

**PENN CENTRAL**



**POST**

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MAY, 1969



**METROLINER ENTHUSIASM**  
See Page One

# Metroliner's newest run is NON-STOP

Kevin J. Sullivan, seated in the glass-walled announcer's booth at Penn Station, New York, leaned to the mike and said:

"Ladies and gentlemen, today Penn Central inaugurates non-stop Metroliner service between New York and Washington."

There was an excitement in his voice. He knew this was a momentous step forward in the Metroliner experiment.

Since January, Penn Central had been running two Metroliner round trips daily between New York and Washington, with five intermediate stops and a scheduled speed of 2 hours and 59 minutes.

On this day, April 2, a third train went into service. It offered a non-stop run from New York to Washington in the morning, and a return non-stop run in the afternoon.

Scheduled time for the 227-mile trip each way was 2 hours and 30 minutes.

Nothing anywhere near this schedule had ever been attempted on American rails.

"This is historic," said John L. Martin, a retired Penn Central passenger agent, who bought tickets for the first non-stop run. (Passes aren't good on Metroliners.)

"Terrific!" exclaimed Trainman Harold Schreiber.

A report in the *New York Times* called the new train "the best test yet of whether high-speed trains can lure passengers away from the airlines."

And, in fact, many passengers on the first non-stop run said they normally rode planes.

"I find this much better than flying," said Vicki Kessinger, a college senior from Buffalo. "It's nice to look out the window and see something besides clouds."

Mrs. Louise Mumm, a social worker who frequently flies to Washington, said, "I was keen to try this train. Short flights are a nuisance—



When there are still some seats available, Clerk Vivian Farrell goes on duty at the track gate with portable ticket counter.

going to and from airports, getting in and out of various conveyances."

Donald H. Kahn, of San Francisco, who flew with his family to New York on a vacation trip, chose the non-stop Metroliner for a side-trip to Washington instead of flying.

"We heard a lot about the Metroliner in San Francisco," he said. "We were eager to see it—and we're very impressed."

When the non-stop train reached Washington, passengers were interviewed by Bill Lynch of Radio Station WTOP, who later reported them "very enthusiastic." (See cover.)

Meanwhile, the other Metroliner trains were continuing to draw a large response.

"They're running with high occupancy day after day," said Clifford B. Alban, assistant director of passenger service.

"People are buying tickets as much as 30 days in advance."

"Comments have been highly favorable about the luxurious interiors, the quality of the ride, the meals, and the courteous service of the crews."

To improve handling of the public's phone calls for Metroliner information, the Railroad has assigned additional people exclusively for this purpose.

It is also setting up a remarkable new computerized system that will enable a ticket clerk to make a Metroliner reservation and issue a ticket in about 20 seconds. This new system is expected to be in service by midsummer.

"All the ticket clerk will have to do is to press buttons on a console," said George M. Casady, assistant vice president, passenger sales and terminal services.

If the order is for a Metro Club Car seat, and a computer says space

N. M. Stone, manager of public relations, talks with Robert Roberts, *Modern Railroads*; Stella Margold, *Woman's News*; J. W. Hanscom, *Journal of Commerce*.



Usher John L. Scott checks boarding permits as passengers go to the non-stop train.

is available, the machine will immediately print a ticket showing seat number, car number, train identification, fare and date.

If the customer is a coach passenger, the ticket will have an identifying color stripe showing that the passenger may board a particular train on a particular day. This will eliminate the need for a special boarding pass, currently required.

While the console is making the ticket, another machine will put the transaction on paper, and do the bookkeeping needed to show the clerk at the end of his day how much money he should have in the drawer.

"This new system is a first on the railroads," Mr. Casady said. "And the airlines don't have anything that matches it."

Console-printer units will be installed at ticket counters in New York, Newark, Trenton, Philadelphia, Wilmington, Baltimore and Washington as rapidly as the equipment becomes available and can be tied in with master computers. Eventually, Penn Central expects to extend this system to all trains serving the busy Washington-New York corridor.

Latest praise for the Metroliners comes from two Japanese involved in designing the cars on the Tokaido line between Tokyo and Osaka.

As reported in *Railway Age*, they said the Metroliners are superior to the Japanese cars in interior design and passenger comfort. They mentioned the luxurious seats, diffused heating and air conditioning, indirect lighting, noise-reducing carpeting, background music, and call-everywhere telephones.

But they said the Tokaido trains give a smoother ride. They also noted that the Metroliners don't have geisha-clad girl attendants as on the Japanese trains.

A recent Metroliner passenger was former Vice President Hubert H. Humphrey. "Enjoyed it very much," he reported later.

He walked through the six-car train, greeted many passengers, asked trainmen about operating details, watched the speedometer.

"Then he stopped at my snack bar and ordered a hot roast beef sandwich (95¢) and a coke," said Henry C. Polk, buffet lounge attendant. "He ate it standing right here at the counter. He seemed to be having a very good time."

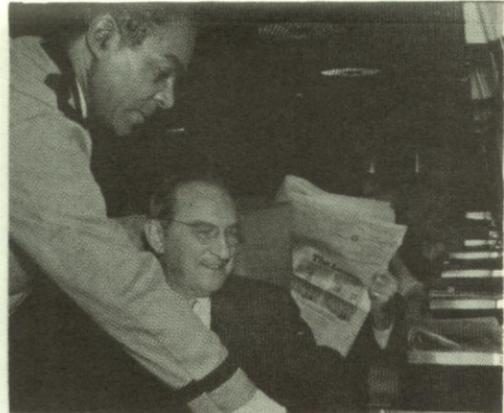
Vicki Kessinger, of Buffalo, watches the scenery whizzing by the high-speed train.



Raymond Falls, 8, makes out his own meal order before admiring eyes of his sisters.



Robert H. Lindsey, *New York Times*, interviews R. B. Watson, Metro coordinator.



Clyde E. Caviness serves a meal directly to the seat of the parlor car passenger.



Ray Nordlinger, 11, seems fascinated with door that slides open at slightest touch.

H. Schreiber takes tickets of Elizabeth Bryant, Marian Whitley, school teachers.



"Guess where I am!" says Tom Chirgwin, 11, calling a friend on Metroliner phone.

R. J. Linden, a Reading Railroad conductor, uses his day off to ride Metroliner, and photographs Attendant Henry C. Polk.



# They're all watching the V.M.

Next to PC, the biggest initials on the Railroad are V.M.

You're seeing this symbol almost everywhere you go these days.

It's the theme of a mammoth campaign to prevent injuries—prevent disability, pain and sorrow.

"V.M. is a magic formula," asserts Joseph A. Bonelli, manager of safety.

"It stands for a potent method of safeguarding your skin and flesh and bones, your hands and feet and eyes."

V.M., of course, stands for Vital Moment.

It's the moment before you start a job operation in which there's some element of hazard.

It's the moment to think quickly of the safety precautions you should take.

Then go ahead with the job operation.

Most Railroaders face a Vital Moment several times every working day, Mr. Bonelli says.

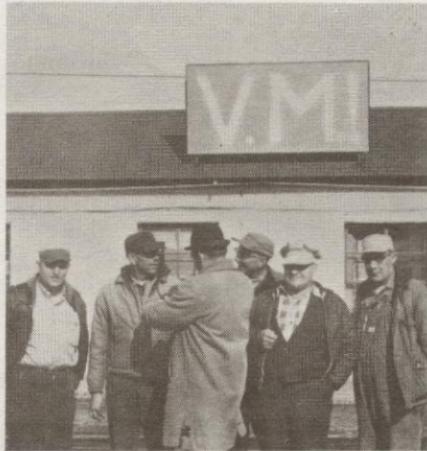
"If they will all make sure to follow this safety recipe, we're going to roll up a safety record for which every Railroader will be able to take personal pride."

Across the System's 21,000 miles of line, Penn Central people are promoting the V.M. idea in a variety of ways. Here are some examples:

On the **Williamsport Division** Transportation Supervisor Eugene Miori asked his wife, Mary Ann, to make a V.M. banner. An expert on the sewing machine (she makes most of her daughter's clothes), Mrs. Miori ran up two banners. They're in Penn Central green and white. One is now raised daily on a flagpole; the other decorates the entrance to the Division's headquarters at Williamsport, Pa.

New switch list covers, printed in day-glow orange with the words, *Watch for the V.M.*, have been distributed to yard switching crews.

On the **New Jersey Division**, four district safety committees are spon-



At Mansfield, O., Trainmaster R. E. Roysse pins "Watch for VM" buttons on yard crew.

soring safety slogan contests. The first winner was Carolyn D. Huff, a ticket clerk at Elizabeth, N.J. Her slogan: *Safety is here to stay—are you?*

On the **Toledo Division**, three-man "cinder teams" have been appointed to contact every one of the Division's 2300 employees. The teams, consisting of men from the Mechanical, Engineering and Transportation Departments, talk safety to employes at the job—at "cinder level."

"We didn't do too well in safety last year," said Division Superintendent Robert J. Slater. "You might say we're now pulling ourselves up by our bootstraps."

On the **Canada Division**, employes compete in suggesting safety themes and designs, and the best suggestion each month is made up into a poster, which gives credit to the winning employe. Safety-rule cards are issued monthly by the Maintenance-of-Equipment and Maintenance-of-Way Departments, listing the rules of prime importance to their employes.

Incidentally, the Canada Division led the System in safety during January and February—not a single lost-time injury.

On the **New Haven Division**, the V.M. campaign is being tied in with the CT-990, which is the form used by supervisors to record employes' safe or unsafe work practices.

"In man-to-man discussions, we point out the moment in the job operation when the right decision means the difference between safety and sorrow," said David A. Fink, transportation superintendent.

On the **Buffalo Division**, coffee-and-doughnut rallies got the V.M. drive started. A Frontier Yard clerk, Tamara Buckley, was chosen by the local safety committee to keynote the campaign as Miss Vital Moment.

One of the first events was the award of a Savings Bond to Louis



At Morrisville, Pa., yard men watch J. C. VanNest show safe way to cross tracks.



At Avon, Ind., Patricia McClelland pins a "Watch for VM" button on James E. Graves, a brakeman in Big Four Yard.



At Cleveland, General Yardmaster Donald J. Weisbarth gives a day-glow, easy-to-see cap to Daniel Zundel, a new brakeman.



At Buffalo, H. J. Majchrzak, general car foreman, and Clerk Tamara Buckley announce prize-winners at a V.M. meeting.

Grenda, a car inspector, for noticing a car slide off the rails and promptly flashing a warning that halted the humping operation before damage could occur.

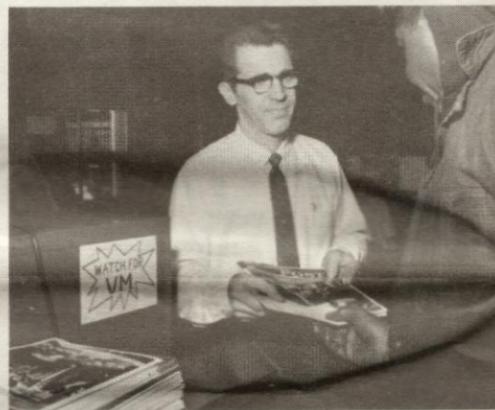
On the **Springfield (Mass.) Division**, any local injury promptly becomes the theme for safety discussions, to help prevent that kind of accident from happening again.

On the **Cleveland Division**, new employes at Collinwood Yard are being given day-glow caps and ankle bands so veteran employes can readily spot these newcomers and keep an eye on their observance of safe work practices.

On the **Columbus Division**, stick-on posters carrying the message, *Watch for the Vital Moment*, in eye-catching orange, have gone up on all bulletin boards.

On the **Philadelphia Division**, a giant sign saying, *Remember the VM*, has been attached to the wall of Zoo Tower, a key point visible to most of the passenger and freight trains passing through the Division. The sign has an "appendix" which calls special attention to the type of work operation featured each month in the Penn Central Post's series of safety articles.

On the **Valley Division**, with headquarters at Youngstown, Ohio, big



At Conway Yard, Pa., Chief Clerk Michael Zakarian gives Carman H. G. Barrett his pay check, *The Post*, and a V.M. reminder.

V.M. signs, with an exclamation mark for emphasis, have been put up on many buildings.

At **Beech Grove Shops**, near Indianapolis, Ind., gold-colored hard hats are awarded to employes making the best suggestions for improving safety.

At the **Heavy Repair Shops**, in Altoona, Pa., V.M. stickers appear on safety hats, on posters, on pennants, even on the giant overhead cranes.

"Those are just a few examples of the widespread interest and enthusiasm generated by this safety campaign," concluded Safety Manager Bonelli.

"If everybody gets into the act, we can look forward to a happy picture when we compile safety statistics."



At New Haven, Conn., Brakeman Arthur Raffale shows how to operate a switch.



At Altoona, Pa., the V.M. moves in on the safety signs put out by the Paint Shop (which has been injury-free 14 months).

At Chicago, Trainmaster C. S. Lowe discusses V.M. with employes of 12th St. Coach Yard.



# To keep his wife alive

With skilled hands, he turns dials, adjusts tubes, takes the patient's blood pressure, checks for adverse reactions.

But he's not a doctor.

He's Freight Conductor Wally Adams.



Between treatments, Mrs. Ginny Adams is able to take care of her house, cook and look after her husband and daughter Pam.

For the past six months, he has been taking care of his wife, Ginny, who depends on an artificial kidney machine.

Conductor Adams, who works on the Schuylkill Branch of the Philadelphia Division, operates the machine for a six-hour period every three days.

It cleanses her blood of wastes—and keeps her alive.

Mrs. Adams' trouble began a year ago, when her kidneys became diseased and had to be removed. Her son, Gary, now serving with the Air Force in Vietnam, volunteered to give her one of his kidneys.

The transplanting was done. But within a week, her body had rejected the transplant and it had to be removed.

That meant living on an artificial kidney machine the rest of her life.

This machine costs about \$15,000, including necessary chemicals and other supplies for the first year; and expenses thereafter run about \$5,000 a year.

Friends in the family's hometown, Mechanicsville, Pa., started a drive. Penn Central men on the Schuylkill Branch chipped in.

About \$20,000 was raised.

Conductor Adams began commuting to Hahnemann Hospital in Philadelphia, to take a course in operating the device, technically called a hemodialysis unit.

"It was hard, learning how to handle this delicate machine," said the burly conductor, who stands 6 feet 4 inches and weighs 240 pounds. "But I had to do it if my wife was to be able to come out of the hospital and live at home."

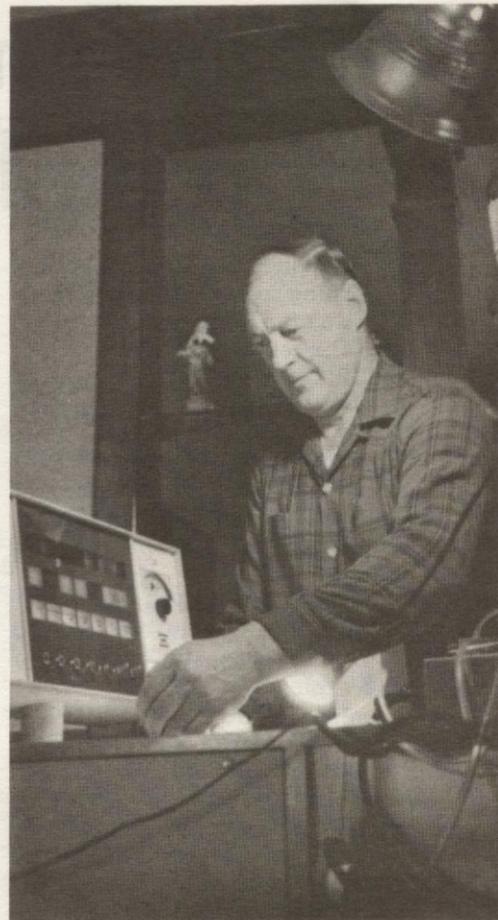
He explained that the machine is basically a filtering system, which takes the patient's blood, circulates it through a cleansing mechanism, then returns it to the body. After six hours with the machine, the patient is able to get along without it and perform normal household duties for about three days, after which the treatment has to be repeated.

A recent survey by the *Wall Street Journal* indicated that there are about 1700 persons in the United States using these machines, and only 200 are being treated at home.

Conductor Adams is the only person in Berks County qualified to operate this machine, and has become a celebrity of sorts, with accounts in the newspapers and on television.

"Everybody has been just wonderful," says Mrs. Adams. "Without the help of our friends in Philadelphia and Berks County, we never would have made it."

"She's a real good patient," says



Wally Adams had to learn to handle intricate medical devices to treat his wife.

her husband—"especially when you consider she has me for a doctor."

## Backstage History



Truckload of real live Indians helped to ballyhoo the renowned theater.

Ever hear of the Hippodrome? It was a famous New York City theater, renowned for spectacular stage shows. The Hippodrome reached its zenith in the 1900's when show-goers regularly filled its 5,200 seats to watch dramas, water ballets and circus acts.

But its glory faded during the 1920's and the Depression, and it was torn down in 1939.

Norman Clarke, a file clerk in Penn Central's Legal Department at New York, has recaptured the life and times of the famous theater in a 150-page book. Its title is *The Mighty Hippodrome*.

"Writing a book is something I've always wanted to do," Mr. Clarke said. "At one time I was going to make a career of writ-

ing. But it's a very chancy way of making a living, so I write only in my spare time."

Mr. Clarke spent 1½ years on *The Mighty Hippodrome*. The inspiration for his book came from his long interest in the theater. Most of his information came from the Lincoln Center Library in Manhattan.

"I submitted an outline to a publisher, A. S. Barnes and Company," he said. "When it was approved, I proceeded to write the book. It sells for \$10 a copy."

Author Clarke is already planning a second book.

"It's going to be a social history of the Depression," he said. "But so far, I haven't done any writing. Still kicking ideas around."



Hippodrome attracted several generations of visitors to New York.



Norman Clarke shows his book to T. J. Smith, PC general attorney.

## "I've been riding on the railroad..."

Howard Haney sat down and calculated how many miles he has traveled on the rails.

He came up with close to 4,000,000.

He figures that probably makes him America's champion railroad passenger.

Mr. Haney has been riding the PRR and the Penn Central from his Philadelphia home to his New York job daily for the past 57 years. He also has taken many long-distance railroad trips.

"And let me tell you," he says, "I've enjoyed every mile of it."

Mr. Haney has worked as a lace salesman for the Fine Art Textile Company and the North American Lace Company.

Now he's retiring, aged 77, full of reminiscences of his travels.

For example:

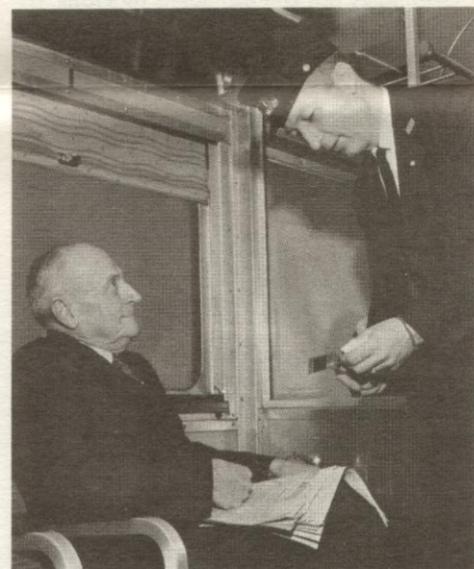
"One day in 1953 I was riding the Spirit of St. Louis to New York, when a conductor friend of mine said he had just been chatting with another passenger—Harry S Truman—and had said I was Mr. Truman's look-alike. Mr. Truman said he wanted to see me.

"Well, Harry and I had a nice chat—you know, lace, politics, all the bric-a-brac. I also talked with Mrs. Truman. Finally we got to New York and what do you know—there were a dozen photographers there, all snapping my picture with Mr. Truman as we got off the train.

"Why, Harry and I both made the New York newspapers the next day."

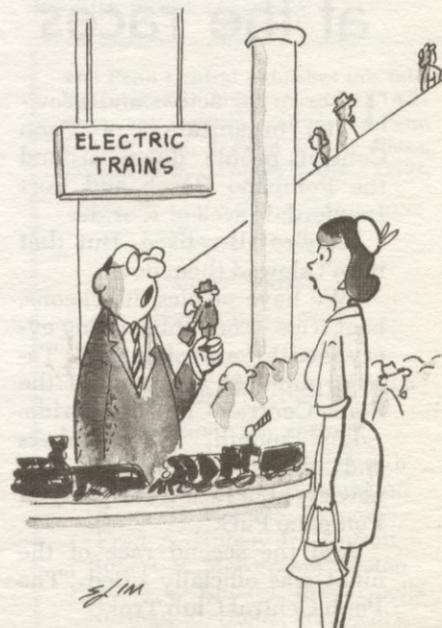
Mr. Haney now plans to spend some time with two friends and former customers—one in Portland, Ore., and one in Honolulu.

"Of course, I plan to take the train to Chicago and arrange



Howard Haney gets ticket punched by C. J. McCool after 57 years of rail travel.

transportation from there," he says. "After all, how could an old train buff like me start the newest chapter of his life on anything but rails?"



"... and it comes complete with this wind-up commuter who chases the train."

# "Imagine me getting a diploma!"

More Penn Central people are learning new skills and finding new jobs on the Railroad.

Take Burrell Sellers, Jr.

For 17 years he loaded sacks of U.S. Mail at 30th Street Station, Philadelphia. But with the Post Office taking away much of the mail business and giving it to trucks and planes, the Railroad no longer needed the same number of people for mail handling.

Penn Central offered him and other mail handlers an opportunity to train for new jobs—with full pay while learning.

"I jumped at the chance," said Mr. Sellers. "I thought it was a wonderful opportunity for advancement."

And just the other day, he and 37 other handlers were honored at a graduation luncheon. Mr. Sellers is now working as a yard clerk at 44th Street in Philadelphia.

"Graduation was a proud day for

me," said Leo F. King, who had 33 years in freight and mail handling. "I finally caught up with the kids. I got a good education out of it and I think everyone will benefit—the Railroad and the men."

"Imagine me getting a diploma at my age!" said Frank A. Smith, 3rd, a mail handler for almost 16 years.

"I'm almost 49 years old and I thought my mind was asleep when I first started the classes. It took nearly a week before I started catching on."

The students studied English grammar, spelling, arithmetic, indexing and typing at Benjamin Franklin High School for half of each day in the 12-week program. The other half of the day, they learned railroad skills at 30th Street Station.

Twenty-five of them specialized in the skills of a yard clerk, particularly the operation of a Flexowriter, used to report car movement.

The balance of the class received on-the-job training in such fields as accounting, ticket sales and the operation of reproduction equipment.

"They're helping the Railroad and they're helping themselves," said Samuel W. Seeman, assistant vice president, personnel administration.

At the graduation ceremony, each employe received a Penn Central course certificate from Frank J. Edzwald, superintendent of labor relations and personnel, Eastern Region.

"As you go out to your new jobs," he said, "you can count on the assistance and encouragement of your fellow employes in learning the ropes."

Irving Rosenstein, of the Philadelphia Board of Education, presented each graduate with a certificate of course completion.

Mrs. Lucy Brenning, who taught the employes English and arithmetic at the high school, praised them as "very eager to learn." David Perloff, who taught them typing, said, "They strove for excellence."

A spectacular tribute came a few days later for 19 members of the group: They received diplomas from the Pennsylvania State Department of Education, certifying that they had the equivalent of a high school education.

Penn Central had made arrangements with the Board of Education



Four fellows named Smith receive graduation certificates from F. J. Edzwald, superintendent of labor relations & personnel. They are Samuel, Frank, John and James Smith.

for special training for the employes who had never acquired their high school diplomas.

"I'm 57 years old," said Alfred Simoncini, "I should have gotten a high school diploma long before this. I thought about going back, but with a family, I never found the time."

"I'm very grateful to the Railroad for making this possible."

Most of the employes in the program are members of the Brotherhood of Railway, Airline and Steamship Clerks. The union's officials worked closely with the Training Section of PC's Labor Relations and Personnel Department to assure the program's success.

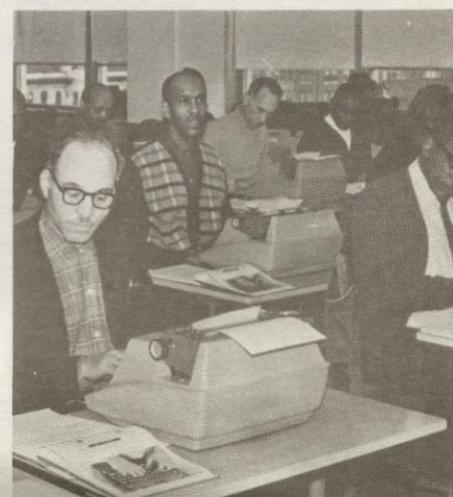
"This is a proud day for all of us," said John J. Cirucci, the union's vice general chairman, at the graduation ceremonies.

The Philadelphia class was the second in Penn Central's retraining program. The first was at Newark, N.J., where 13 students were grad-

uated and are now in their new jobs.

A third class has already started at Buffalo, N.Y.

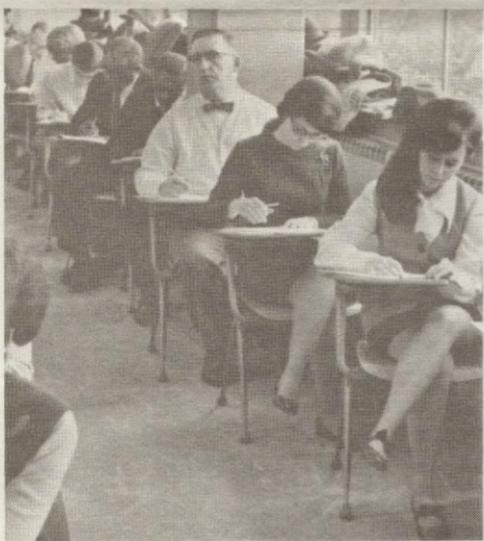
"And we are currently considering other places on the System," said Mr. Seeman.



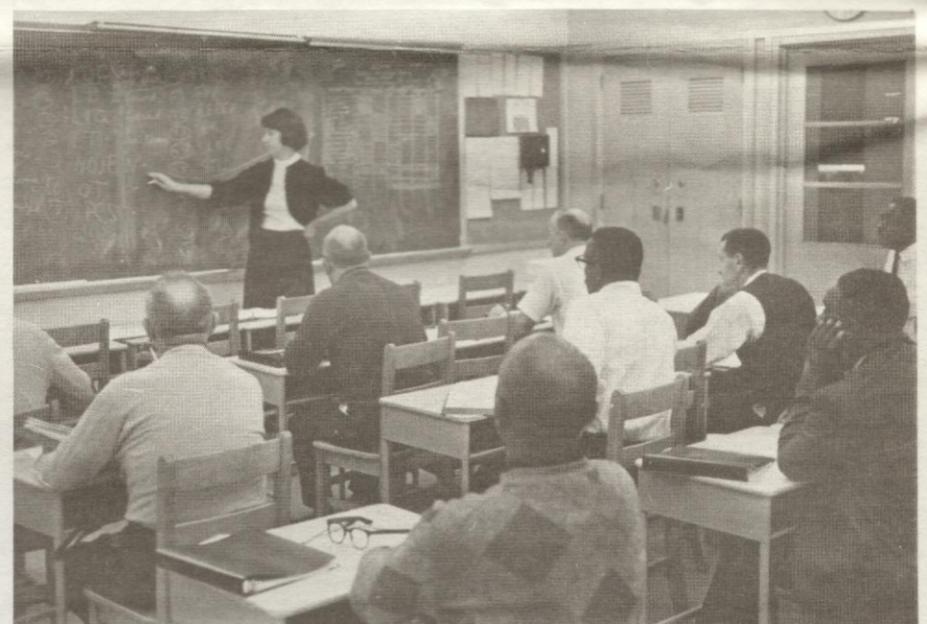
Mail handlers training for other jobs learn typing in a Philadelphia high school.



Graduates are congratulated by Frank T. Lynch (left), assistant to the international president of the Clerks' Union, and John J. Cirucci, union's vice general chairman.



Veteran mail handlers join youngsters taking a high-school diploma exam.



The Penn Central men are taught high-school English by Teacher Lucy Brenning.

## PC Night at the races

There's an active and growing organization of Penn Central people down around the Pompano Beach and Fort Lauderdale area of Florida.

They're all retired. But that hasn't slowed them down.

"We have picnics, luncheons, boat trips—something doing every month," says Joseph R. Tascik, publicity chairman of the Penn Central Club of Florida.

Last month, 127 members and guests participated in a new event, a race track party at Pompano Park.

And the second race of the night was officially titled "The Penn Central Club Trot."

Here are some of the leaders

of the Penn Central group with the winning trotter, Pony O Boy, and its driver, Glen Garnsey. Left to right are Paul Desilets, formerly assistant general passenger agent at Cleveland; Fred Schmid, formerly passenger agent at LaSalle St. Station, Chicago; Joseph R. Tascik, formerly freight sales manager, Chicago; and Herman Lippold, formerly coal and ore traffic manager, Pittsburgh.

Mr. Desilets is the club's secretary-treasurer, and receives applications for membership at his home, 651 NE 24th St., Pompano Beach, Fla. 33062.



## TRAGEDY AT 125th STREET

George V. Burns, a passenger trainman, leaned down to lower the steps of a coach as his train entered an elevated station at Park Avenue and 125th Street, New York.

A shot rang out. He died with a bullet through his heart.

Two days later, police reported a 16-year-old boy surrendered and said he had fired a rifle at that location.

Trainman Burns had worked for the Railroad 23 years, and was a Marine veteran of World War II. He left a widow and five young daughters.

Trainmen's Lodge 1069, United Transportation Union, has started a fund for the family. Donations may be sent to G. V. Burns Fund, Box 105, Croton-on-Hudson, N.Y.

Meet the 1969 version  
of the little red caboose . . .

# The big, bright green, brand new cabin car

The new-model cabin car is rolling off the Penn Central assembly line, and it's getting a good reception.

"A big improvement," said George W. Turner, chairman of Trainmen's Lodge 383 of the United Transportation Union, as he inspected one of the new cars at Harrisburg, Pa.

"It's built for service and comfort," said Ernest C. Culpeper, chairman of Trainmen's Lodge 123, after examining one of the cars at Wilmington, Del. "The Altoona boys did a good job."

The "Altoona boys" he was referring to are the men of the car shop at Altoona, Pa. They recently completed 50 of the new cars.

A year ago, Management and Labor officials sat down together to decide what features the cars should have. Many of the suggestions offered by on-the-ground trainmen through their union representatives were built into the final product.

The result is a car—officially designated N-10—that combines the best features of PRR and New York Central cars, plus many new refinements.

An observation bay window on each side of the car has a padded seat with a safety belt and a high back to prevent whiplash.

"All the inside corners are rounded to prevent injury," pointed out one of the Altoona workers, Ludwig Lohsl. "And note that safety rail, the full length of the car."

There's a dining table under a round window. There's a refrigerator with a special coil to cool drinking water. There's an automatic-type

heater and a two-way radio.

All interior fittings—including bunks, tables, lockers, desks and storage compartments—are securely fastened to the car body by bolting, riveting or welding.

"You can't see all the work that went into these cars," commented Welder Charles Becker. "There are a lot of welds to make them especially strong."

"He's right," said Assistant Foreman William Webber. "There are many features you can't see because they're covered with finishing materials."

"For instance, the cars have steel floors over half an inch thick. You won't see that, because they're covered with insulation and hardwood flooring. This keeps out the cold and the road noise."

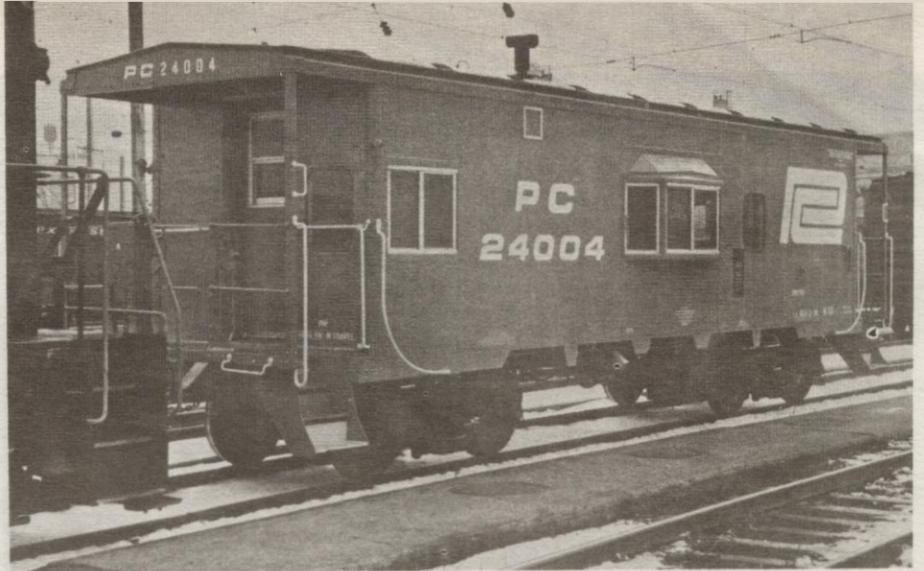
D. R. Conrad, an Altoona carbuilder, said, "The car should be comfortable riding, with that special draft gear."

He was referring to the long-shank attachment to the coupler to absorb the impact of coupling and reduce the effect of slack action when the car travels at the rear of a long train.

"And there are roller-bearing trucks, too," Mr. Conrad pointed out.

As soon as the first cars rolled out of the car shop, they were sent to key cities across the Penn Central System, so Labor and Management representatives could inspect them.

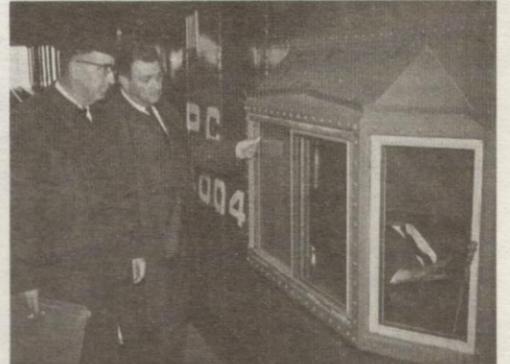
"Generally speaking, this car is just about what we want," said Jack A. Lyons, general chairman for the Trainmen in the Lake Region, after



Finished cabin car is spotted for inspection from chairmen of Trainmen's local lodges.



Ralph Wise, chairman of Lodge 117, tries conductor's chair during inspection trip.



Chairmen G. W. Turner, Lodge 383, and J. M. Paradee, Lodge 957, check a bay window of new cabin car during inspection.

going through one of the cars at Cleveland, Ohio. "But we saw room for minor changes."

Paul R. Miller, vice chairman of Trainmen's Lodge 699 at Indianapolis, Ind., suggested that the fire extinguisher be moved to prevent possible injury if it should come off its bracket.

Dave Tolman, general chairman for the Conductors in the Northeastern Region, agreed with that suggestion after inspecting one of the cars at Boston.

Charles L. Glass, chairman of Trainmen's Lodge 136, who checked one of the cars at Fort Wayne, Ind., said, "Our men who have seen the car like its comfort features very much, but are offering some constructive criticisms."

At Detroit, Ray Fieberkorn, general chairman for the Trainmen in the Northern Region, said that outside of minor things, "We found the car satisfactory."

"The new car shows big improvements in safety features," said Jack M. Paradee, chairman of Trainmen's Lodge 957 at Wilmington, Del. "And the few suggestions we've made should make this a really good car."

After reviewing the suggestions from Labor representatives, D. J. Kennedy, PC's manager of freight car maintenance, said the following changes will be made:

The bracket for the fire extinguisher will be moved down to floor level to prevent injury. New door stops will be installed to hold doors securely when open. Safety belts will be made retractable. A guard rail will be installed in front of the heater, and a heat shield beside the heater.

A final word came from C. J. Sludden, Pennsylvania state legislative

director for the United Transportation Union.

"I want to congratulate you and the officers of the Penn Central Company for the construction of such a fine car," he wrote to J. H. Heron, assistant vice president, equipment.

"You are to be commended because seemingly no effort was stinted relative to its construction and furnishing."

"On behalf of the officers and members of our State Legislative Board, many thanks for a job well done."



Painter Max Anspach touches up the PC on first cabin car to be finished at Altoona.



Car Repairman Matthew Nardella makes sure cabin is warm with Fiberglas insulation.



Car Builder Louis A. Fedeli bolts the frame for a bunk in one of the cabin cars.

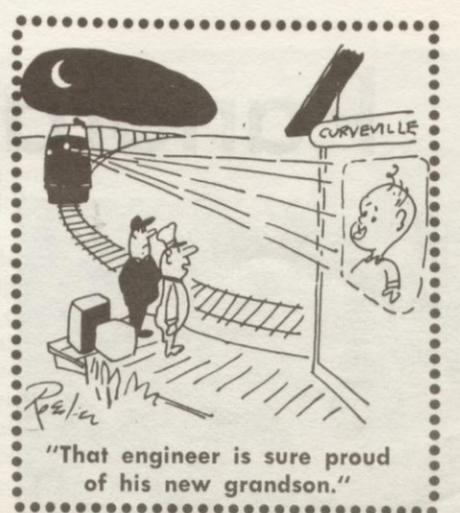
Insulation is covered with heavy flooring by Car Repairmen H. Dotson and L. Rimbeck.



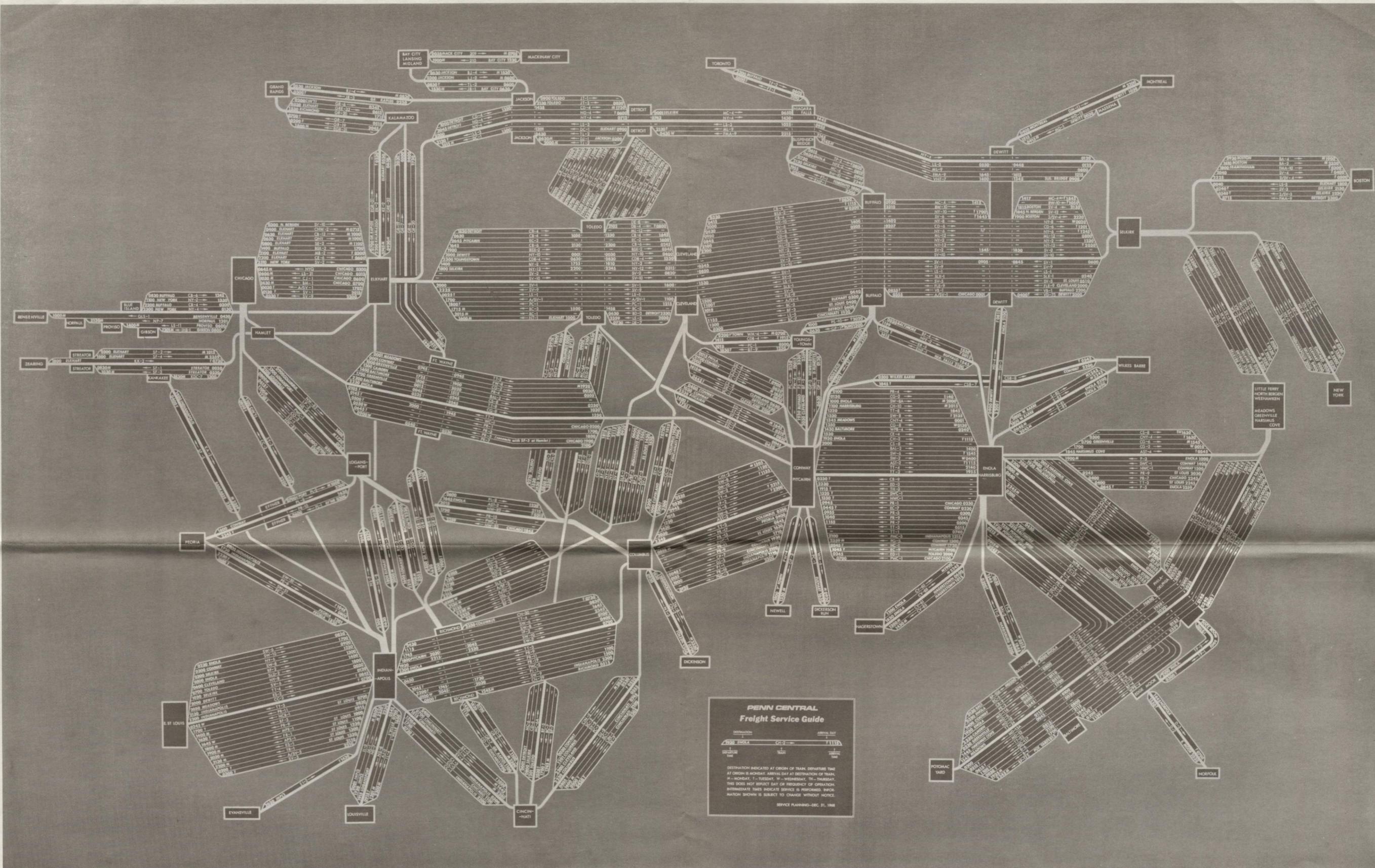
Modern interior finish of plywood is put into place by Car Builder Paul F. Leiden.



Warm cabin is assured by Car Builder J. Minielli installing automatic-type heater.



"That engineer is sure proud of his new grandson."



# Panorama of PC Freight Service

The big role Penn Central people play in the industrial life of America has never been pictured better than as displayed above.

This map-diagram shows the through trains hauling freight on a typical Penn Central day.

It shows the major arteries of commerce that carry the industrial bloodstream of hundreds of cities, thousands of towns, spread over an area containing more than half the

population of America.

This map-diagram is the handiwork of a man who never took an art lesson.

He's Robert R. McPherson (left), supervisor of freight schedule planning in the Marketing Department at New York.

The department had been considering various ideas for a service brochure for customers. Mr. McPherson came up with the map-

diagram idea, which he had been using for his own guidance.

"I came off the former New York Central," he explained, "and PRR place names were unfamiliar to me, just as many PRR employees were unfamiliar with Central points.

"I wanted some way of visualizing the merged service, and decided to make a complete map-diagram."

The toughest part was figuring out how to show all the criss-crossing

freight routes without causing a confusing jumble. But the most tedious part was putting on more than 6000 letters and numerals. He did it all by hand, using letters from sheets of stick-on type.

When the job was finished, in the form of a 3-by-5-foot wall map, the Marketing Department had it reproduced and made up into handy fold-out brochures. Thousands are now being distributed to shippers by Penn Central sales representatives—as District Sales Manager R. P. Seddon is doing, in photo at right, for K. C. Lippmann, transportation manager of New Jersey Zinc Company.

Here's how to use this guide:

Take, as an example, Train SW-6, shown in the lower left hand corner as the first train leaving St. Louis. The time is 0230, or 2:30 A.M. (all times are based on a 24-hour clock). The destination listed is Enola Yard, near Harrisburg, Pa. The day of departure is assumed in each case to be Monday.

At 0830, the train is scheduled to reach Indianapolis, where it adds or drops off cars. It leaves Indianapolis at 1115 and reaches Columbus, O., at 1645—that is, 4:45 P.M.

It picks up or drops off cars, leaves Columbus at 2030 (8:30 P.M.) and

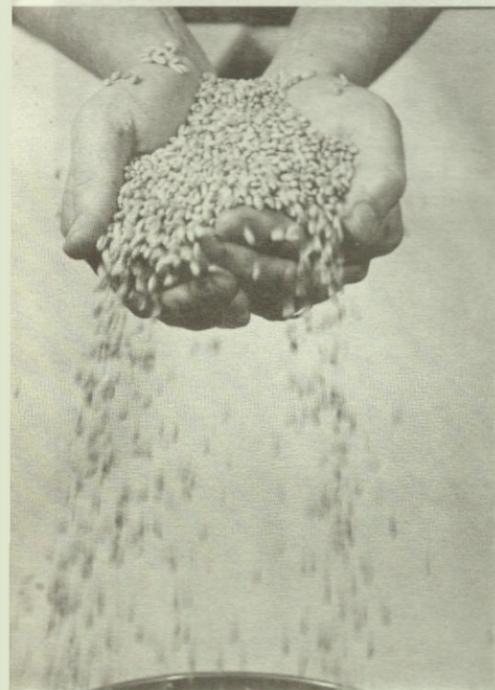
goes to Conway. No time is shown for its arrival or departure at Conway. That means it relays through—it neither picks up nor drops off cars.

SW-6 ends its journey at Enola on T 1545—which means, Tuesday, 3:45 P.M.

Since this map was completed, there have been changes in freight service, such as the addition of the New Haven lines, and new trains from St. Louis to the East. Indeed, freight service is constantly being reshaped to meet changing traffic patterns and shippers' needs. Keeping this Freight Service Guide up to date will be a never-ending job.



# Lending a hand to the grain trade



The Harvest Moon isn't anywhere near, but Penn Central is getting ready.

A new bureau has been set up at Indianapolis, Ind., to handle distribution of covered hopper cars for the grain harvest which starts about September.

This bureau will serve as the System's clearing house for all requests for this type of car.

"Every year, we transport millions of tons of grain from country elevators in the Midwest to milling plants in various cities of the East and to ports for shipment overseas," explains Marshall E. Kealing, who heads up the new bureau.

"The harvest puts a heavy strain on our grain car fleet, and the bureau's purpose will be to ease the pressure by arranging more prompt and efficient use of covered hopper cars.

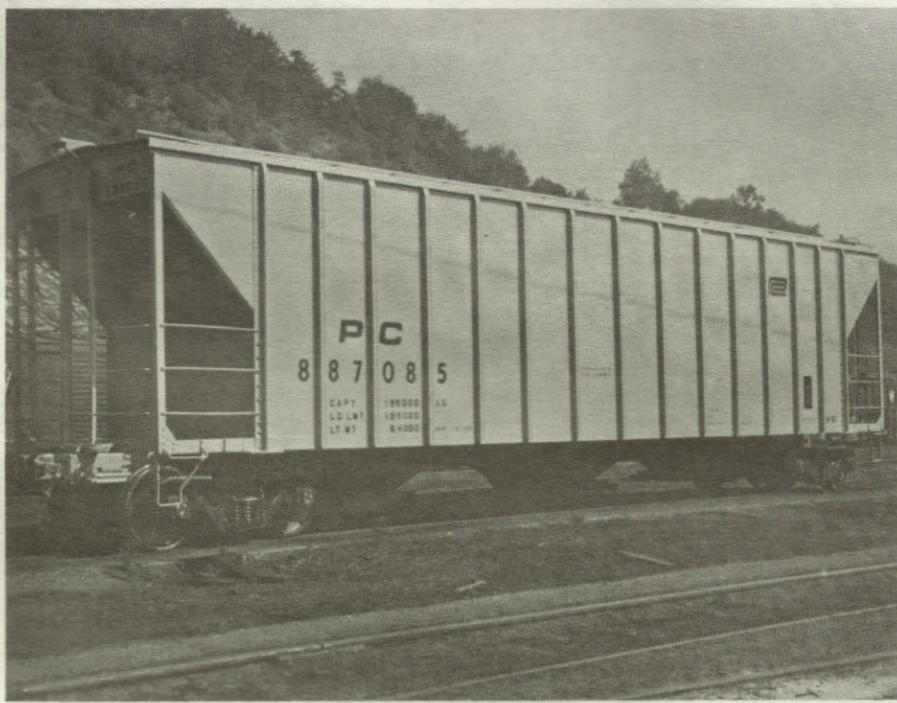
"As in the past, the customer will order the cars he needs from the local freight agent. If boxcars are desired, the agents will forward the requests to the division car distributors. If covered hopper cars are wanted, the requests will be relayed directly to our bureau.

"This new arrangement will enable us to get more use out of these cars and have the effect of expanding our fleet."

Four of the major grain-producing states—Indiana, Illinois, Michigan and Ohio—are in the heart of the Midwestern area served directly by Penn Central.

The "grain drain" starts in September and peaks about November, but continues heavy through January.

A large part of the Midwest's grain production is shipped via Penn Central to the East for export. The prin-



Penn Central men will build 400 more cars like this jumbo H-51 for the grain trade.

cipal ports for this traffic are Baltimore, Philadelphia, Albany and Norfolk.

Much of the rail-shipped grain is now handled in jumbo hopper cars with capacities from 4,600 to 5,700 cubic feet. This is nearly one and a half times the capacity of a conventional boxcar.

Penn Central has about a thousand of these big hopper cars in service. Four hundred new cars of this type have been ordered, and further expansion of the fleet is being considered.

The movement of these cars is monitored by computer at Philadelphia, and the information is fed to the new bureau at Indianapolis.

Mr. Kealing, who lived on a dairy farm near Indianapolis as a youth, began his rail career with the Pennsylvania Railroad in 1935. He was supervisor of special equipment with the PRR at Chicago from 1965 to 1968 before moving to Indianapolis in his new position as assistant manager-grain equipment allocation.



Marshall E. Kealing heads up the new bureau that oversees use of covered hoppers.



Rod is used to close gate after hopper car discharges 4600 cubic feet of grain.



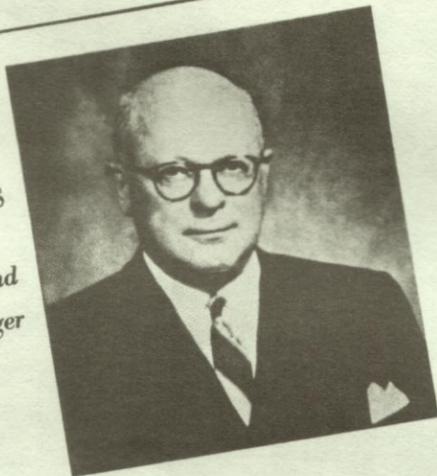
Covered hopper cars take on a shipment of grain at typical Midwestern elevator.

## 'Businessman of the Year'

SR'S BUSINESSMAN OF THE YEAR

STUART THOMAS SAUNDERS

The Man Behind  
The Penn Central Merger



ON New Year's Day, when the Penn Central Railroad legally took over the bankrupt New Haven, this largest rail conglomerate in American history also became by all odds the biggest carrier of rail passengers in the country. For as of that moment the newly merged Penn Central was responsible for one-third of all U.S. passengers hauled by train—a dubious distinction if one considers the age-old principle that railroads almost always lose money on passenger traffic.

Just the same, this is a distinction by no means unanticipated by either Stuart Saunders, chairman, or Alfred E. Perlman, president, of the newly merged Penn Central, a vast railroad network covering 40,000 miles of track in fourteen states and two Canadian provinces, an empire of 200,000 freight cars, 4,100 locomotives, and 4,000 passenger cars. It is also no coincidence that when SR sent out its annual ballot to top business and government executives a few months ago asking for their nominees for Businessman of the Year, Saunders was among the early choices, and his name came clear that the fifty-eight-year-old head of the new Penn Central Company would be SR's choice for 1968. Though Mr. Perlman and many others had vital roles in the six-year drama of the giant of all railroad mergers, the tendency in the railroad business and the press has been to credit the merger to Saunders.

come off in the first place and then make it stick in the courts. One year ago, when the Supreme Court of the United States gave its approval to the marriage of the Pennsylvania and New York Central Railroads, Time magazine said of Saunders's part in the merger:

It was Saunders, as chairman and chief executive officer of the Pennsylvania, who planned the tactics and organized the arguments in corporate court. It was Saunders who held the pieces together during the frequent aspicous together competitors' potential suits about the Penn Central's power; it was Saunders who won over dubious labor leaders, worried lest their economies lead to fewer jobs. Above all, it was Saunders, the lawyer-turned-railroader, who convinced the

Interstate Commerce Commission and the Justice Department that both public interest and private good would be helped if two troubled rivals were allowed to operate as a unit, instead of continuing costly and wasteful competition. His victory was a victory for the railroads across the country. For the Court gave its approval to his philosophy that railroads must combine, that they must grow in size and decline in number if they are to serve their customers and survive.

Time's report probably undervalues and oversimplifies the active role of Perlman of the New York Central and Saunders in the merger. Just the same, Saunders is the best-known innovator and initiator of the modern railroad merger movement. The Norfolk & Western Railway merged in 1959 with the Virginian Railway as president, the green-light decision by the Interstate Commerce Commission set off other rail mergers in a movement that to the past decade, but the Norfolk & Western marriage was the first in this century voluntarily proposed by the dependent railroads. Mr. Saunders also dug the footings for the Norfolk & Western-Nickle Plate-Wabash merger as the first of three large-scale consolidations designed to shore up and restructure the long-ailing Eastern railroad lines into three strong, competitively balanced systems. The second railroad merger was formed when the Chesapeake & Ohio was granted authority by the ICC to control the Baltimore & Ohio. The chief, of course, was the union of the

### The Choice

EACH YEAR SR's editors poll more than 300 business leaders, government officials, educators, economists, business writers, and public opinion analysts for their annual nominees for Businessman of the Year. The top three candidates with the highest number of votes are carefully reviewed for eligibility, along with their public service records. Then the final choice is made.

Each year, the national magazine, *Saturday Review*, singles out an individual as the nation's outstanding businessman of the year.

The selection is based on a poll of more than 300 business leaders, government officials, educators, economists, business writers and public opinion analysts.

The winner this time is Penn Central's 58-year-old chairman, Stuart T. Saunders.

*Saturday Review* emphasized the role of Mr. Saunders, together with President Alfred E. Perlman, in planning and successfully achieving the merger of the PRR and the New York Central.

The magazine called Mr. Saunders "one of the leading spokesmen for American business and industry."

It lauded him as a "strong advocate of business involvement in finding solutions to the urban crisis, and in developing a closer working relationship between business and government at all levels."

It gave particular attention to Mr. Saunders' efforts to solve the problems of passenger service.

"As Senator Claiborne Pell of Rhode Island told the press recently, Saunders is one of the few railroad executives who is taking a constructive attitude toward passenger service," *Saturday Review* said.

"He is trying to develop a new role for the passenger train by emphasizing high-speed, medium-range intercity service as a substitute for the long-haul passenger trains which are neither needed nor used.

"In New York and Philadelphia, Saunders is successfully promoting the concept of commuter operations as public services which are entitled to public support. Considerable progress is being made in acquiring new equipment and in attracting greater patronage as a means of reducing metropolitan highway congestion.

"For his efforts toward shoring up passenger service, Saunders recently received the National Defense Transportation Award in Washington."

The magazine called attention to many of the assignments Mr. Saunders has taken on for the Federal Government and his participation in Philadelphia public service activities, including heading up a program to find jobs for the hard-core unemployed.

The magazine mentioned that when Mr. Saunders received the annual Benjamin Franklin Award, the Poor Richard Club summed up his role like this: "When Benjamin Franklin arrived in Philadelphia, things began to happen. It's the same with Stuart Saunders."

And the magazine told this anecdote:

"A couple of years ago at a reunion in Roanoke College, where Saunders was graduated in 1930 and is now chairman of the board of trustees, a classmate said to him: 'You always were a lucky guy.'

"Saunders replied: 'Yes, I suppose I was—but I've also noticed that the harder you work, the luckier you get.'"

# OPEN LINE

REPORTS FROM ALL OVER



**Perfect record**—Employees of the Peoria & Eastern Railway, an affiliate of Penn Central, scored a perfect safety record in 1968—not a single reportable injury. At Urbana, Ill., and other points, General Manager Donald B. Ingold (fourth from left) presented personal mementoes to employees.

**Hauling new autos**—Penn Central people transported almost two million new autos and trucks from manufacturing plants to distribution centers last year. This was the highest rail volume since the development of bi-level and tri-level flatcars specially equipped to carry new autos and trucks efficiently and economically.

Penn Central has been expanding its auto terminals at Sharonville and Goodman, Ohio, and building a new terminal at Port Newark, N.J. Meanwhile, auto makers are expanding operations in Penn Central territory. General Motors is adding to its plant at Lordstown, Ohio; Ford is building southwest of Detroit; and Chrysler is planning a giant new plant at New Stanton, Pa., near Pittsburgh.

**C&O-B&O-N&W?**—An examiner for the Interstate Commerce Commission has recommended that the Chesapeake & Ohio be permitted to merge into the Norfolk & Western Railway, conditioned upon merger of the Baltimore & Ohio within one year. Also included in this system would be six smaller lines: Erie-Lackawanna, Western Maryland, Reading, Boston & Maine, Jersey Central, and Delaware & Hudson.

This would create America's largest railroad, with 27,000 miles of line—about 6000 more than Penn Central. According to last year's earnings, the proposed consolidated railroad would be America's most profitable line.

At this stage, the proposal is only a recommendation. It must now be considered by the 11 members of the Interstate Commerce Commission.

**Settlement with BLE**—America's railroad companies and the Brotherhood of Locomotive Engineers have reached a wage agreement. It was called a pattern settlement and generally followed recommendations of an Emergency Board appointed by the President. The Board had called for a 5 percent wage increase retroactive to last July 1; a 2 percent increase effective January 1, 1969; and a 3 percent increase effective July 1.

**PC is criticized**—Shippers' complaints of freight delays have caused the New York State Public Service Commission to conduct an investigation of Penn Central's freight service. Hearings were held in a number of cities where shippers said freight movements have taken longer than before the merger.

Stuart T. Saunders, Penn Central's chairman, acknowledged deficiencies in freight service in a recent speech before the New York Traffic Club.

"We are endeavoring to transform two railroads, which have been competitors for generations, into a single entity, compatible in philosophy, techniques and objectives," Mr. Saunders said.

"We are well ahead of schedule on the physical projects for unifying our railroad system. As these progress, we are eliminating much of the confusion and misrouting which occurred in recent months. Our Operating Department now has a much firmer grip on these problems, and I believe that our service difficulties have bottomed out.

"I am satisfied that we have turned the corner, and this has become more evident to us in terms of the marked upturn in our business in recent weeks."

**Union mergers**—The Brotherhood of Railway and Airline clerks said it is discussing merger with the Canadian Brotherhood of Railway Transport and General Workers and with several other rail labor unions. The Clerks previously took in a union representing railway policemen, and also recently the Transportation-Communication Employees Union.

**To help Vietnam veterans**—The National Defense Transportation Association has started a nationwide program to help handicapped veterans of the Vietnam war get jobs in traffic and transportation. The committee will compile lists of jobs that can be filled by handicapped persons, will find veterans interested in such jobs, and will arrange to instruct and place them.

**Train discontinuance**—Penn Central has asked the Interstate Commerce Commission to allow it to drop one round trip of Boston-Albany service. The petition said Train 404 averages only 12 riders per trip from Albany; Train 405 averages only 10 from Boston.

Last year, the Railroad advertised and promoted these trains and adjusted the schedules for more convenient connections, but patronage continued to drop.

If approved, the discontinuance would still leave the train "New England States" in Boston-Albany service.



**Award for a young lady**—A high school girl's essay on the importance of railroads to the United States took the top prize in a contest sponsored by the Lake Shore Railway Historical Society. The award, two U.S. Bonds from Penn Central and the Norfolk & Western, was presented by F. H. Woolfall, PC's manager of public relations at Cleveland, to Michele Cunningham (shown with her parents).

Mr. Woolfall spoke on railroad progress during the past decade and said railroading offers bright opportunities in many fields to new graduates.

**Freight theft**—Two men have been arrested for possession of \$20,000 worth of goods stolen from a boxcar in the Penn Central yard at North Bergen, N. J. The Federal Bureau of Investigation reported that the goods were part of an interstate shipment, from Clifton, N. J., to Memphis, Tenn. Such theft is a Federal offense, and if convicted, the men could be sentenced to 10 years.

**Senator's suggestion**—U.S. Senator Claiborne Pell, of Rhode Island, is proposing a law setting up a Northeast Rail Authority to own, lease and operate passenger service in Massachusetts, Rhode Island, Connecticut and New York. The Authority would issue bonds to raise the money it would need. The Federal Government would not contribute any money but would guarantee repayment to the bond-holders.

"It would be a dangerous delusion to believe that rail passenger service problems have been resolved completely by Penn Central's takeover of the New Haven Railroad," Senator Pell said.



**Trophy for Mickey**—More than a thousand persons attended the annual sports dinner of the Penn Central Family Club at Harrisburg, Pa., and applauded awards to outstanding high school, college, and professional athletes. In photo, J. M. McGuigan (right), general manager of Penn Central's Eastern Region, presents a trophy to Mickey Lolich, Detroit Tigers' pitcher, named the most valuable player in the 1968 World's Series.



"I was employed in August, 1920, by Cleveland, Cincinnati, Chicago & St. Louis Railway (Big Four System), later part of New York Central, now part of Penn Central. I have been represented by Brotherhood of Railway, Airline & Steamship Clerks all this time.

"During these more than 48 years, I have not lost any day's work because of labor trouble between Company and Union. I believe that this speaks well for both my Employer and my Brotherhood."—G. W. Bitts, retired road foreman's clerk, Terre Haute, Ind.

"I was most fortunate in receiving the January 1969 issue of the Penn Central Post, which I immediately read from cover to cover. I am most happy to note that non-employees may subscribe at the nominal charge of \$2.00 for two years (cheap at twice the price). You will find my check for \$2.00 enclosed."—Douglas E. Wagner, Blackwood, N.Y.

"The engineer smoothly reins in the might of the steel monster. The porters open doors and set luggage out. Carmen appear to uncouple the engine. Switchmen arrive. A foreman goes through the train. An electrician evaluates the electrical components. In a few minutes the passenger train is heading for the yard to be put into the best possible condition.

"PC could stand for Proud Carrier. It could also stand for People Count—and they do."—Anthony J. Puishis, electrician, 12th St., Chicago, Illinois.

"Now the New Haven has joined the Penn Central Family, would you arrange for a retired New Haven general passenger agent to be added to the mailing list? While these beautiful mountains of Western North Carolina are a glorious Shangri-La, they are far from 'where the action is.' As I am sure you too will find when you join 'The Club,' retirement does not mean loss of interest in your life work. I know no better way of keeping in touch than through your excellent publication."—Charles F. Clark, Hendersonville, North Carolina.

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# NEW APPOINTMENTS

## SYSTEM OFFICES

**Accounting & Taxes Department**  
 Bassinger, D. P. Tax Attorney, N.Y.  
 Boudwin, D. A. Asst. File Clerk  
 Bowles, A. L. Dir.—Personnel & Office Svcs.  
 Doyle, E. F. Supervisor  
 Dunlop, G. A. Head Clerk  
 Furey, D. J. Mgr.—Accounting Admin.  
 Mooney, R. J. Head Clerk  
 Simpson, A. J. File Clerk  
 Thorpe, J. C. Supvr.—Car Accounting  
 Wagner, W. P. Traffic Clerk

## Financial Department

Hanlon, R. A. Statistician  
 Pilson, T. H., Jr. Statistician  
 Schaeffer, R. W. Supvr.—Collections

## Real Estate Department

Clark, W. T. Trainee—Real Estate, N.Y.  
 Collins, M. G. Dir.—Concessions, N.Y.  
 Evans, F. W. Trainee—Real Estate  
 Flood, J. J. Dir.—Leased Property Admin., N.Y.  
 Hindman, J. W. Supvr.—Real Estate, Pittsburgh  
 McCarthy, J. W. Supvr.—Concessions, N.Y.  
 Nourse, K. R. Supvr.—Real Estate, Phila.  
 Patti, A. J., Jr. Trainee—Real Estate, Syracuse  
 Price, G. P. Supvr.—Real Estate, N.Y.  
 Ryan, R. W. Trainee—Real Estate, Pittsburgh  
 Schuliar, R. M. Supvr.—Real Estate, Syracuse  
 Soltis, R. J. Supvr.—Real Estate, Boston  
 Strode, D. L. Supvr.—Real Estate, Chicago  
 Trout, F. J. Statistical Clerk  
 Trout, J. J. Staff Asst.  
 Weaver, W. C. Supvr.—Real Estate, Pittsburgh  
 Williams, K. F. Supvr.—Real Estate, New Haven

## Industrial Development Department

Behn, G. E. Mgr.—Ind. Dev., Chicago  
 Hoy, L. L. Asst. Mgr.—Ind. Dev., Pittsburgh  
 Lorenty, L. D. Ind. Dev. Engr., Chicago  
 Weis, W. D. Ind. Dev. Repr., Cincinnati  
 Wiles, D. R. Asst. Mgr.—Ind. Dev., Chicago  
 Wilkison, R. O. Asst. Mgr.—Ind. Dev., N.Y.

## Systems Development Department

Berube, G. C. Field Auditor  
 Brodowski, P. L. Field Auditor  
 Cavanaugh, G. E. Assoc. Computer Analyst  
 Cherry, R. F. Field Auditor  
 Conlan, R. C. Computer Analyst Trainee  
 Cordes, R. L. Sr. Field Auditor  
 Courtney, J. J. Computer Analyst Trainee  
 Diehl, C. J. Assoc. Computer Analyst  
 Doherty, J. D. Assoc. Computer Analyst  
 Everett, J. J. Project Mgr.  
 Flavin, E. T. Sr. Field Auditor  
 Fullenlove, R. E. Field Auditor  
 Green, D. Computer Analyst Trainee

Gruici, E. A. Assoc. Systems Analyst  
 Herman, E. C. Sr. Systems Analyst  
 Killy, F. X. Computer Analyst  
 Lally, J. J. Assoc. Computer Analyst  
 LeCaste, E. S. Sr. Field Auditor  
 Linnebur, A. A. Computer Analyst  
 Menna, L. B. Computer Analyst Trainee  
 Moore, G. F. Field Auditor  
 Pensabene, J. T. Computer Analyst  
 Sexton, J. M. Field Auditor  
 Shea, W. M. Computer Analyst Trainee  
 Smith, J. F. Assoc. Shift Supvr.  
 Smith, W. E. Computer Analyst Trainee  
 Struzinski, J. G. Assoc. Computer Analyst  
 Turner, E. M. Assoc. Computer Analyst  
 Westrick, E. J. Sr. Field Auditor  
 Woody, R. L. Sr. Field Auditor

## Passenger Service Department

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## Engineering Department

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 Gerring, L. W. Supt.—MW Shop, Logansport  
 Woodcock, A. L. Secretary

## Public Relations and Advertising Department

Harrison, A. R. Public Relations Repr., N. Y.  
 Resnick, S. Mgr.—Public Relations, Chi.  
 Stone, N. M. Mgr.—Public Relations, N. Y.

## WESTERN REGION

Goga, E. J. Office Mgr.  
 Retzsch, A. C. Asst. Supvr.—Personnel  
 Turpin, C. D. Supvr.—Demurrage Bureau  
 Wright, B. C. Supvr.—Personnel

## Chicago Division

Eannace, J. G. Term. Supt., Elkhart  
 Horan, T. W. Transp. Supvr.  
 McCormick, J. C. Agent, Elkhart  
 Schuman, G. E., Jr. Asst. Train Master, 59th St.  
 Wadley, H. Train Master, 55th St.  
 Wilson, D. L. Transp. Supvr. (Nights), Burns Harbor

## NORTHERN REGION

Benedict, G. F. Supvr.—Budgets & Statistics  
 Craig, J. Asst. Supvr.—Wage Schedules  
 Malloy, E. E., Jr. Engineering Asst.  
 Rice, J. A. Supvr.—Labor Relations

## Detroit Division

Congdon, C. B., Jr. Matl. & Equip. Engr. MW  
 Keller, K. A. Night General Foreman

## Michigan Division

Andrews, S. Budget Analyst—Engineering Equipment Dept.

## SOUTHERN REGION

Coats, C. R. Mech. Supvr.—Frt. Cars  
 Stamper, S. W. Mech. Inspector

## St. Louis Division

Morgan, A. G. Capt. of Police, E. St. Louis

## CENTRAL REGION

Celich, E. S. Asst. Examiner  
 Cook, W. C. Examiner  
 Cornutt, J. R. Asst. Supvr.—Clearances  
 Degelman, D. F. Examiner  
 Elder, E. E. Asst. Supvr.—Clearances  
 Grecko, J. R. Asst. Supvr.—Credit & Collections  
 Herbruck, J. H. Budget Analyst  
 Higginbotham, T. L. Asst. Supvr.—Personnel, Altoona  
 Kustes, W. F. Asst. Supvr.—Spec. Agreement Admin.  
 McDonald, R. M. Supvr.—Spec. Agreement Admin.  
 Moye, J. C. Asst. Supvr.—Personnel  
 Pollum, J. B. Regional Supvr.—Car Utilization  
 Roberts, M. R. Asst. Examiner, Youngstown  
 Tarpey, Mary Ann Budget Specialist  
 Williams, R. A. Supvr.—Labor Relations

## Allegheny Division

Brunnhuber, J. B. Office Mgr. to Div. Supt.

## Pittsburgh Division

Clift, R. Supvr.—Quality Control  
 McElheny, F. M. Gen. Foreman—Track, Dennison  
 Wolny, V. P. Asst. Office Engr.—B&B.

## Valley Division

Dubach, R. W. Supvr.—Yard Procedures, Ashtabula  
 Lowe, K. L. Asst. Train Master  
 Patton, J. N. Transp. Supvr.  
 Rohaley, F. H. Supvr.—Damage Control

## Williamsport Division

Kish, B. F. Supvr.—Quality Control  
 Macaluso, C. C. Gen. Foreman—Track  
 Manfuso, F. Chief Draftsman  
 Schuckers, K. D. Gen. Foreman—B&B

## NEW YORK REGION

Brown, C. E. Office Mgr.  
 Gimenez, F. Supvr.—Pass. Car Distrib.  
 Panko, G. Transp. Asst.  
 Quinn, J. J. Supvr.—Gen. Car Distrib.  
 Zeoli, G. Mech. Supvr.—Frt. Cars

## Hudson Division

Burnham, S. W. Supvr.—Operating Rules

## New Jersey Division

Bruno, S. A. Pass. Train Master—Asst. Div. Opr., Newark  
 Cifelli, L. Asst. Supvr.—Track, Kearney  
 Padula, N. J., Jr. Asst. Supvr.—Track, New Brunswick

## EASTERN REGION

Christy, P. P. Supvr.—Revenue Acctng.  
 Cooke, D. B. Asst. Examiner (Labor Rel. & Personnel)  
 DePadova, A. F. Asst. Supvr.—Elec. Eng. Serv.  
 Flanagan, J. D. Asst. Engr.  
 Gouse, R. J. Examiner (Labor Rel. & Personnel)  
 Hastings, S. D. Reg. Comptroller  
 Hayes, S. J. Supvr.—Consists  
 Kendrick, M. M. Reg. Supvr.—Spec. Equip. & Car Utilization  
 Lelack, M. A. Engineering Asst.  
 Maywhort, R. C. Supvr.—Coal Billing  
 O'Donnell, R. J. Asst. Examiner (Labor Rel. & Personnel)  
 Pawlik, T. J. Asst. Supt.—Personnel  
 Ramp, H. G., Jr. Reg. Ind. Engr.  
 Robins, J. G. Gen. Supt.—Transp.  
 Walker, D. D. Supvr.—Train Movement Psgr. Regional  
 West, F. K. Supt.—Psgr. Transp.

## Philadelphia Division

Cunane, J. F. Asst. Train Master  
 Gordan, W. T. Train Master, Earnest  
 Hoagland, A. E. Asst. Div. Operator  
 McCalmont, W. H. Asst. Supt.—Frt.  
 Murphy, J. J. Asst. Train Master, Camden  
 Scott, M. Supvr.—Track, Phillipsburg  
 Thomas, W. A. Asst. Car Foreman

## Harrisburg Division

Carbaugh, R. E. Transp. Supvr., Enola  
 Ham, F. J. Train Master, Enola  
 Johnson, R. D. Div. Engr.  
 Meagher, R. L. Train Master (Night), Enola  
 Scarchello, B. W. Asst. Supt.—Track  
 Ward, C. M. Agent, Lancaster  
 Warfel, R. J. Gen. Foreman Track, Enola  
 Wagner, O. E. Car Foreman

## Chesapeake Division

Arlund, R. C. Supvr.—Track, Washington  
 Daugherty, H. D. Transp. Supvr.  
 Doughty, G. N. Asst. Supt.—Wilmington  
 Hunter, R. J. Asst. Supt. Pass.  
 Kendig, W. J. Div. Operator  
 Lee, C. A. Supvr.—Track, Chester  
 Royer, J. R. Supvr.—Track, Clayton  
 Thorne, J. S. Asst. Supvr.—Track, Wilmington  
 Tomkins, L. C. Agent, Wilmington  
 Watkins, D. E. Supvr.—Track, Delmar

## Making them happy

Richard C. Neyen is a jovial, smiling, persistently happy sort of fellow.

His hobby is making other people feel the same way.

He's been doing this for hospitalized veterans for many years.

And recently he received national recognition.

The commander of the American Legion presented him with a Citation for Meritorious Service, and named him the outstanding volunteer hospital worker for 1969.

"It certainly surprised me," said Mr. Neyen, who works for Penn Central as a communications and signal foreman at New York. "I did this work for fun. I never thought of an award."

He is shown below, receiving congratulations of Legion members from Millburn, N.J.

Mr. Neyen, an Army veteran, used to be a part-time entertainer in burlesque and radio. That was when he began dropping in on veterans' hospitals. He sang and did comedy monologues.

In 1952, he was a hospital patient himself for several months, and became more aware than ever of what entertainment meant to patients.

"As soon as I recovered," he says, "I made a definite commitment to the Legion's entertainment program."

Since 1957, he has been the Legion's official representative at Lyons Veterans Hospital, Millington, N.J. He makes arrangements for parties and shows, and collects funds for the veterans. He spends all day Monday there—his day off—and an average of two other nights during the week.

In 1961, he was named "First Veteran of the Year" by Legionnaires of Elizabeth, N.J. He also served three years as councilman in his home town, Linden, N.J.

For more than 30 years, he had the Christmastime assignment of playing Santa Claus to youngsters at St. Elizabeth Hospital, in Elizabeth, N.J.

Mr. Neyen's philosophy: "If I can make one person smile each day, I've done a good job."



## Call him Judge

Around the shop he's Nick. After work, however, he's the Judge.

That's Dominic A. Caminiti. A Penn Central man with 33 years of railroad service, he's a gang foreman in the Freight Shop at Altoona, Pa.

Evenings and Saturdays, he's a Blair County alderman, elected by the people in Altoona's Second Ward. He's got ten years in this job.

"I guess I average about four hours a night and all day Saturday in my alderman's duties," he says.

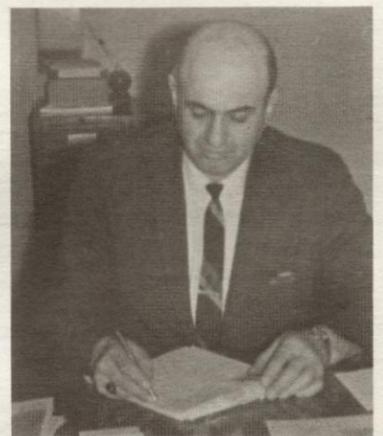
An alderman, he explains, is a "first judge"—that is, he determines whether or not there is enough evidence to take a case to the county court.

Mr. Caminiti can accept civil, criminal and trespass cases, as well as motor vehicle violations. He also performs marriages.

Mr. Caminiti explains that the title of alderman goes back to the ancient English term, "olderman"—a person looked to for advice because of his long experience.

"And I give a lot of advice as alderman," he says. "People come to me to find how they stand with State law in regard to a situation they are in."

Mr. Caminiti started his public career in 1959 by just being an interested citizen. The incumbent alderman was running for re-election without opposition.



"I felt there should be another candidate so the people would have a choice," Mr. Caminiti says. "And much to my surprise, the people picked me."

"But I was not really prepared for the job. I went to school to learn all I could about the post, and my secretary was formerly an alderman. It worked out well."

Just how well is evidenced by the fact he was re-elected to a second six-year term in 1965 and named president of the Blair County Magistrates' Association shortly afterward. His second term runs until 1972.

However, he faces another campaign this year because of the revised judiciary system in Pennsylvania. The alderman and justice of the peace offices are being reduced from 50 to eight in Blair County, and Mr. Caminiti is a candidate for one of the remaining positions.

# THE VITAL MOMENT

# When you couple or uncouple MAKE IT SAFE



1. To open knuckle of a standing car, C. K. Fischer stands clear of car and grips the end of lever at arm's length.



2. Mr. Fischer, a yard conductor at Harrisburg, Pa., slowly lifts the lever, taking up the slack, till he hears a click.



3. Quickly, without jerking, he continues lifting lever till knuckle is open. He does all this safely, clear of tracks.

If you ask William V. Hayes where he got his accent, he'll explain, "I was born in Boston" (he calls it Bahston).

If you ask him where he got the wrinkles in his brow, he'll say, "I got them all over the Railroad—investigating accidents that shouldn't have happened."

Bill Hayes, who started railroad-ing as a clerk on the New York Central 28 years ago, is now assistant manager, safety engineering, on the Penn Central.

Of all the accidents he has investigated, he says, the most disheartening ones are when a man is caught between the couplers of two cars, or between a car and a locomotive.

"I hope I never see or hear about another one," he says.

And if Bill Hayes and other safety-minded Penn Central men have their way, such accidents won't happen again—ever.

"Walking between two freight cars is like walking into the jaws of an alligator," Mr. Hayes says.

"Think of it that way—take the necessary precautions—and you'll never get hurt."

He has a tragic memory of a freight conductor he knew well. The man was coupling a locomotive to a string of cars. He found that both couplers were closed and wouldn't link up. He signaled the locomotive to pull ahead so he could go in and open

the locomotive's coupler knuckle.

The locomotive pulled ahead **only a little way.**

The conductor stepped in between the rails.

But the cars were on a grade, and they rolled in to the locomotive.

The conductor was crushed to death between the couplers.

"Here was an experienced rail-roader trying to do a good job," says Bill Hayes sadly. "But he did it in disregard of a sensible safety rule, which says you should have at least 20 feet of space in such situations. He had only a few feet.

"He probably had performed this operation the same unsafe way hundreds of times, and nothing had happened. So he thought he could go on ignoring this safety rule indefinitely.

"Unfortunately—as so often happens with safety violators—the law of averages eventually caught up with him.

"The conductor's error was a double one. It's obvious he didn't allow himself enough space between the equipment. But, primarily, he didn't have to step into the track in the first place. He should have used the cutting lever to open the knuckle.

"I want to stress this with all my energy:

**"When you have to open a coupler knuckle, use the cutting lever."**

The car knuckle serves the coupler like the knuckles on a fist. When

two cars couple, their knuckles interlock. But this can't be done when both knuckles are closed. In such a situation, the trainman must first open one of the knuckles.

"It astonishes me that trainmen who constantly use the cutting lever when they're separating cars will fail to use the same lever when they want to open a knuckle and couple cars," Mr. Hayes says.

The latter is easy to do, he says.

The big point is: **First lift the lever slowly** to take up the slack till you hear a click.

**Then quickly continue lifting the lever** until the knuckle is open.

"That's all there is to it," says Mr. Hayes. "When you do the operation that way, you're clear of the tracks and you're always in view of the engineman or other crew member."

Occasionally, there is a car in which the lever and knuckle resist this method, Mr. Hayes says. In such infrequent cases, the trainman has to go onto the track and open the knuckle with his hand.

Before doing so, he should signal the locomotive to pull ahead to give him at least 20 feet of room—or about half a car length.

That assures enough time for the trainman to step back off the track if anything suddenly moves.

"Any time you begin to couple or uncouple cars, it's a **Vital Moment**," Bill Hayes emphasizes.

"It's the moment that decides whether you'll be safe or sorry.

**"It's the moment to think quickly of the safety precautions—and observe them."**

When a trainman is separating cars, he should get a good grip on the cutting lever and give it a trial pull to make sure there's enough slack between the two cars. If there isn't enough and the couplers bind, he shouldn't try to force the lever. Instead he should signal the engineman for more slack, then make the cut.

"Taking that extra moment may prevent a strain," says Mr. Hayes.

Mr. Hayes also stresses the importance in all situations of giving clear signals to the engineman.

**"Use your whole arm—**make the movement nice and big, so the engineman can't miss it," he says.

"Little piddling motions can be misunderstood—with grave results."

He recalls a brakeman who, in a car switching operation, gave the engineman a Stop signal. The motion wasn't clear, and the engineman mistook it for a Back Up signal.

He acted accordingly—and the brakeman's foot was caught under the wheels.

"When we all recognize the Vital Moment and respect what it tells us to do," concludes Mr. Hayes, "we'll be taking a giant step toward the elimination of accidents."

## ... and watch that air hose

It looks like an elephant's tail. It feels like a snake. And, if it's improperly handled, it can kick like a mule.

That's the air hose, which carries braking power from car to car.

When a railroader uncouples it,

he's at a Vital Moment.

Because there's a lot of pressure inside the hose—90 pounds in freight trains, 110 pounds in passenger trains—and if the hose isn't properly controlled, it can swing out and hit like a mule.

"That's no joke," says Robert N. Young, safety engineer. "Men have suffered fractures of the jaw, arm or leg by being struck by an air hose.

"And yet this kind of accident is easy to prevent. The safe method of uncoupling air hoses is spelled out in

your Safety Rule Book. It's illustrated in the photos below by Hunter E. McKee, brakeman on Penn Central's Harrisburg Division.

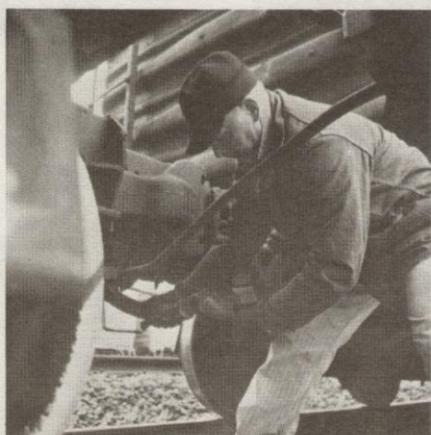
"Let's always watch this Vital Moment—handle it the prescribed way—and make it a Safe Moment."



1. Brakeman Hunter McKee first shuts off the angle cocks on both cars, to prevent any added air from entering the hoses.



2. But there is still considerable pressure remaining inside the hoses, so he grasps both of them firmly and securely.



3. He slowly raises the hose joint, letting out the air gradually, thus preventing a sudden blast and loss of control.



4. He makes sure to keep hold on the two hoses until they are fully lowered. He doesn't simply let them drop in place.



Miss V.M. says:  
**May I ask you  
a personal  
question?**

Have you read your new Safety Rule Book? I call this a personal question because this book is all about YOU.

The book tells you how to be safe at work—and what's more personal than that?

The book is based on the experiences of railroaders over many years—men who learned in pain what you can learn the easy way, just by reading your book.

So give yourself a break. Read your Safety Rule Book cover to cover. And please do what it says. We girls think you look your best when you're without bandages.

This month's Miss Vital Moment is Carol A. Buehner, stenographer to Assistant Transportation Superintendent, Labor Relations, at Cleveland, O.