myles, A.T. Trainmaster, Woodville, Ohio
Swingle, B.L. Asst. Trainmaster,
Sandusky, Ohio

SOUTHERN REGION

Basso, J.V. Administrative Asst.
(Engr.-M.W.), Indianapolis

Columbus Division

Diehl, R.P. Asst. Division Engineer,
Charleston, W. Va.
Evans, R.L. Supervisor-Track,
Charleston, W. Va.
Knight, L.S. Trainmaster, Bellefontaine, Ohio
Nance, C.F. Terminal Trainmaster,
Columbus, Ohio
Sunderland, J.P. Supervisor-Track,
New Lexington, Ohio

Southwest Division

Bayliff, W.D. Trainmaster, Muncie, Ind.
Bly, G.E. Supervisor-Crew Dispatchers,
Indianapolis
Bucks, R.L. General Foreman-Car, St. Louis
Hoover, R.L. Trainmaster, Jeffersonville, Ind.
Pearson, D.L. Terminal Trainmaster,
Indianapolis
Pluto, J.V. Asst. Superintendent, Indianapolis
Reddick, K.E. General Foreman-Locomotive,
Indianapolis
Tyler, J.R. Superintendent-Diesel Terminal,
Indianapolis
Wittman, H.W. Master Mechanic, East St. Louis

Locomotive Engineers ... THE NEW WAY

The first graduation day is coming up soon at the new PC school which prepares firemen to become locomotive engineers.

The graduates will be the first of their kind on the Penn Central.

After completion of their training course, they will be ready to move directly to the throttle and run trains.

The instructional program includes intensive classroom work as well as on-the-job training, geared to producing competent engineers, explained Training Supervisor Donald J. Hoernig.

"Up to now — and since the first days of railroading — firemen have become engineers by working in the engine cab, watching what the engineer did, and sometimes operating the engine," Mr. Hoernig said.

"This kind of informal, on-the-job training worked. All engineers now employed learned that way.

"But it took a long time — there could be three or more years before promotion to engineer. The learning of some of the things was left to chance, and the training didn't necessarily cover every one of the things an engineer ought to know.

"Now the whole instructional process has been tightened, sharpened and shortened. At the same time, it covers more ground."

The new training program in-

cludes the operating timetable and operating rules, air brakes, train handling, operation of locomotives and their mechanical and electrical aspects, including trouble-shooting.

It involves all the kinds of motive power in use in the territory where the future engineers will work: diesels, GG-1 and E-44 electric locomotives, commuter-type multiple-unit cars, Metroliners.

"And naturally, major emphasis is put on safety — the safety rules are covered in detail," Mr. Hoernig said.

The curriculum consists of six weeks of classroom and on-equipment instruction, followed by several weeks of intensive experience in operating locomotives under an instructor's eye, in various types of train service. The course finishes with three days of review and a final examination.

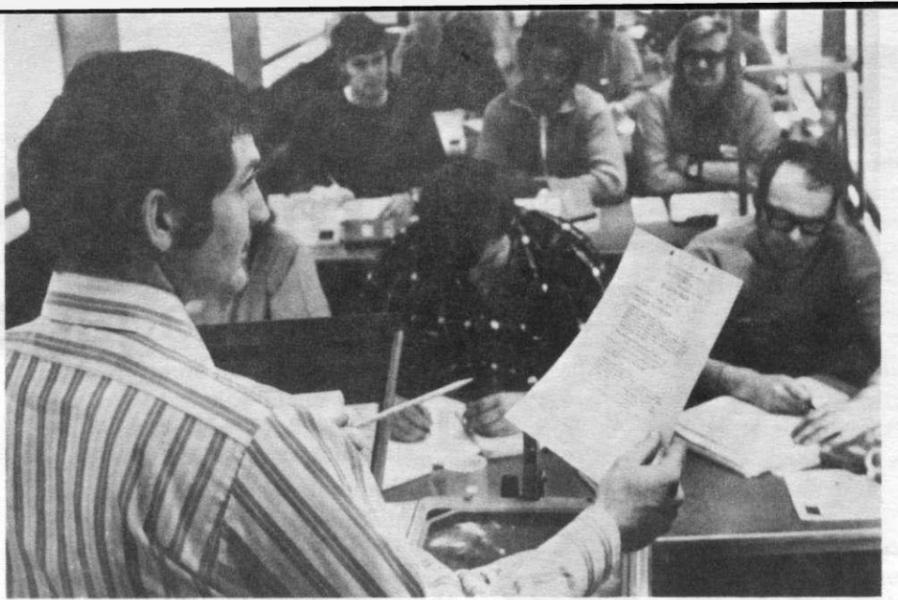
The new program is an outgrowth of a national agreement signed last July by America's railroads and the United Transportation Union.

On the Penn Central, the training program was designed by a small group of men with backgrounds as locomotive engineers or training specialists. In addition to Training Supervisor Hoernig, they included:

Al R. McRae, former locomotive engineer and road foreman; James D. VanCleave, former engineer and road foreman and now manager - operating rules; H. R. (Dusty) Rhoads, terminal trainmaster at South Philadelphia; and Bernard L. Swieringa and Frank J. Liney, training supervisors.

Assistance also came from John F. Hagmaier, former engineer and supervisor of quality control; S. Wesley Burnham, Metropolitan Region rules examiner; C. William Auto, former engineer and road foreman; and Art E. Davies, Cleveland Division locomotive engineer.

In drawing up the program, this team drew on all the know-how available. They interviewed loco-



C.W. Auto instructs trainees in a classroom on wheels - a converted passenger coach.

motive engineers, union representatives, road foremen, division superintendents, and general managers. They built-in proven training aids and techniques. And they were in a hurry, because engineers were urgently needed in the Eastern Region where the first classes have been conducted.

Presently the instructors conducting the classes are Al McRae, Bill Auto, John Hagmaier, and Don C. Scott, a former locomotive engineer. William L. Keys, another former engineer, coordinates the on-the-job training phase.

What do the trainees think about the new program?

Ronald H. Twitty says he likes it especially because it covers all kinds of equipment and operating conditions.

"Diesel, electric, catenary, no catenary, yards, mainlines, spurs, hills, everything," he says. "All

taught by professionals — men who've been there."

Jerry M. Carter, who joined the Penn Central as a fireman two years ago, says, "Our instructors must like their job — they really taught us. In this short time, I feel I've learned a lot about the mechanical side of the equipment."

Charles H. MacMullin, a college graduate who has been working as a fireman, says, "There were a few rough spots in the course, but this is natural since we were the very first class.

"Even so, this method of training engineers is much more systematic, more comprehensive, than the on-the-job method I'd been getting — just no comparison."

ON THE COVER: Trainee Ken Baker runs a locomotive under eyes of Engineer D.H. Acker.



In an engine cab, Instructor Donald Scott teaches trainees - D.D. Hess, W.W. Cole and R.L. Swift - how to run an air brake test.



Instructor Donald C. Scott introduces trainees to the innards of a diesel locomotive.

On a Hectic Night

There were two loaded trailers shipped by The Upjohn Company, manufacturer of medicines and drugs, and they were urgently needed.

They came on a piggyback flat car into the PC yard at South Kearny, N.J., on February 7, with a strike on the crew issue scheduled to start at midnight.

W.E. Perrin, traffic supervisor for Upjohn, went there "to see if there was any way to get these badly needed trailers," he wrote later.

"We called on Mr. J.D. (John) Banker, the manager of that terminal. I don't have to tell you how hectic that day was for Mr. Banker, and many others, I am sure.

"However, he personally took us out into the yard, located the trailers, arranged with proper operating personnel to get the flat car into position

to unload, and assured us that the trailers would be grounded as soon as the car was spotted.

"All of these things were done, and we were able to get the trailers out of the yard before midnight.

"We, both shippers and carriers, sometimes fail to recognize in the complex world of Big Business that what really makes the difference between possible success and failure is People.

"Mr. Banker certainly proved that to us on a day when he probably could have very easily shunted us aside.

"We know that these are very trying times for all people truly concerned with Penn Central. However, if you can build on the base of people such as Mr. Banker, I am sure the long hill someday will be conquered."

Legal notice published by order of U.S. District Judge John P. Fullam

IN THE UNITED STATES DISTRICT COURT
FOR THE EASTERN DISTRICT OF PENNSYLVANIA

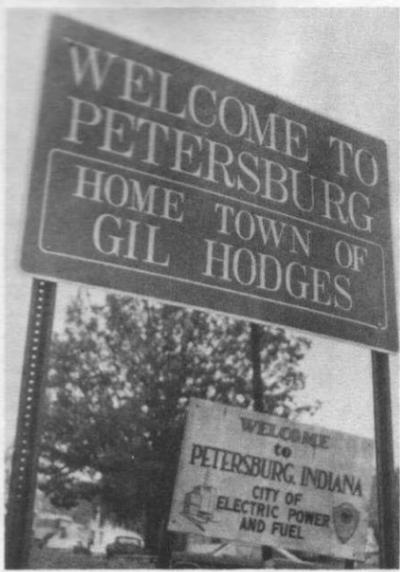
In the Matter of : In Proceedings for the
PENN CENTRAL TRANSPORTATION : Reorganization of a
COMPANY, : Railroad

Debtor : No. 70-347

NOTICE TO ALL MEMBERS OF THE PENNSYLVANIA
VOLUNTARY RELIEF DEPARTMENT

You are hereby notified that the United States District Court for the Eastern District of Pennsylvania has granted the Trustees of the Property of the Penn Central Transportation Company, Debtor, an extension of time to October 1, 1973 (or until such later date as the Court, upon oral motion, may allow) to affirm or reject executory contracts relating to the Pennsylvania Railroad Voluntary Relief Department (VRD), and has authorized the Trustees to make such contributions as may be necessary from time to time, to make up deficiencies in the Relief Fund, subject to such action to disaffirm the Debtor's contractual obligations with regard to the VRD and its members and the other associated companies as may hereafter be taken by the Trustees and subject to the further order of the Court.

GEORGE P. BAKER, RICHARD C. BOND,
JERVIS LANGDON, JR., Trustees of the
Property of Penn Central Transportation
Company, Debtor.



PUTTING PETERSBURG ON THE MAP

Carla Lynn Tevault. Big-eyed, brown-haired, April-fresh 17-year-old.

Standing before network television cameras in New York. Competing for the title of Miss American Teenager.

"Is anybody back home specially backing you?" asked the announcer.

"I think the whole town of Petersburg is backing me," she declared.

It's the kind of talk that quickens the 2,715 hearts that beat with synchronized civic pride in Petersburg, Indiana.

As she looked around the television studio at the 44 other contestants from all over the United States, Carla Lynn saw a lot of wigs and falls and thick gobs of makeup, and she thought, "I'm not what the judges are looking for."

But sweet innocence, as you can guess, triumphed. And the grassroots girl from a grassroots town was crowned Miss American Teenager.

The announcement crackled through the streets of Petersburg just at the time when everybody was getting ready for the Catfish Festival. That's the annual feasting frolic that raises a potful of money for the civic projects of the Junior Chamber of Commerce.

Well, everybody now decided the Catfish Festival parade ought to be made more splendid than ever.

And nowhere was there busier planning than among employees at Penn Central's Ashby Yard.

Two trucks were borrowed from Maintenance of Way and the Car Department for the parade. Car Control Clerk Sandra Bell painted signs: "PC gives a toot for Miss American Teenager," and "Get on the Track for the Catfish Festival."

Larry Catt and Jerry Wright decorated the trucks.

A production line to blow up 600 balloons was formed by Freight

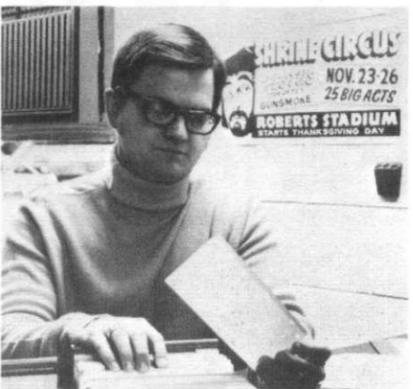
Agent Don Deffendol with Frank Shaw and Jerry Simpson. They used a vacuum cleaner motor for air. Tootsie rolls tied to the balloons served as ballast as the men tossed them to children along the parade route.

Several thousand people came from all over Pike County for the event. Penn Central people chipped in to buy a \$50 U.S. Bond, which was presented to Carla Lynn in appreciation for the national attention she had brought to their town.

"This is a wonderful place to work or to retire in," declares PC Billing Clerk Donald R. Wyatt, who last year was elected Mayor



Petersburg is the county seat of Pike County, and Locomotive Engineer Chester Martin is president of the County Council.



Car Control Clerk R. F. Majino is president of Pike County Shriners, who raise funds each year to take kids to circus.



PC Brakeman Oliver F. Parker serves as secretary of the Petersburg Park Board.

of Petersburg.

"It's an active town but a quiet town: Two fine parks, good hunting, good fishing in the White River, no crime.

"We've got the widest Main Street in the country, for a small town—you could move eight lanes of traffic through it. We used to have horse races down that street.

"We're the county seat of Pike County, which has a 12,000 population.

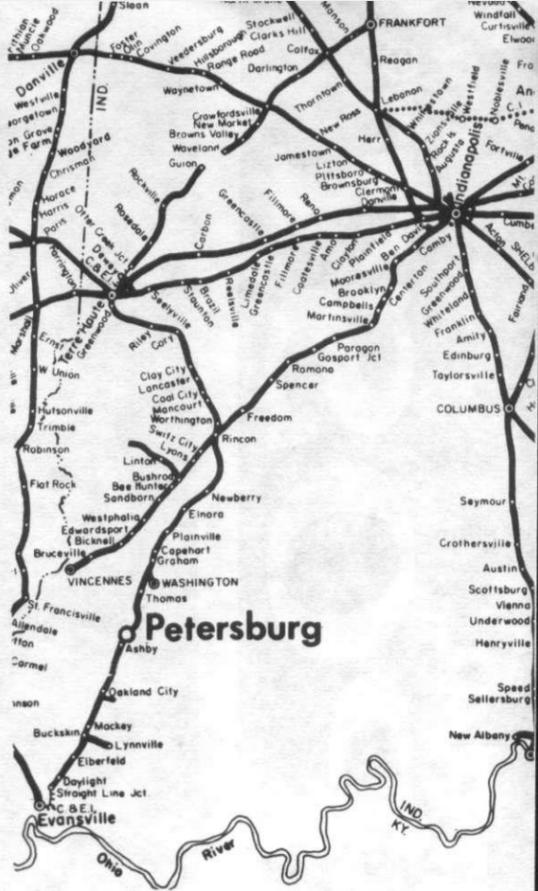
"We've got a new industrial park, right adjacent to the Penn Central yard and close to good highways. There are new water and gas lines in there and our town has two electric power companies.

"The first industry in this industrial park—Ames Tool Company—is already in production, and we're looking for more.

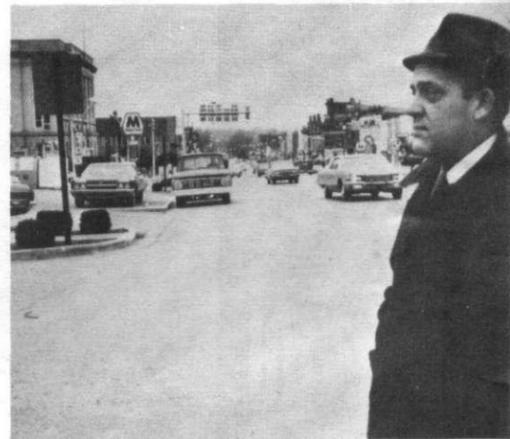
"There are 65 choice acres there, at very reasonable cost—\$375 an acre. The park is owned by the Petersburg Community Chest, a non-profit organization.

"And note our property tax rate—only \$5.55 per \$100 of assessed valuation."

One of Petersburg's most famous native sons was the late Gil Hodges, manager of the New York Mets. A new Indiana State Bridge over the White River, north of town, was recently dedicated in his name. At the ceremony were Governor Edgar Whitcomb, Congressman Roger Zion and, of course, Miss American Teenager.



Petersburg is on a line the Trustees identify as an integral part of the PC core system. It's also served by good highways.



The Mayor of Petersburg and No. 1 booster is PC Billing Clerk Donald R. Wyatt.

Penn Central people have long been active in civic and political affairs. Examples are pictured on this page.

"We've got a good community, and we run a good railroad," says Bud Wyatt, a cousin of the Mayor and PC supervisor of terminal procedures. "Our crews do an excellent job hauling coal from the surrounding strip mines, and refrigerators from the Whirlpool plant at Taylor, Indiana.

"We're eager to do a good job for other industries, too.

"We've got the men and equipment, and there's this fine new industrial park and a good working population.

"We're inviting forward-looking industries to come around and take a look at us.

"We feel confident they'll like what they see."

Bud Wyatt, PC supervisor of terminal procedures, presents a U.S. Bond, donated by PC people, to Miss American Teenager. Mr. Wyatt serves on the Pike County Welfare Board.



First industry in Petersburg's new industrial park is this Ames Tool Company plant, which manufactures tool handles for Sears and other companies. In photo, switching service is discussed by PC Trainmaster Sidney A. Sturm and Plant Manager Ralph A. Dunphy.



PENN CENTRAL POST

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savings are automatically deducted from your paycheck. And then they go to work: IVB pays the highest interest the law allows.

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