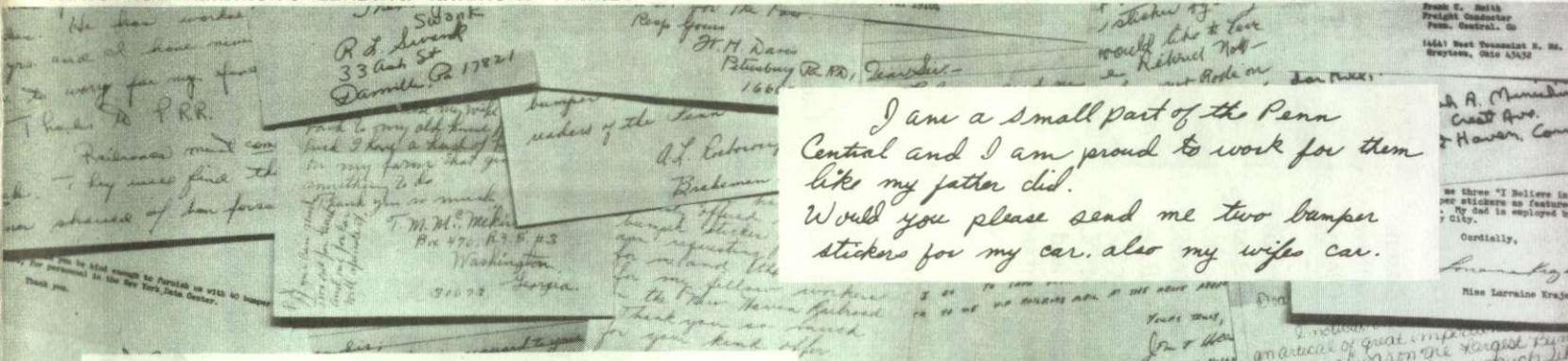




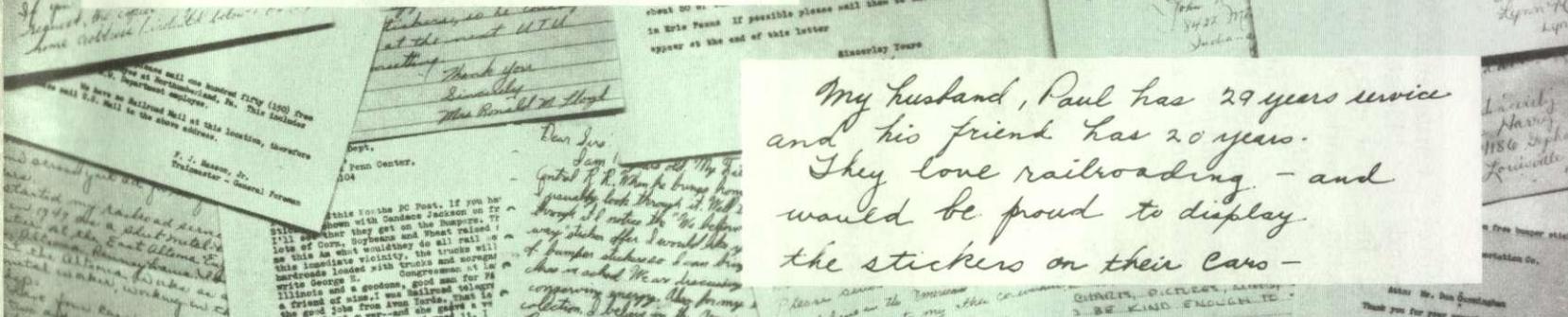
NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

APRIL 1974



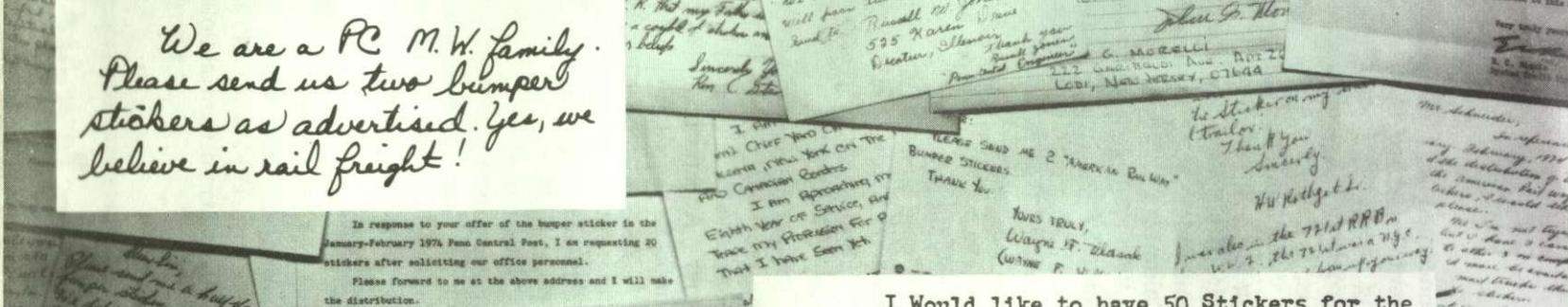
WE HAVE TWELVE RAILROAD MEN HERE WHO WOULD LIKE TO HAVE BUMPER STICKERS / WE WOULD BE VERY HAPPY TO PUT THEM ON OUR CAR BUMPERS

I am a small part of the Penn Central and I am proud to work for them like my father did. Would you please send me two bumper stickers for my car, also my wife's car.

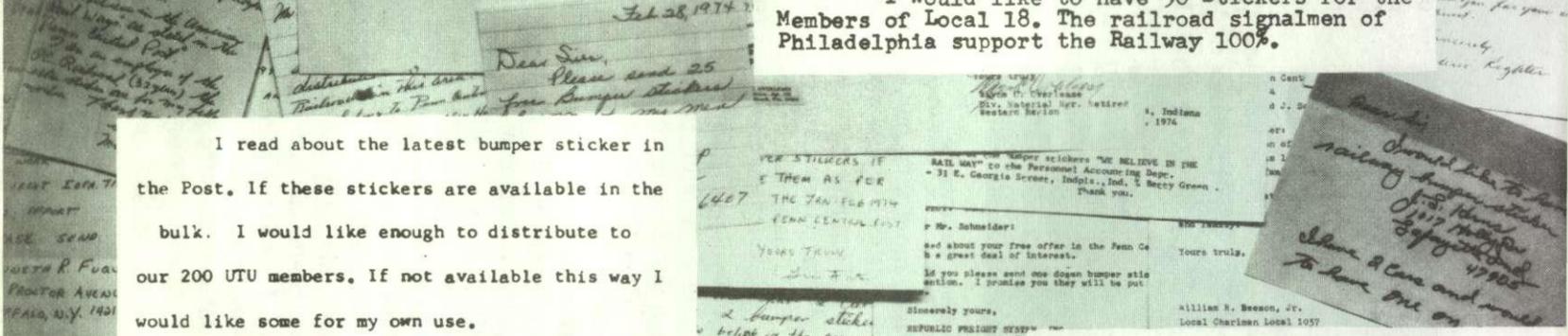


My husband, Paul has 29 years service and his friend has 20 years. They love railroading - and would be proud to display the stickers on their cars -

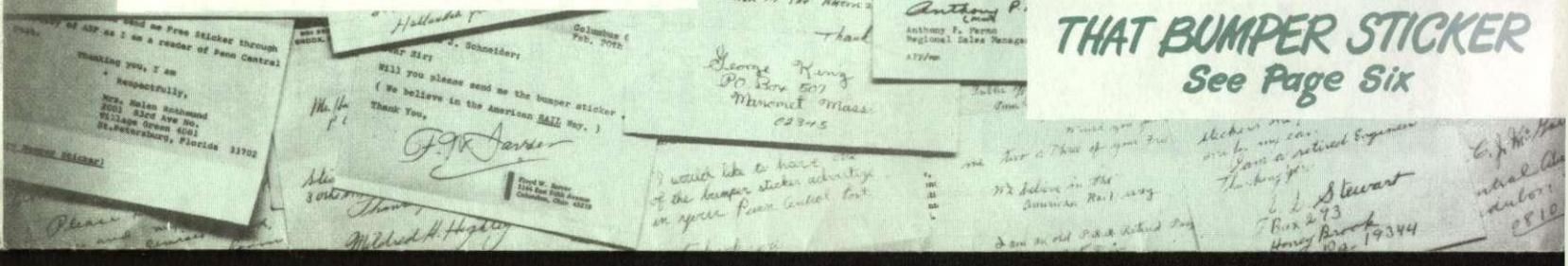
We are a PC M.W. Family. Please send us two bumper stickers as advertised. Yes, we believe in rail freight!



I would like to have 50 stickers for the members of Local 18. The railroad signalmen of Philadelphia support the Railway 100%.



I read about the latest bumper sticker in the Post. If these stickers are available in the bulk. I would like enough to distribute to our 200 UTU members. If not available this way I would like some for my own use.



THAT BUMPER STICKER See Page Six

# Where PC Stands Now

The Federal Court in charge of the Penn Central reorganization held a hearing on March 25 to answer a key question:

Can the railroad be reorganized as a financially self-sustaining company within a reasonable time?

The Trustees indicated that it cannot.

They presented evidence that, although the yearly losses have been going down, the railroad would continue to pile up deficits during the next five years.

Turning to the present situation, the Trustees called attention to the continuing struggle to maintain sufficient cash to sustain rail operations.

According to their forecasts, the railroad's cash position at the end of April would be \$17.6 million below the amount needed for payrolls and other current requirements. The cash deficiency predicted for the end of August is \$38.9 million.

The Trustees announced they were applying to the U.S. Department of Transportation for an emergency grant of \$40 million to continue rail operations. They requested that \$18 million of the total be made available immediately and said the remainder would be needed by August 1.

In a separate action, the Trustees reported to the Federal Court on April 3 that they would recommend Penn Central lines be taken into the new government-sponsored railroad system, provided there is assurance of fair payment for the PC properties.

Details on these developments are presented below.

## The long-range outlook shows continued deficits

Ernest R. Varalli, PC assistant vice president-budget planning, set forth the railroad's financial prospects in an affidavit to the Court on March 25.

He testified that from the date of bankruptcy, June 21, 1970, until the end of 1973, Penn Central Transportation Company had losses totaling \$851 million from ordinary operations. This figure included certain interest, taxes and rents that were not paid, having been deferred by the Federal Court.

Estimates for the next five years, Mr. Varalli testified, indicate that even with full use of income from non-railroad sources, Penn Central Transportation Company would have net losses as follows:

1974	loss of \$238 million
1975	loss of \$196 million
1976	loss of \$136 million
1977	loss of \$96 million
1978	loss of \$56 million

These figures include State and local taxes, interest on certain debts and rentals due for leased lines but not actually paid.

However, Mr. Varalli noted, this pro-



Penn Central's cash problems and the prospects for inclusion of PC lines in a new government-sponsored rail system are discussed at a press conference. Left to right are: Jervis Langdon, Jr., PC president and chief executive officer; Charles Horsky (partly hidden), counsel; and Trustees George P. Baker, Richard C. Bond and Robert W. Blanchette.

jection does not include the "extraordinary expenditures which would be necessary to place the existing rail plant in acceptable condition."

Mr. Varalli added that if the railroad continued on the present basis of not paying taxes, certain interest, or leased-line rentals, and if revenues lived up to the most favorable estimates, the railroad would begin to reach a positive cash flow in 1977—meaning not a profit but enough cash on hand to meet day-to-day needs. However, by that time, he said, "unpaid taxes would have accumulated to a total of \$489 million, and unpaid rentals on leased line properties would total \$212 million."

## Railroad's track conditions are a mounting problem

The track situation was discussed in an affidavit submitted to the Federal Court by Clarence E. Jackman. A former chief engineer of the B&O/C&O, he has been serving as a consultant to the Penn Central Trustees in the preparation of reports to the Court and the Government.

Beginning in 1958, the Penn Central predecessor railroads (PRR, NYC, and New Haven) reduced track maintenance because of inadequate funds. During the years 1958-1969, the railroads' annual spending for right-of-way maintenance averaged \$48½ million less than in 1957, Mr. Jackman said.

At first, the reduction in maintenance was confined to lesser-used branch lines, side tracks and yard tracks, Mr. Jackman said. But by the mid-1960's, he said, "the more important trunk lines began to feel the effects of reduced maintenance, until the present time when movement of traffic is being seriously impaired."

Track conditions have necessitated

many slow orders for reasons of safety. (These are orders notifying train crews that on certain segments of track they are to operate at a speed less than is authorized in the operating timetable.)

"Slow orders occasioned by track conditions have risen from 2,100 track miles in October of 1970 to 8,475 track miles by March 15, 1974," Mr. Jackman told the Court.

Among the effects of these conditions, he said, are: Longer over-the-road time for trains; higher operating costs because of the need to run additional trains for intermediate points to relieve main-line trains of this work and so minimize over-the-road delays; increased overtime costs; and decreased car and locomotive utilization.

Huge sums would be needed to enable the railroad to catch up with all the deferred maintenance and reach a point where only normal maintenance would be needed.

The estimated cost, Mr. Jackman said, would be \$562 million on a Penn Central system consisting of 15,000 of the present 20,000 miles.

If the system were reduced to a "core" of 11,000 miles, he said, the track upgrading program would cost \$451 million.

These figures are in current dollars, without allowing for inflation.

Mr. Jackman noted that the prices of track materials continue to rise "at a very rapid rate." As one example, he said, "a cross tie which was priced at \$6.50 in 1972 now sells for \$11, and the price is expected to rise to about \$15 by the end of 1974."

In concluding his affidavit, Mr. Jackman stated:

"My studies indicate that unless a program is inaugurated promptly not only to arrest further deterioration of roadway property but also to offset that which has already occurred, the ability

Continued on Page Two

of the Penn Central system to render even a minimally acceptable transportation service is seriously threatened."

## Problem: How to assure fair payment for PC lines

The Federal Court in charge of the Penn Central reorganization has two important deadlines.

By **May 2**, it must decide whether the railroad can be reorganized as a financially self-sustaining company. As noted above, the Trustees have already indicated that it cannot.

The second deadline is **July 1**. On or before that date, the Court must decide whether the PC lines should be taken into the new government-sponsored Consolidated Rail Corporation (CRC). If the Court finds that the Regional Rail Reorganization Act does not provide a process that would be fair to the railroad's claimants, the Court may dismiss the reorganization proceedings, which step could open the way to liquidation of the railroad.

The Trustees gave their views on this crucial matter in a report to the Court on April 3.

They said they endorse the main features of the Reorganization Act, but are concerned that it may not assure "just and full compensation" to the claimants for the rail lines that would be taken over by Consolidated Rail.

Under the Act, there would not be an advance valuation of the rail lines. And payment would be mainly in stock to be issued by Consolidated Rail—stock that would have an uncertain value.

The Trustees suggested two possible solutions:

1. A decision of the Supreme Court assuring that if Penn Central is not fairly compensated for the rail lines that would be taken over, additional compensation will be obtainable from the government; or,

2. Congress may amend the Act to insure fair treatment.

If either solution materializes by July 1, the Trustees said, they will be able to recommend that the Court approve reorganization under the new Act and the transfer of PC properties to the Consolidated Rail Corporation.

But if neither solution materializes by July 1, the Trustees said, they would urge the Court to place the railroad in receivership.

This, they explained, would avert the chaos of an immediate forced liquidation. Receivership would permit continued operation of the railroad while steps were taken for orderly disposition of the railroad properties.

The Trustees said they would recommend that the receivers give preference to conveying rail lines to Consolidated Rail. But the receivers would have authority, under court supervision, to negotiate for a fair price before any properties were transferred.

Turning to the critical cash situation, the Trustees said they have joined with other railroads in seeking a freight rate increase. But "to the extent that such

Two top appointments, previously announced, became effective on March 28.

Robert W. Blanchette assumed his duties as a Trustee of Penn Central Transportation Company, after his appointment was ratified by the Interstate Commerce Commission.

Jervis Langdon, Jr., became President and Chief Executive Officer.

The changes had been approved in January by U. S. District Judge John P. Fullam, in charge of the company's bankruptcy proceedings.

The other Penn Central Trustees, George P. Baker and Richard C. Bond, continue in office.

Mr. Langdon has served as a Trustee of Penn Central Transportation Company since August, 1970. Previously, he was president of the Rock Island Railroad and the Baltimore & Ohio Railroad. He has been in the railroad business for more than 40 years.

Mr. Blanchette, who was counsel to the Trustees, formerly was general counsel of the New Haven Railroad and executive director of America's Sound Transportation Review Organization (ASTRO).

relief is not adequate, additional assistance from public bodies must be forthcoming to insure the continuity of rail operations," they declared.

Under the Regional Rail Reorganization Act, the Department of Transportation is authorized to grant up to \$85 million to railroads that need cash to keep operating while the procedures under the Act are developing.

On April 4, the Trustees applied to the Department for a \$40 million grant to continue rail operations. They requested that \$18 million of the total be made available immediately and said the remainder would be needed by August 1.

Another part of the Act authorizes the Secretary of Transportation to issue loans—up to a total of \$150 million—to enable bankrupt railroads to maintain and upgrade track and equipment that may become part of CRC. The Trustees urged that such loan funds be provided quickly. They said they "are firmly convinced that any delay in upgrading Penn Central's rail system would cripple CRC from the start."

## Report for February shows revenues up . . . losses up

In a report to the Court on March 21, Penn Central Transportation Company showed a net loss of \$24,202,750 for the month of February, 1974. This was \$1,591,240 higher than the loss in February, 1973.

This occurred even though freight revenues were 13.6 per cent higher than in February a year ago. Carloadings were 6.6 per cent higher. TrailVan piggyback volume showed a substantial gain.

Total revenues in February from freight, passenger and other sources totaled \$167.5 million, up 15.3 per cent from the February, 1973 figure.

These higher revenues, however, fell short of covering the increased costs. In addition to the rise in fuel and material prices and a higher wage level, PC's operating expenses were sharply increased by slow-order track which has more than tripled since bankruptcy.

During February, train movement on 8,200 track miles had to be slowed—in some places to less than 10 miles an hour. The number of derailments was up by 137 per cent over the number in February a year ago.

## ICC conducts hearings on transportation report

The Regional Rail Reorganization Act required, as a first step, that the Secretary of Transportation prepare a report detailing the railroad services needed in a 17-state area of the Northeast and Midwest.

Secretary Claude S. Brinegar issued such a report on February 1.

One of its basic conclusions was that of the 61,000 miles of railroad line in the 17-state region, about 15,500 miles are "potentially excess."

If this reduction—about 25 per cent—is made, rail service will still be preserved for 96 per cent of present freight traffic, the report stated. And, it added, much of the remaining 4 per cent could possibly be taken care of by future changes in the plan, by subsidies for money-losing branches, or by combined truck and rail service.

During March, hearings were held on this report in 17 cities. The hearings were conducted by the Rail Services Planning Office, an agency newly established within the Interstate Commerce Commission.

Testimony was heard from public officials, shippers, and the general public. Most of the witnesses expressed opposition to portions of the report that proposed the elimination of trackage in their areas. Many predicted serious effects on business and employment if the tracks were abandoned.

After reviewing all the comments, the Rail Services Planning Office is required to prepare an evaluation of the Secretary of Transportation's report and submit it to the United States Railway Association (USRA) by May 4, 1974.

USRA will use the report and the evaluation by the Rail Services Planning Office in designing a preliminary system plan for Northeast and Midwest.



Hundreds of witnesses gave their views on the government transportation report at hearings in 17 cities.

# A new look at inner-city youth

You've heard a lot about youngsters who litter the tracks and throw rocks at trains.

Now meet another kind.

More than a hundred young people last month helped clean up a two-mile stretch of Park Avenue, where it parallels the Penn Central tracks in the Bronx section of New York City.



A. R. Harrison, public relations representative for PC's Metropolitan Region, explains the clean-up project to Anna Bond and camera crew of WABC-TV News.

On successive Saturday mornings, they turned out to pick up trash that had piled up along the fencing that borders the right-of-way used by PC commuter trains.

Removal of this litter removes a temptation to vandals to hurl it onto the tracks or directly at passing trains.

Penn Central people participated in this program, which was sponsored by several New York agencies. The New York Police Department's Community Affairs Section was represented by Anthony Bouza, assistant chief, Bronx area. The Department of Sanitation was represented by Mrs. Irene Peck, of the Self-Help Unit. Robert Abrams, Bronx Borough President, gave his support, as part of a long-range Bronx Restoration Program.

The young volunteers came from the Police Athletic League, the Madison Boys Club, the Explorers, and an organization called SERA (Service for Education and Rehabilitation in Addiction). SERA has the mission of rescuing youngsters who are into drugs.

On one of the Saturdays, the

youngsters were joined by ten men and women of a group called the Wildcats. These are former drug addicts who have been rehabilitated and are on their way back to normal community life.

The Department of Sanitation supplied them with brooms, shovels, trash bags and a pick-up truck.

Police of Penn Central's Metropolitan Region provided traffic protection for the youngsters as they worked on the busy street. PC Superintendent of Police Donald M. Gibson assigned the following officers for this duty: Captain James P. Roche, Lieutenant Henry A. Offerman, Sergeant John J. Lynch, and Patrolman Joseph P. Cardoza and James A. Foy.

The Metropolitan Region helped supply lunch for the young volunteers at a get-together and swim following each Saturday's stint.

Arthur R. Harrison, public relations representative for the Region, helped publicize the event.

"It was a pleasure to give publicity to the good works of these young people," he said, "at a time when practically all you hear is the bad."



PC Patrolman J. P. Cardoza and some of the cleaner-uppers: Joseph Verdejo, Gwendolyn Jones, Lois Lewis, Milton Trowell. Below, clean-up along PC right-of-way.



## Recent Appointments

### SYSTEM OFFICES

#### Trustees

Davis, C. H. Director-Reorganization Planning  
Helfrich, R. L. Manager-Property Coordination  
Lane, M. V. Special Assistant to Trustees

#### Real Estate

Flood, J. J. Asst. Vice President-Hotels  
Administration, New York, N. Y.

#### Finance & Accounting

Delaney, R. E. Traveling Auditor-Senior  
Rieser, R. M. Manager-Cash & Budget  
Forecasting  
Schlauch, J. R. Traveling Auditor-Senior

#### Sales & Marketing

Lavin, T. P. Market Planning Analyst  
Richmond, F. W. Asst. Manager-Market  
Development  
Schoonmaker, R. T. Director-Automotive  
Marketing

#### Labor Relations & Personnel

Richards, E. J. Office Manager,  
Pittsburgh, Pa.

#### Purchases & Materials

Humphries, E. Special Agent-Equipment  
Procurement

#### Vice President - Staff

Corsano, N. A. Analyst  
Kendra, J. L. Senior Analyst  
Stanek, J. R. Asst. Manager-Planning  
Coordination

#### Systems Development

Berube, G. C. Sr. TABS Inspector  
Borden, R. P. Data Base Monitor  
Boyer, C. H. Sr. Data Base Monitor  
Bursler, J. W. Data Base Monitor  
Donovan, W. W. TABS Inspector  
Gallagher, F. J. Project Manager (Revenue  
Accounting)  
Peifer, L. C. Data Base Monitor

#### Transportation

Banister, K. R. Agent, Warren, Mich.  
Collins, W. W. Agent, Dayton, Ohio  
Klauser, F. H. Asst. Supervising Agent,  
New York  
Osinski, C. J. Agent, Wilmington, Del.  
Rhoads, G. C. Agent, Burns Harbor, Ind.  
Webb, B. C. Agent, Monroe, Mich.  
Wright, C. L. Asst. Supervising Agent,  
New York

#### Yards & Terminals

Decker, R. M. Director-Yard & Terminal  
Procedures  
Falcone, N. H. Supervisor-Automobile  
Terminal, Linden & Port Newark, N. J.  
Mauldin, W. D. Supervisor-Automobile  
Terminal, Little Ferry, N. J.

#### Engineering

O'Dwyer, T. P. Civil Engineer  
Pattay, B. J. Civil Engineer  
Stark, B. E. Asst. Production Engineer-  
Track, South Bend, Ind.  
Steinbacher, R. J. Asst. Production Engineer-  
Track, Cincinnati, O.  
Valocsek, J. E. Project Engineer

#### Equipment

Croft, G. W. Asst. General Foreman,  
Altoona, Pa.

Dodson, G. F.

General Foreman,  
Altoona, Pa.

Dutton, J. R.

General Foreman,  
Wilmington, Del.

Futules, J. W.

Asst. Mechanical Engineer-  
Freight Car Design

Grove, J. F.

Asst. General Foreman,  
Altoona, Pa.

Hoover, J. S.

Asst. General Foreman,  
Altoona, Pa.

Iaia, L. P.

Asst. General Foreman,  
Altoona, Pa.

Knight, Raymond

Asst. General Foreman,  
Wilmington, Del.

Long, B. F.

Manager-Locomotive Inspection  
Asst. General Foreman,  
Altoona, Pa.

Weyer, D. M.

Asst. General Foreman,  
Altoona, Pa.

#### Passenger

Alban, C. B. Asst. General Manager-  
Passenger Service  
Blake, S. C. Supervisor-Passenger  
Terminal Services  
Hackenbracht, J. S. Manager-Passenger  
Contracts Administration  
Heavey, J. J. Supervisor-Operations,  
New York, N. Y.  
Lotz, J. S. Director-Passenger Operation  
O'Grady, T. J. Director-Passenger  
Administration  
Shappell, D. E. Supervisor-Passenger  
Terminal Operations

#### Operating Administration

Grigsby, R. B. Supervisor-Industrial  
Engineering, Wilmington, Del.  
Poneleit, G. W. Operations Planning Engineer  
Riley, W. R. Senior Operations Planning  
Engineer

Smithmyer, D. P.

Supervisor-Industrial  
Engineering, Altoona, Pa.

#### Security

Krietemeier, D. F. Captain-Police,  
Chicago, Ill.

#### Philadelphia Commuter Area

Lawson, R. F. General Manager-Philadelphia  
Commuter Area

#### METROPOLITAN REGION

Blankley, J. C. Suburban Planning Analyst,  
New York  
Campbell, J. Asst. Engineer-  
Communications, New York  
Crotty, J. E. Asst. Manager-  
Commissary, New York  
Jefferies, E. K. Engineer-Communications,  
New York  
O'Connor, F. M. J. Communications  
Inspector, New York  
Ringwald, E. C. Administrative Assistant  
(Dir.-Admin.), New York

#### NORTHEASTERN REGION

Collins, R. D. Engineer Instructor,  
New Haven, Ct.  
Flanagan, D. J. Engineer Instructor,  
New Haven, Ct.  
Kennedy, R. S. Engineer Instructor,  
New Haven, Ct.  
Sembrat, H. General Foreman-  
Locomotive, Selkirk, N. Y.

#### Buffalo Division

Connelly, D. M. Asst. Superintendent,  
Buffalo, N. Y.

Deeley, J. C.

Asst. Terminal Super-  
intendent, Buffalo, N. Y.

Lazewski, R. A.

General Foreman-Car,  
Buffalo, N. Y.

#### Mohawk-Hudson Division

Hatton, R. E. Asst. Superintendent,  
Utica, N. Y.  
Kane, J. A. Trainmaster,  
Watertown, N. Y.  
Washburn, R. A. Trainmaster,  
Oak Point, N. Y.

#### EASTERN REGION

Spreng, J. F. Asst. General Manager,  
Philadelphia  
Swanson, D. A. General Manager,  
Philadelphia

#### Chesapeake Division

Curd, J. W. Terminal Supervisor,  
Baltimore (Dundalk), Md.

#### New Jersey Division

Bridge, R. J. Asst. Manager-Passenger  
Stations, New York  
Doktorski, A. W. Mechanical Supervisor,  
Sunnyside, L. I.  
Gaynor, E. J., Jr. Asst. Passenger  
Trainmaster, Newark, N. J.  
Hampe, F. C. Asst. Passenger  
Trainmaster, County, N. J.  
Horvath, J. G. Master Mechanic,  
Sunnyside, L. I.  
Keefer, W. E. Master Mechanic,  
Sunnyside, L. I.  
Kopke, J. D. Asst. General Foreman-Car,  
New York  
Kroll, J. J. Asst. Master Mechanic,  
Sunnyside, L. I.  
Lagana, P. General Foreman-Maintenance,  
Meadows, N. J.  
Lynch, J. K. Asst. Supervisor-Track,  
New Brunswick, N. J.  
McConaghie, D. I. Asst. General Foreman-Car,  
Sunnyside, L. I.  
McGowan, R. F. Division Master Mechanic,  
New York  
McKittrick, T. J. Terminal Supervisor,  
Fairless, Pa.  
O'Donnell, M. J. Asst. Terminal Supervisor,  
Fairless, Pa.  
Reither, J. E. Asst. Passenger Trainmaster,  
Trenton, N. J.  
Scheffling, J. S. Supervisor-Suburban  
Service, New York  
Smith, J. Asst. General Foreman-Car,  
Sunnyside, L. I.  
Tirelli, A. A. General Foreman-Car,  
Sunnyside, L. I.  
Tursi, J. Asst. General Foreman-Car,  
Sunnyside, L. I.  
Vicidomine, J. V. Asst. Supervisor-Suburban  
Service, New York  
Yanosey, R. J. Asst. Passenger Trainmaster,  
New York

#### CENTRAL REGION

Owens, C. W. General Manager,  
Pittsburgh, Pa.

#### Pittsburgh Division

Corcoran, G. N. Terminal Superintendent,  
Weirton, W. Va.  
Hysong, D. F. Trainmaster,  
Mingo Jct., Ohio  
Martin, H. J. Division Superintendent,  
Pittsburgh, Pa.

Solomon, M.

Asst. Superintendent,  
Pittsburgh, Pa.

#### Valley Division

Mallett, R. E. Asst. Supervisor-Track,  
Youngstown, O.  
Randles, H. R. Supervisor-Track,  
Mansfield, O.  
Short, R. L. Division Superintendent,  
Youngstown, O.  
Terziu, V. L. Asst. Superintendent,  
Youngstown, O.

#### NORTHERN REGION

Jordan, T. E. Canada Division  
Division Superintendent,  
St. Thomas, Canada

#### Detroit Division

Conti, D. J. Terminal Trainmaster,  
Detroit  
Frazier, D. L. Asst. General Foreman-Car,  
Detroit  
Frederick, W. A. Trainmaster, Detroit  
Garrett, R. P. Asst. Trainmaster,  
Trenton, Mich.

#### Michigan Division

Grady, J. P. Asst. Trainmaster,  
Jackson, Mich.  
Hurd, W. R. Trainmaster, Wayne, Mich.

#### WESTERN REGION

Gannon, T. M. Chicago Division  
Road Foreman (Night),  
Elkhart, Ind.

#### Toledo Division

Brumfield, J. D. Terminal Trainmaster,  
Toledo, Ohio  
Dunmead, W. R. Terminal Trainmaster,  
Airline, Ohio  
Miles, R. P. Terminal Trainmaster,  
Fairlane, Ohio  
Swingle, B. L. Terminal Trainmaster,  
Fairlane, Ohio

#### SOUTHERN REGION

Fowler, B. J. Supervisor-Train Movement,  
Indianapolis

#### Cincinnati Division

Retzner, R. F. Asst. Division Engineer,  
Cincinnati

#### Columbus Division

Crosby, J. General Foreman-Locomotive,  
Columbus, Ohio  
Melotti, F. J. General Foreman-Locomotive,  
Columbus, Ohio  
Vollmuth, D. R. General Foreman-  
Locomotive, Columbus, Ohio

#### Southwest Division

Hagerman, R. D. Road Foreman, Indianapolis  
Neal, T. J. Asst. Supervisor-Train  
Operation, Indianapolis  
Rayhel, G. H. Asst. Supervisor-Track,  
Indianapolis  
Whitley, R. G. Terminal Trainmaster,  
Indianapolis  
Whittington, R. P. Trainmaster,  
South Anderson, Ind.  
Wilson, S. S. Asst. Trainmaster,  
Columbus, Ind.

Americans are making an exciting discovery:

# The Passenger Train

People who haven't ridden a train in years . . .

People who have never ridden a train . . .

People introducing their children to this wonderful way to travel . . .

People forced by the gasoline shortage to find a new way to go . . .

People interested in something less hectic than cluttered airports and swooshing jets . . .

They're all rediscovering the passenger train.

The year 1972 saw a reversal of the ridership decline that had

been continuous since the end of World War II.

The year 1973 saw a sharp increase—a 25 percent gain in passenger miles over 1972.

"It appears that the travel demands we had anticipated by 1977 are with us now," said Roger Lewis, president of the National Railroad Passenger Corporation (Amtrak).

That doesn't mean Amtrak is making money.

In 1973, Amtrak took in \$40 million more than in 1972—but its costs went up \$51 million, due to increased wages, higher

prices of materials, added train service, a new computerized reservation system, the cost of increased sales of food and beverages, and higher Railroad Retirement taxes.

The result was that Amtrak's net loss, which was \$148 million in 1972, rose to \$159 million in 1973.

(These figures are a sad confirmation of the fact that the losses which passenger-carrying railroads had been reporting for years—and which skeptics said were mere bookkeeping items—were very real losses. Further-

more, Amtrak runs less than half as many passenger trains as the railroads were operating when Amtrak took over in 1971.)

The 1973 upsurge in passengers appears to be continuing. The ridership report for January, 1974, showed a 28 percent gain over January, 1973.

Meanwhile, Congress and the Administration have strengthened Amtrak's future by increasing its grant from \$227 million last year to \$334 million this year, and also expanding its borrowing authority from \$200 million to \$500 million.



Dr. M. Ned Estridge, here being served by PC Waiter Robert Green, is a neurologic surgeon in San Bernardino, California.

When he informed a friend that he was taking a trip to Harrisburg, Pa., the friend offered to drive him to the airport.

"I'm going by train," Dr. Estridge told him.

"They're still running?" exclaimed his friend.

"You better believe it. Riding in a sleeper is the last touch of luxury left in the country."

Dr. Estridge says the things he likes most in long-distance train travel are the leisure, the roominess, the opportunity "to see things you can't even see from the highway," the clean sheets, the restful sleep. He contrasts this with transcontinental air travel: "Fighting traffic to the airport, then having to walk a couple of miles to the plane, then the plastic meals, and finally the jet lag—takes you 24 hours to get readjusted."



"This is our first train ride in more than twenty years," said Daniel Rita, traveling with his wife, Shirley, from Trenton, N.J., to Indianapolis, Ind.

"We're going to visit her parents, celebrating their fiftieth wedding anniversary," explained Mr. Rita, recently retired maintenance manager at Fort Dix, N.J.

"Ordinarily, we'd drive. But the gas problem and the uncertain weather caused us to try the train. We're glad we did, and we're sure we'll do it again.

"We'd like to make one suggestion: You ought to have more luggage space."

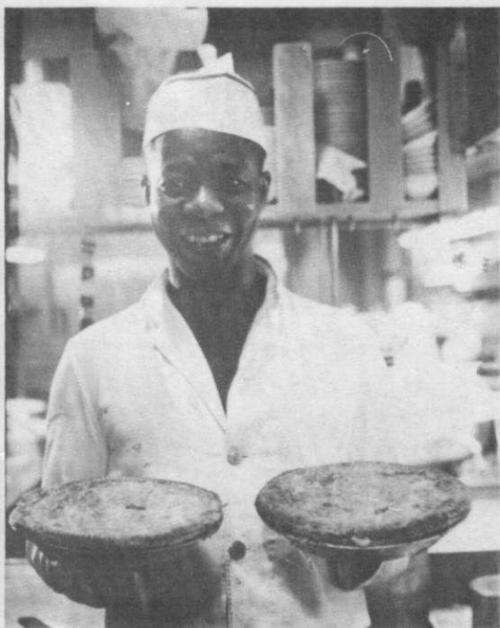


"This is the first time I've ever ridden a train—if you don't count the New York subways," said Laura Hull (right), a singer, traveling with a friend.

And what had she chosen for her first trip? A ride across the continent, New York to Los Angeles.

Her biggest surprise, she said, was the quality of dining car food and service.

"I've been in luxury restaurants in New York—the kind of place where the menu doesn't even list the prices—and the service wasn't as good as here," she said.



"Take your choice—apple pie or pumpkin pie—both very tasty," says William P. White, Penn Central chef on the National Limited, a railroad man for 26 years. "We've got a good menu—lots to pick from—and the prices are very reasonable. Like a dinner with roast rib-eye of beef . . . \$3.75. You can't beat that."



PC Coach Attendant Gardner L. Duncan, distributing coach pillows, says he's glad the 50-cent charge has been eliminated by Amtrak. "Handing them out, free of charge, makes me feel I'm a host and the passengers are guests," he says.

The passenger shown here is Rande Heller, an artist, who was taking the train from New York to New Mexico.

"I'm never relaxed on a plane," she said. "On a train I can see the land, and there's time to meet people."



"Amtrak's improved equipment means not only happier passengers but happier trainmen, too," says Penn Central Trainman William M. O'Donnell (left).

"When we know we have something better to sell, we try all the harder to help the passenger enjoy his trip. That's human nature."

"I go east on the Broadway Limited," said Conductor George J. McKenzie (center). "The redecorated lounge and recreation cars are so comfortable, so attractive. And the new twin-unit diner . . . classiest thing you've ever seen."

"I've never heard so many comments from passengers about having a nice trip," said Trainman Paul R. Klingensmith (right).



Air Force Captain A. William Lehmann was temporarily transferred from Plattsburg, N.Y., to San Bernardino, Cal. He decided to make the trip by train, together with his wife, Paula, 4½-year-old Scott and 1½-year-old Thomas.

"Taking a commercial flight would have cost me \$200 more for the round trip," he said. "And all we would have seen is clouds. This way we can see the country."

"This trip is actually a three-day vacation. The kids are playing in our bedroom. The service is fantastic. The train personnel are so friendly, 'Can I help you . . . can I help you?' And the dinner costs less than at the Officers' Club."

"If everybody knew about this, more would be riding the trains."



"Government funds have made it possible for Amtrak to upgrade dining car service, and provide fine food at very reasonable prices," said Eddie Enzo (left), Penn Central supervisor of service.

"I mean, for example, baked cornish game hen with wild rice at \$5.50, and broiled sirloin steak with mushroom caps at \$5.75."

"This is inducing more people to use the dining car, and it's giving them a more favorable feeling toward passenger service in general."

Steward DeWitt Dean (right), who has been working on dining cars almost 40 years, commented on the increasing number of young riders.

"Young adults—25 or 30 years old—people who've never been on a train—they're delighted to find how nice it is. And we're seeing more and more couples with young children."

## Women's Lib Finds a Friend

Meet Max Lawson, who started railroading as a clerk in 1944 and currently is Field Terminal supervisor at Bicknell, Ind.

He's a baseball bug.

From 1957 to 1970, he managed a boys' team called the Charlie Browns.

Then, somehow, the boys lost interest.

At the same time, the girls—who had been restricted to the stands by male chauvinism—began coming out on the diamond.

Before he knew what was happening, Max Lawson had an all-girls' team, full of pep and zing and ambition. They kept the name, Charlie Browns.

Mr. Lawson applied for admission into the Babe Ruth League, so his girls could compete with boys' teams.

The league voted No.

Undaunted, the all-girl Charlie Browns kept practicing. A generous donor, Lem Freeman, provided uniforms.

And when, in 1972, the YMCA



organized an all-girls softball league, the Charlie Browns entered.

"We ended the season as league champs, with 34 wins and 8 losses," brags Max Lawson.

In 1973, the team was the winner in a Round Robin tourney, made the semi-final round in a tourney at Petersburg, and placed second in the Switz City tourney, losing to the third best team in the whole State of Indiana.

"The Charlie Brown players range in age from 14 to 23—from high-school sophomore to second year in law school," Max Lawson says.

For 1974, the Charlie Browns have joined the Amateur Softball Association of America, and will be playing three-fourths of their games away from home, traveling as far as 60 miles from their home base in Bicknell.

If funds are available, Mr. Lawson says, the team will go to St. Louis or Philadelphia this year to see a major league game—and while there, they'll play against any softball team that dares to take them on.



## MORE COMMUTERS

Commuter services operated by Penn Central people started off the year 1974 with noteworthy increases in patronage.

The following list shows the total ridership for the month of January, and the percentage increase over January, 1973, in eight commuter areas.

New York: 3,299,000 (6.6%)

Philadelphia: 1,607,975 (2.3%)

North Jersey: 1,184,535 (7.3%)

Boston: 261,445 (17.4%)

Chicago-Valparaiso: 38,851 (2.2%)

Baltimore-Washington: 16,502 (21.1%)

Detroit-Ann Arbor: 2,466 (13.9%)

Buffalo-Welland: 1,023 (13.3%)

## A cry for help!

While the Bronx clean-up was going on (see Page 3) a man suddenly began shouting for help from a fifth-floor window in a nearby apartment house.

PC Policemen Joseph Cardoza and John Lynch raced across the street and up the stairs.

They found a man holding a baby who wasn't breathing.

Officer Cardoza gave mouth-to-mouth resuscitation, then

rushed the child down the stairs, followed by Officer Lynch bringing the father.

A New York police car sped them to the hospital, while Officer Cardoza continued mouth-to-mouth application and Officer Lynch massaged the heart. The baby, an 11-month-old boy, responded and was breathing when delivered to the hospital.

Unfortunately, the boy's condition worsened, due to the effects of the temporary lack of oxygen, and he died that night.

# RAILROAD MESSAGE MAKES A HIT



The January-February issue of the Penn Central Post offered free bumper stickers like the one above.

The stickers were supplied as a courtesy by American Steel Foundries (ASF), a firm that has been manufacturing railroad car-building materials for the past 70 years.

The response has been overwhelming.

Letters from employees all over Penn Central voiced enthusiasm and pride in displaying the sticker and spreading the railroad message.

Requests for stickers have come from employees' wives,

sons and daughters; from retired employees, union local chairmen, employees of other railroads, rail fans, students, teachers, and a Congressman's aide. Excerpts from a few of the letters are shown here.

Two printings of the stickers have been exhausted. ASF has agreed to provide another supply for Post readers who have not yet put in a request.

**IF YOU WANT A FREE BUMPER STICKER, WRITE:**

Harold J. Schneider, Public Affairs Department, Penn Central Transportation Company, Room 1040, Six Penn Center, Phila., Pa. 19104.

"My husband Paul has 29 years' service, and his friend has 20 years. They love railroading and would be proud to display the stickers."—Mrs. Santana Gilday, Springfield, Mass.

"Please send two bumper stickers, as my son, John F. Kline, Jr., is a Penn Central Railroader and so am I."—John F. Kline, Sr., Duncannon, Pa.

"We think it's a terrific sticker."—Eugene Swackhamer, Diesel Shop, Selkirk, N.Y.

"I work for the Penn Central at Beech Grove, Ind. I would like to know if you could send me enough to pass out to the other workers."—J.D. Caserotti, Indianapolis, Ind.

"If these stickers are available in bulk, I would like enough to distribute to our 200 UTU members."—John A. Dellinger, Secretary-Treasurer, UTU Local 95, Fort Wayne, Ind.

"I appreciate this opportunity to make the rail way known."—J. Peter Stonitsch, South Bend, Ind.

"We are a PC M.W. family. Please send us two stickers. Yes, we believe in rail freight!"—L. W. Staton, Sr., Easton, Md.

"I'll gladly display the stickers for the company. I would like to



William H. Coffee, Air Brake Machinist

have four—I have two cars and my two sons each have a car. I am a sheet metal worker at Altoona Works."—C. B. Richardson, Tyrone, Pa.

"As a wife of a Penn Central employee, I am very proud to ask for our bumper sticker. He has worked for 34 years, and I have never had to worry for my food, etc.—thanks to P.R.R. Thank you for our Penn Central Post—great!"—Mrs. A. A. Isoldi, Long Island City, N.Y.

"Would it be possible to send 150 so that each of our members may have one?"—Charles W. Steidel, Treasurer, Local No. 912, International Brotherhood of Electrical Workers, Cleveland, Ohio.

"We are P.C. employes in the Toledo area, and we would like to have as many as you can send. We have five lime run crews and we meet a lot of truckers here, so it would be a very good place to show them off."—Frank C. Smith, Freight Conductor, Graytown, O.

"We, the clerks at Wayne, would be glad to distribute your bumper stickers."—Jim Beckner, General Yard Clerk, Wayne, Mich.

"Please send me several. Will pass them out to my co-workers."—Russell Jones, Penn Central Engi-

neer, Decatur, Ill.

"I would like about a dozen as I think that the other officers of UTU should display this sticker."—Merrill E. Smith, Vice President, United Transportation Union 309, Altoona, Pa.

"Now is the time to sell the American people on the fact that the railroads are the most vital means of transportation. Let us all put railroads in front of the people."—R. G. Jordan, Lieutenant of Police, Sharonville, O.

"I have a car and a truck, so would like to request two. I'd ask for six for the other members of the PC crew here, but I wouldn't want you to think I'm greedy."—Howard W. Ameling, Fremont, O.

"Would you please send me three? My Dad is employed by the Penn Central in Jersey City."—Lorraine Krajewski, Clayton, N.J.

"I think it is an excellent sticker and can't be shown enough."—Alfred T. Carlisle, Yard Conductor, PC, Beech Grove, Ind.

"We would like to have approximately 60 to give to our members."—George Purdy, Local Chairman, 460, International Association of Machinists, North Salem, N.Y.

"As a former Pennsy employee and an avid rail enthusiast, I would appreciate your sending me as many as you can. They will be proudly displayed by me and many friends."—John G. Morelli, Lodi, N.Y.

"Please send me two. We have two modes of transportation and would like to advertise all we can. I am a dedicated Penn Central Chief Yard Clerk at Massena, N.Y., on the U.S. and Canadian borders. I am approaching my eighth year of service, and wouldn't trade my profession for anything that I have seen yet."—Daniel J. Bissonette, Helena, N.Y.

"I would like two more for my two sons' cars. I also have three friends who are real railroad fans and know more about railroading than some men working on the Railroad."—Joseph J. Kogenski, PC Engineer, Elmira Heights, N.Y.

"My husband is wondering if you could please send him 70 bumper stickers, so he could pass them out at the next UTU meeting."—Mrs. Ronald M. Lloyd, Anderson, Ind.



Charles S. Lorincie, Hostler

"Please send me as many as you can. I have a lot in my family. My husband is a brakeman and his 2 brothers also work on the R.R."—Mrs. Charles A. Brown, Rayland, O.

"As a Congressional aide to Representative Robert A. Roe of New Jersey, and as an avid supporter of

the American Rail System, I would appreciate it very much if you could send me three bumper stickers as was offered in the Penn Central Post."—John K. Fiorilla, Washington, D.C.

"As an old PRR man, I would like to get a sticker for my car. Let me know how much it is."—Pierce Crist, Holly Hill, Fla.

"I would like to have six, please. No, I'm not trying to be a pig, but I have 3 cars and will use the other 3 on company cars."—Roderic E. Righter, Birmingham, Mich.

"My husband has been employed by the Railroad for 33 years, starting as a fireman on the Panhandle Division and is now an engineer. We will be proud to display bumper stickers on our 2 cars."—Mrs. Wayne V. Finch, Columbus, Ohio.



Mary Ellen Daley, Secretary

"I am a retired Penn Central employee and would like to see the railroad back on its feet again, and the only way to do this is to advertise it."—Hugo Scheuer, Buffalo, N.Y.

"I want these stickers because I'm a very good fan of the Penn Central Railroad."—David Feath, Ebensburg, Pa.

"How about a supply of stickers to pass out at the Union Meeting?"—H.B. Graham, Secretary and Local Chairman 504, UTU, Bellaire, Ohio.

"Please send me 6 stickers. The Anderson track gang and I would appreciate them."—Gary W. Brower, Anderson, Ind.

"I would like to have 50 stickers for the members of Local 18, Brotherhood of Railroad Signalmen. The railroad signalmen of Philadelphia support the Railway 100%."—Martin Whalen, Chief Signalman, Havertown, Pa.

"Please send me as many as you can. I will promote them here. I am a widow of a Penn railroad employee of 40 years. Also I run the Conway Hotel for railroad employees."—Mrs. Grace Altier, Conway, Pa.

"With the sticker I can show people that they shouldn't forget that it was the railroads that built this country to what it is today."—Marvin Capehart, Pickerington, O.



Carshon Dawson, Clerk



Alfred Jubilee, Boilermaker

"If I can have more than one, I have a lot of friends who would like one for their cars. I am an employee of the railroad (car cleaner) since 1945."—Mrs. E.P. Gay, Mechanicville, N.Y.

"I am a Louisville & Nashville Railroad employee. Would it be possible to send me six—one for each of us in the office?"—Mrs. Hazel Jean Macpherson, L&N Passenger Traffic Department, Louisville, Ky.

"As an employee of the Penn Central, I realize the importance of our railway system, especially during the present energy crisis, and I intend to promote railroad travel with the help of these stickers."—Robert J. Armitage, Utica, N.Y.

"Please send me 100 bumper stickers to distribute at our local union meeting. I could use as many as 200 but I hesitate to ask for this many. We in Altoona are very much

concerned with the railroad movement."—George L. Datres, Recording Secretary, Lodge No. 1931, International Association of Machinists, Altoona, Pa.

"This family would enjoy displaying the bumper stickers. We have 5 drivers all supported by a proud Railroader."—Mrs. Forest Woodard, Columbia City, Ind.

"We enjoy reading the Penn Central Post, since I have been retired 16 years last September. I would be glad to receive one of the new stickers since I am still driving my car at 85 years of age."—C.S. Tyner, Indianapolis, Ind.

"Could we please have 5 for ourselves and Mom and 2 brothers?"—C.V. Smead, Jr., Fireman, PC, Fort Wayne, Ind.

"It sure is a good way of putting the railroads on the map again!"—Genevieve V. Sentner, Clerk, Customer Accounting Center, Pittsburgh, Pa.

"Please send bumper stickers for Gang 364 at Willow Run, Mich."—Chris Miranda, Track Foreman, Ypsilanti, Mich.

"Please send me five. My father is an employee of Penn Central in Harmon and brings home the Penn Central Post and we all read it."—Ed Potthast, Croton-on-Hudson, N.Y.

"Will you please forward 2 stickers? There are 2 cars in this family, and they will be displayed with pride."—Francis H. Jessie, Patrolman, Penn Central Police Dept.,

Chittenango, N.Y.

"Please send me a half dozen. The extra stickers are for my fellow workers."—Francis F. Ceci, Olean, N.Y.

"All of the guys at work commented on the ad about the latest bumper sticker, and urged me to write this note. Would you please send 200 stickers? They will all be proudly displayed."—T.L. Boyer, Machinist, Diesel Shop, Altoona, Pa.

"All three of my brothers and myself were Railroaders all our working lives, and we would so love to do our part."—John W. Wratten, Indianapolis, Ind.

"I am an Engineer on the Indiana Harbor Belt Railroad. None of us in this area have even seen this bumper sticker, so I would like to obtain as many of them as you can supply."—Lester T. Clark, Lansing, Ill.

"I spent 43 years on the N.Y.C.R.R. as a Track Foreman, and have had Railroads at heart all



Stanley D. Mroz, Yardmaster



Ronald F. Vogel, Hump Conductor

the way. I am 74 years old but still talk up for the R.R."—William S. Stevenson, Bellefontaine, O.

"Please send me as many as you can spare! I work at both Sandusky Yard and Elyria Yard and I would like to distribute these stickers and get things going!"—Rod L. Feyedlem, Sandusky, O.

"As a Penn Central crew dispatcher, I believe in the American Rail Way, and I would like one of the bumper stickers to show people that I do."—John F. Hollner III, Selkirk, N.Y.

"I am a small part of the Penn Central and I am proud to work for it like my father did. Please send me two stickers for my car and my wife's car."—Herman C. Stjerna, Ashtabula, O.

"We are proud to be part of the Penn Central and will be proud to display the new sticker."—Edna L. Kane (Secretary, Industrial Development Department), Tarrytown, N.Y.

## Facts about Retirement at 60

Beginning July 1, 1974, railroad men will be able to retire at age 60 if they have 30 years' service, and will receive full Railroad Retirement pension.

This was authorized by Congressional legislation signed into law by President Nixon last July.

At present, a railroad man must be 65 to receive full retirement pension. If he retires earlier, he has to take a reduced pension. The amount of reduction depends on age. For example, if a man were to retire now at age 60 with 30 years' service, his pension would be reduced one-third.

This will no longer be the case for men whose retirement becomes effective on July 1 and thereafter. They will receive the full pension their years of service entitle them to.

Here are some questions and answers on this important new regulation.

**Does the retirement-at-60 privilege apply to women employees?**

They already had this privilege under previous law. The new law extends it to men.

**What about my Railroad Retirement supplemental annuity? Will that start at age 60, too, if I retire with 30 years' service?**

No. The rule is that an employee must be 65 before the supplemental annuity begins. There has been no change in this.

(Note: The supplemental annuity is added to the regular pension, and is financed entirely by a tax on railroad companies. It amounts to \$45 a month for a

person who retires from the railroad with 25 years' service, and rises to \$70 a month for a person who retires from the railroad with 30 or more years of service).

**What about my wife's annuity if I retire at 60?**

She will have to wait. The requirement for a wife's annuity is that the retired employee is at least 65, and the wife is 62 or has a minor or disabled child in her care. In short, though you retire at 60, your wife's annuity won't begin until you're 65.

**Suppose I'm a few months' shy of 30 years' service.**

Under Railroad Retirement regulations, 354 months of service (29½ years) count as 30 years.

**Suppose I am 60 but have only 20 years' service. Can I retire with a partial pension?**

No. The new regulation requires age 60 and 30 years' service. But, according to an existing regulation, you may retire at 62 with less than 30 years' service. However, your pension will be less than the full amount figured on your years of service. To receive the full amount, you must wait till age 65 before you claim your pension.

**Suppose I'm eligible for both Railroad Retirement and Social Security benefits, because of employment in a non-railroad occupation. If I retire from my railroad job in accordance with the new law, can I draw Social Security benefits at age 60?**

Not at age 60, unless you are disabled. Social Security retirement benefits are available at 62, but are reduced. You must wait till age 65 if you want to qualify for full Social Security benefits.

(Note: When you begin receiving benefits under Social Security, your Railroad Retirement benefits will be slightly reduced.)

**What about Medicare, if I retire at 60?**

You have to wait until 65 be-

fore you qualify for Medicare. The only exceptions are if you are totally disabled or if you have a chronic kidney disease requiring dialysis treatment or kidney transplant. In those cases, you can qualify for Medicare at any age.

**Where can I get more information for my retirement plans?**

Contact the nearest office of the U.S. Railroad Retirement Board.

### CHILD ON THE TRACKS!

Engineer Earl E. Elswick was backing a three-unit diesel into Yard B at Columbus, Ohio, when he suddenly saw Brakeman Gary Lee Dutcher, on the trailing unit, give a stop signal.

"He was swinging real hard, and I immediately went to emergency," Engineer Elswick wrote to Penn Central Post.

"Before I was stopped, I saw him get down from the engine and start to run as fast as he could.

"Then he went out of my sight in back of the engine before I had completely come to a stop.

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

"Then Brother Dutcher came out from behind the engine carrying the cutest little 3-year-old redhead girl you ever saw in your life. She was so frightened she urinated all over the front of his clothes."

Engineer Elswick, local chairman



Gary Lee Dutcher and Earl E. Elswick

of Local 1807, United Transportation Union (E), promptly called Operator Mary Taggart at Nelson Road Tower. She radioed for a railroad policeman, who talked to the children and their parents about the dangers of playing on the tracks.

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

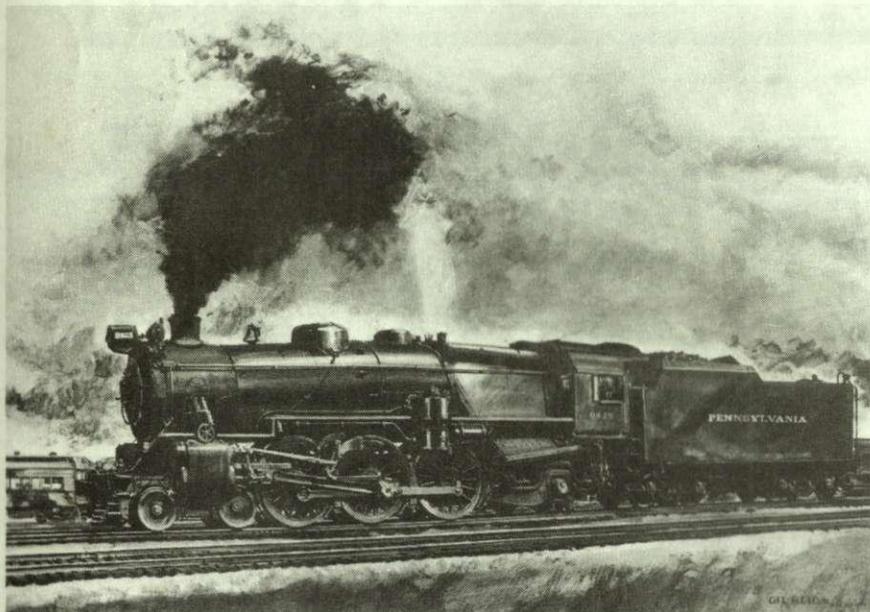
"Had he not been there," Mr. Elswick wrote, "I would have run over her. Thank God, I did not."

# PENN CENTRAL POST

6 PENN CENTER PLAZA  
PHILADELPHIA, PA. 19104

## FLASHING MEMORIES OF PRR AND NYC

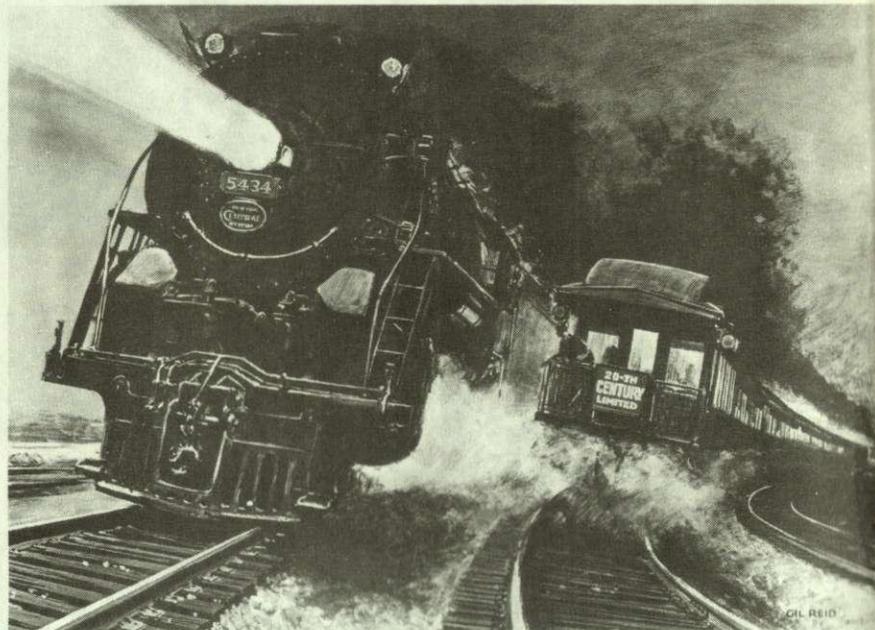
Below:  
The fabled PRR K4s  
put magic in such  
name trains as the  
Broadway Limited,  
Admiral and General.



These famed performers of Penn Central's predecessor railroads are captured alive by the artistry of Gil Reid, assistant art director of Trains and Modern Railroader magazines.

These full-color reproductions, printed on quality stock on a lithographer's proofing press, are approximately 16 by 22 inches, with white border, suitable for framing.

Available at \$5 each, including postage. Mailed in sturdy carboard tubes.



Above:  
With a flash of light  
and a blast of steam  
NYC's east and westbound  
20th Century Limiteds  
pass in the night.

To: Penn Central Souvenirs, Room 1040  
Six Penn Center, Phila., Pa. 19104

Please send following prints, at \$5 each:

	Quantity	Price
K4s		
20th Century		

Total . . . . .

Penna. residents add 6% sales tax . . . . .

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Make checks payable to Penn Central  
Transportation Company.