

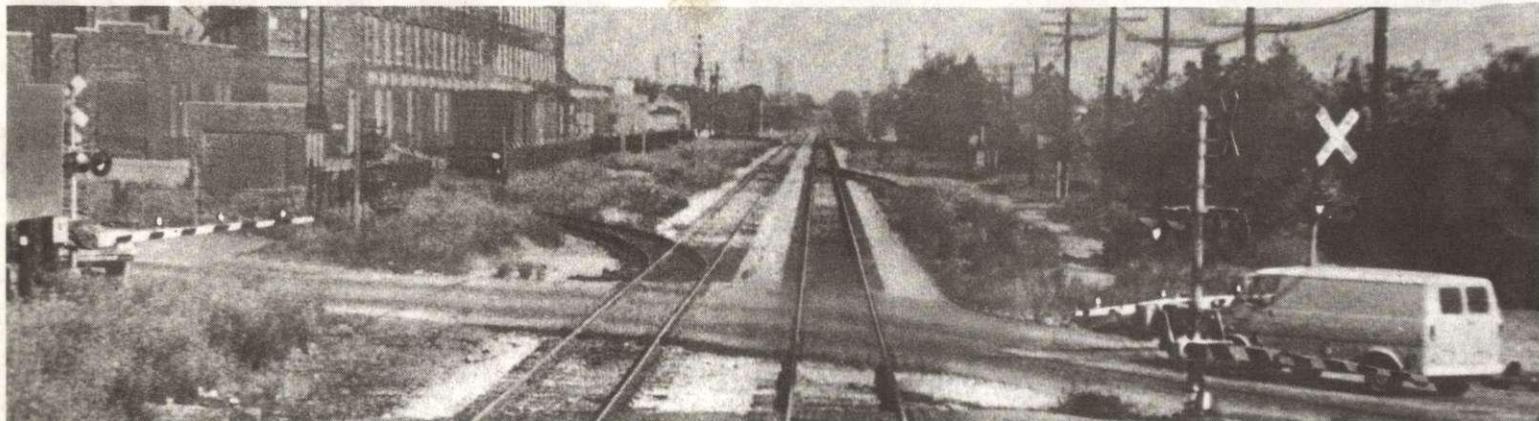
PENN CENTRAL



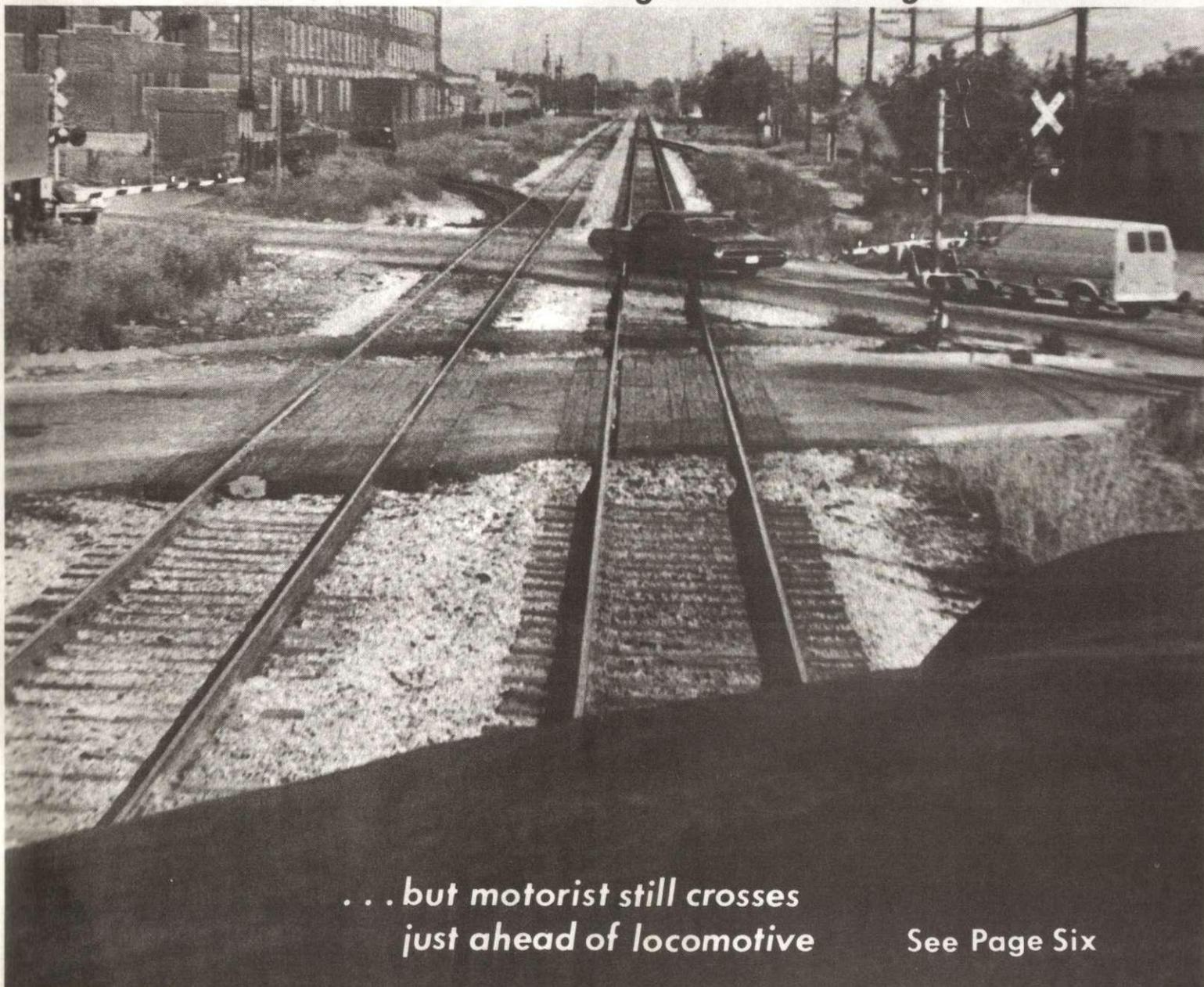
POST[®]

NEWS FOR AMERICA'S LEADING RAILROAD FAMILY

MAY 1974



Gates are down . . . lights are flashing . . .



*. . . but motorist still crosses
just ahead of locomotive*

See Page Six

THE SECRET OF MOSEL YARD

Mosel Yard isn't Penn Central's newest.

It isn't your electronic push-button kind of yard

It isn't even the principal yard in its own city of Kalamazoo, Michigan.

Just a little minor-league freight yard.

"But man, we keep things moving," says Frank Nock, Sr., a loader. "Watch us. We do a job."

What the Mosel Yard people do is move piggyback freight.

They also do some local switching of carload freight—but another yard, Cotsford, does most of that for the Kalamazoo area.

Mosel Yard's major responsibility is making up piggyback train TV-16.

"Our people have done such a good job with that train, our business has almost doubled in two years," says Carlin Skinner, terminal manager at Mosel.

Mr. Skinner, a breezy, quick-moving fellow, used to be a trucker, booting big trailers over the Interstate. Now he moves them on piggyback flatcars over the rails—"a much better way to go," he says.

TV-16 is "our train" to Mosel Yard employees.

"It's something personal," Mr. Skinner says.

"It's our baby. We grew and expanded with it. And we're a small enough organization that every person in the yard can see how his own work contributes to the train's success."

From his corner office in a one-story corrugated metal building, Carlin Skinner surveys the yard operation.

"They're all pros!" he exclaims.

"There's no waste motion. Note how quickly the drivers pull in, park and drop their trailers. Watch how expertly the trailers are backed up to the ramp and onto the cars.

"That yard crew doesn't make one needless move. And as soon as the train's ready, the road crew is ready to go."

Five days a week, Monday through Friday, TV-16 rolls out of Kalamazoo with loaded trailers for Eastern destinations.

The loads come from industries all around Kalamazoo, Battle Creek and Grand Rapids.

"The waybills show a wide sampling of Michigan products," says William Corbin, district sales manager at Kalamazoo.

Paper products from Brown Com-



Clerk Al Hudziak checks teletyped information on incoming trailers and flatcars.

pany, Allied Paper and Michigan Carton; machinery from Burroughs and Clark Equipment; Essex Wire products, Kirsch curtain rods, Owens-Illinois glassware, Upjohn drugs, Whirlpool and Kelvinator appliances, Beech Nut candy, Bradford White plumbing products, Steel Case office furniture, General Foods "Tang."

Laden with such assortments, TV-16 leaves Mosel Yard at 6 p.m. Three hours later, it rolls into Detroit Junction. There it drops off TrailVan cars that will be put in TV-26 for delivery to Pittsburgh, Harrisburg and Baltimore; cars that will go in BF-7 to Cincinnati, and DSL-1 to Indianapolis or St. Louis.

TV-16 then picks up Detroit TrailVans bound east, and sweeps along the Canada Division on the north side of Lake Erie, arriving at Montrose, near Niagara Falls, the next morning. Here it picks up additional TrailVans, then proceeds to DeWitt Yard.

At this yard, in Syracuse, N.Y., TV-16 drops off loads that will be switched into TV-6 for Boston and Springfield, Mass., and picks up other loads, including multi-levels packed with gleaming new autos.

It delivers the new autos at PC's big auto-unloading terminal at Little Ferry, N.J. Then TV-16 ends its crowded journey by delivering its remaining trailers to the TrailVan terminal at North Bergen, N. J., serving the metropolitan New York area.

"The excellent handling of TV-16, as well as the planning that created this versatile train, has made a hit with many shippers," says A.E. ("Finn") Finrock, manager of intermodal sales and services, with headquarters at Detroit.

This is confirmed by Brown Company, paper products manufacturer, the first shipper to use PC piggy-

back service at Kalamazoo and now Mosel Yard's largest account.

Melvin Lievense, Brown Company's Manager-Transportation and Physical Distribution, wrote to commend the "intense interest of Carl Skinner and his Mosel Avenue Yard people." (See the accompanying letter.)

Mr. Lievense added that more business could be coming their way if more piggyback equipment were available.

Terminal Manager Skinner agrees that Mosel Yard could be doing more business—"easily 20 percent more"—if it had more piggyback flatcars and trailers to work with.

"But our people are making the most with what we have," he says.

"It's a point of pride.

"Just as an example: Car Repairman George Cook came into the office one day recently when we were very short of flatcars. I asked him how many of the three bad-order flats he could make ready for service that afternoon.

"George said all of them.

"I thought he was a bit too optimistic, but I'd seen him do the impossible in the past.

"Well, about four o'clock, George came back with disappointment written all over his face. He had completed repairs on two of the cars, but the third needed parts and this was one time he couldn't improvise.

"George took it as a personal loss.

"This feeling of involvement is something you'll see all through



Making up Train TV-16: Al Skinner backs a loaded trailer on a piggyback flatcar.



Dick Drury and Darl White make trailers secure on cars for the main-line movement.

this place.

"It's the secret ingredient that explains why Mosel Yard, little Mosel Yard, does such an outstanding job."

BROWN COMPANY

Kalamazoo, Michigan 49007 616-383 5000

MELVIN LIEVENSE

April 15, 1974

Mr. Joseph Shallit
Penn Central Transportation Co.
Room 1040
6 Penn Center Plaza
Philadelphia, Pa. 19104

Dear Mr. Shallit:

As the first user of piggyback service out of Kalamazoo, we have had a continuing and strong interest in its development to the present high service it provides. The first piggyback units moved to our Devon, Pennsylvania plant. The location of that plant on the main line of the old PRR between Washington and New York precluded a private plant siding as such. The advantage of piggyback delivery and the good service it provided were the factors which prompted the use of this service.

Later, the New York Central established Flexi-Van service which served still another facet of our business. The dependable and fast service to off-track locations, plus a competitive rate level, allowed us to grow as a piggyback customer and maintain service competitive with motor carrier service to the East Coast.

The consistent second morning delivery to all major East Coast destinations between Boston and Washington has resulted in our using piggyback service and taking care of customer needs competitive with motor carrier competition.

Without the intense interest of Carl Skinner and his Mosel Avenue Yard people, this would not have developed to the degree it has in the last few years. He is very familiar with his own operation and has an intense interest in relating it to the needs of his customers in this area. To provide service, he is quick to reach out to Detroit to solve trailer and flat car supply problems. All of this is without saying that more business could be obtained if equipment could be furnished to the extent our demands require.

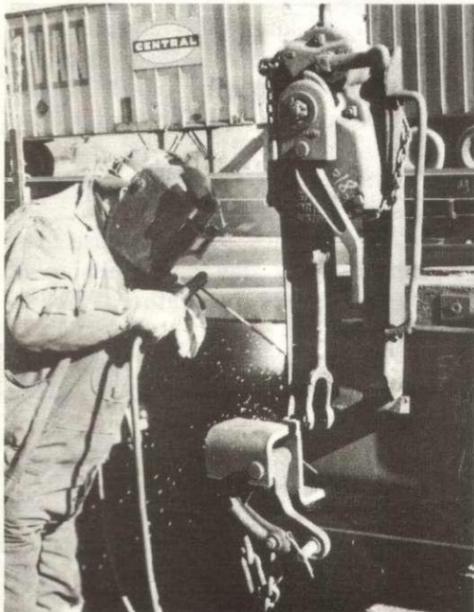
Another factor that contributes substantially to the consistent good service out of Kalamazoo is the effort extended by the Trainmaster's office to be certain the piggyback trains pull out on time so the schedules will be maintained.

The Mosel Avenue piggyback facility has great potential for additional business consistent with adequate trailer and flat car supply.

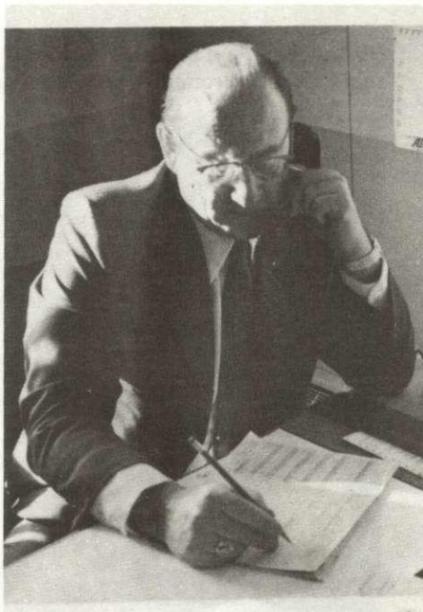
Sincerely yours,

Melvin Lievense
Melvin Lievense

MEL/af



Hurry-up repairs before loading are done on a piggyback car by George McFarlin.



Terminal Manager Carlin Skinner gets information on shippers' needs for trailers.



TWISTER!

The afternoon sky suddenly began to darken, and Kenny Shope, PC freight clerk at Xenia, Ohio, went outside and looked up and—

“There it was!

“I’d seen twisters before, but this was the granddaddy of them all.

“It seemed to be coming straight at our freight building.

“I ran inside and stood in a hall doorway. I don’t know if that was the smart thing to do, but that’s all I could think of at the moment.

“There was a terrible roaring, and then suddenly the noise stopped, and I knew the tornado had missed us.”

Kenny Shope’s next thought was Train DC-9. It had passed the station just a little while before, headed toward Dayton. He ran outside and down the tracks. A quarter of a mile away, DC-9 looked like a toy train that had been kicked apart by a child in a temper tantrum.

Twenty-three cars had been ripped out of the middle of the 57-car train and scattered on both sides of the right of way by the whirling wind.

PC wreck trains stationed at Columbus and Sharonville, O., were promptly ordered to the scene.

Fortunately, there was no injury to the DC-9 crew.

But tragedy came to a Penn Central block operator, Clyde A. Hyatt. Driving through Xenia, he apparently stopped his car to help a frightened child, and both were caught by the deadly wind.

Their bodies were found in the debris hours later.

The day of disaster was Wednesday, April 3. During that day, an es-

timated 60 tornadoes swept through an 11-state corridor extending from Alabama to Ontario, Canada. More than 300 died, more than 4,000 were injured, and damage was measured in the hundreds of millions—the worst windstorm in almost a half century.

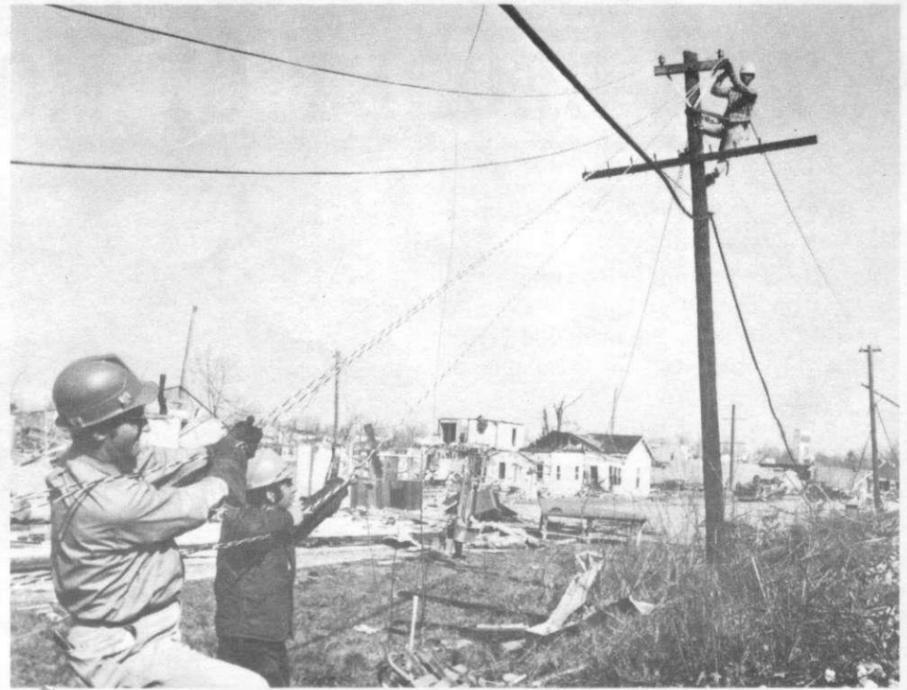
The tornado at Xenia carved a swath about a third of a mile wide and three miles long, demolishing half the town. The Xenia casualty report listed 28 dead and 585 injured.

The width of the tornado’s path at Xenia could be gauged by the Penn Central pole lines that were knocked down—18 poles, 100 feet apart. The falling poles dragged down the wires and cables extending in both directions. About 2,800 feet of signal cable and 3,200 feet of communication wire were ripped apart. Four flasher signals at crossings were wrecked.

Damage to communications and signal lines was widespread in PC’s Southern and Western regions. Piles of debris or fallen electric power lines blocked tracks. The affected PC locations included: Cincinnati, Fernbank, Elizabethtown, and London, in Ohio; and, in Indiana, Seymour, Parker City, Ross, New Point, Thornhope, Warsaw, Atwood, Inwood, Wolcottville, Kendallville, Marion, Knightstown, Charlottes-ville, Dunreith.

“This part of the country gets tornadoes or other damaging winds almost every year, but not like this,” said John J. Canfield, supervisor of communications and signals, Cincinnati Division.

C. E. Batdorf, chief line super-



Signalmen L.E. Renchen, C.R. Bryan and Wayne Collins (on pole) install a temporary wire line to restore signal circuits. In photo at left, J.F. Blackford and L.E. Reis dig up cable to install a new crossing-signal control box to replace the wrecked one.

visor at Indianapolis, agreed—“one of the worst ever.”

In a rush job of restoration, communications and signal men in the affected territory got help from C&S men who came from St. Louis and Chicago and by Foreman I. K. Warner’s line gang which came down from the Northern Region.

Cable, wire, poles and other materials were expressed in by rail car or truck from several PC points: Canton, Columbus, Dayton, Logansport, Elkhart.

The largest single repair job involved the 633-foot PC bridge at Monticello, Indiana. The winds tore away four of the six spans—each weighing more than 100 tons—and sent them sailing 40 feet north of the bridge and splashing down into the Tippecanoe River. This cut the branch line between Logansport and Effner, Indiana.

Bulldozers dragged the spans out of the river and up on the bank. Two of the spans were still usable; the other two were too badly bent.

Fortunately, Penn Central’s Engineering Department has a pleasant custom of storing—rather than scrapping—usable bridge girders left over from previous bridge renovations or track abandonments. Four girders, each 91 feet long, were on hand at Frontier Yard, Buffalo. These will form two spans. Steel is being welded on to stretch the girders to the 103 feet required for the bridge.

The bridge restoration is being done by PC bridge-and-building gangs under Foremen Charles Standiford, Harry Spiegel and Peter Berning. Completion is expected



This is Brakeman Oren C. McCoy’s house. All that is left is the foundation slab.

this month.

Residents of the storm-ravaged communities are now painfully rebuilding their homes and their lives.

Conductor David R. Elliott’s house literally exploded up through the roof. This was the bizarre result of the low pressure in the center of a tornado; the higher pressure inside a house causes tremendous outward force.

(For that reason, householders leave doors and windows open when a tornado warning comes, but the April 3 storms traveled so fast that many people weren’t able to get back to their homes in time.)

The wife of Track Foreman Gilbert Anderson hid in a closet when the twister struck. The house broke up all around her, but the closet framework saved her from injury.

Brakeman Oren C. McCoy’s house was completely leveled—all that’s left is the concrete floor slab. But with the insurance check already delivered, he will promptly start rebuilding.

Brakeman McCoy’s granddaughter narrowly escaped death.

“She comes to our house after school every day and waits to be picked up by her father,” he explained.

“When the tornado came, she and my wife lay flat on the floor for safety.

“The air funnel scooped my granddaughter up about six feet off the floor and spun her around like a top. Just when she felt she was going to fly apart, the wind dropped her down on the floor again.

“She wasn’t injured. We’re very thankful.”

Tornado tore off four spans of PC bridge at Monticello, Ind., and dumped them in river.



Bridge girders are retrieved from river and repair work promptly gets underway.





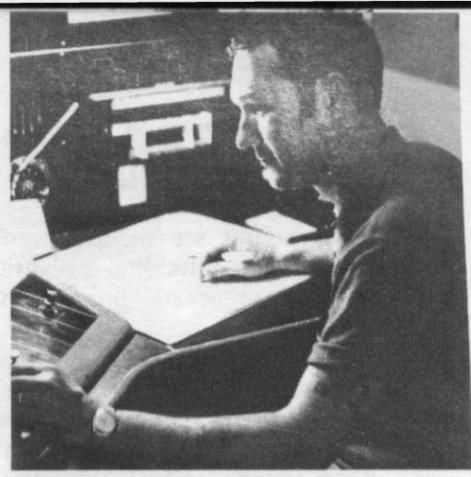
M.W. REPAIRMAN
Raymond P. Muir, Canton, Ohio



POLICE SERGEANT
Charles J. Macinick, New York, N. Y.



YARDMASTER
William M. Druery, Baltimore, Md.



BLOCK OPERATOR
Ronald L. Ruble, Fort Wayne, Ind.



BOOM-TRUCK DRIVER
Thomas W. Thompson, Terre Haute, Ind.

To My Fellow Employees:

In the brief time I have been President of Penn Central, I have been amazed at the terrific job being done by all employees under the most difficult circumstances.

"Slow order" track is at a peak, there are thousands of unserviceable freight cars, cash is scraping bottom, and shortages of all kinds (diesel oil, ties, rail, vital materials and supplies) are a daily threat.

And yet, Penn Central people carry on, rendering a vital public service to millions of Americans around the clock, and do so with real dedication and a fine spirit.

I was shocked by the recent refusal of the Interstate Commerce Commission to allow Penn Central and the other railroads a 10% freight rate increase on short notice. The added revenues would have enabled us to make an *immediate* start on catch-up maintenance, both track and equipment, and we would have gathered momentum for the long rehabilitation job that lies ahead. Now, however, we must wait.

As we look ahead, there is only one certainty, and that is: Despite earlier suggestions to the contrary, Penn Central service is absolutely indispensable. If Penn Central stops, the national economy is irreparably hurt. Public authority will not permit this.

The only question thus becomes: Will the reorganization allow the railroad to continue in the private enterprise system?

The answer depends upon the prospects of earning power. Until the results of the recent Reorganization Act are known, no one can be sure.

On one point, however, I should like to make a guess, and it is this: Until and unless Penn Central is allowed to charge for the unavoidably higher costs of performing



railroad service in its territory, with its inordinately high terminal expenses, particularly in New England and the Middle Atlantic states of New York, New Jersey, and Pennsylvania, a heavy subsidy is inescapable.

The only alternative is revenues to come from higher freight rates and greater divisions of through rates between our territory and the South and West.

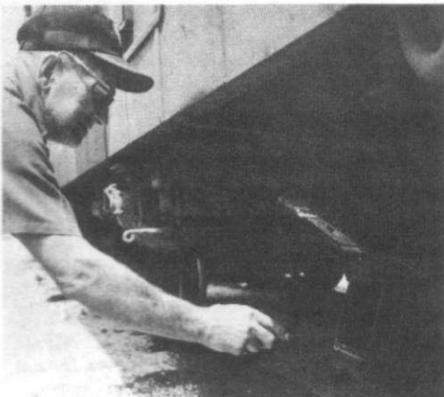
In brief summary, Penn Central's reorganization squarely presents the question: Who is to pay, the shipper or the taxpayer?

Public authority will have to answer this question. The money has to come from some place. The public service performed by Penn Central must go on.

Jervis Langdon, Jr.
President and
Chief Executive Officer



FREIGHT CONDUCTOR
Joseph J. Burns, Chesapeake Division



CAR INSPECTOR
Walter Krzyzowski, Chicago, Ill.



LABORER
Douglas M. Burton, Kankakee, Ill.



SECRETARY
Terry Lallo, Revenue Accounting, Phila.



LOCOMOTIVE ENGINEER
David F. O'Donald, Selkirk, New York



SHIPPER-RECEIVER
Jacob E. Fritz, Harrisburg, Pa.



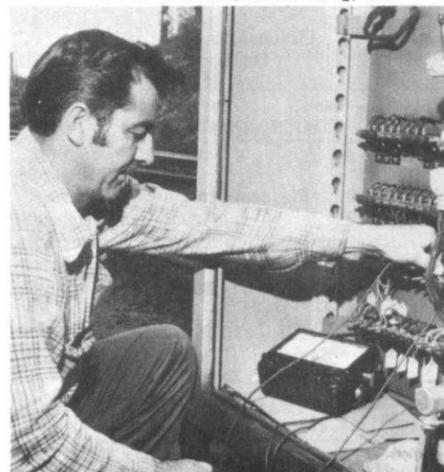
INTERCHANGE CLERK
Leo A. Seroka, Erie, Pa.



CLERK-STENOGRAPHER
Barbara Kraus, Cincinnati, Ohio



PASSENGER TRAINMAN
Joseph T. O'Brien, Philadelphia, Pa.



SIGNAL MAINTAINER
Robert J. Massiniano, Camden, N. J.



CAR REPAIRMAN
Willy Dillard, Detroit, Mich.

MILEPOST 105

He didn't see the point of all this fuss just because he had reached his 105th birthday.

"What do I care?" grumbled Joseph A. Fee, Penn Central's oldest retiree.

So they fixed the cake with 105 to the imagination.

But Mr. Fee joined heartily in the birthday luncheon and topped it off with a hefty slice of birthday cake.

Joe Fee was born in Italy on March 24, 1869. He came to the U.S. when he was 20, worked as a coal miner, then joined the Pennsylvania Railroad in 1901.

His jobs on PRR's Pittsburgh

Division included laborer, engine cleaner, oiler and car repairman. In 1937, when he was 68, he underwent major surgery and retired on doctor's orders.

But he remained vigorous and independent. After his wife died he lived on his own until 100. Then his daughters persuaded him to move in with them.

One hot August day he went up a ladder to inspect the chimney. His son, Robert, lured him off the roof by promising a cold glass of lemonade.

"As soon as I had him safely down, I gave him a blistering lecture," Robert related.

"His only reply was: 'Where's the lemonade?'"



Joe Fee blows out the candles. Four sons and three daughters were at the party.

Recent Appointments

SYSTEM OFFICES

Trustees

Blanchette, R. W. Trustee
Haber, R. M. Financial Planning Analyst
Krug, M. W. Senior Reorganization Planning Engineer
Shivry, A. L. Manager-Valuation Studies
Snyder, R. E. Senior Reorganization Planning Analyst

President

Langdon, Jervis, Jr. President & Chief Executive Officer

Real Estate

Snouffer, R. D. Director-Coal Properties

Finance & Accounting

Barratt, P. D. Supervisor-Roadway Accounting
Brenner, W. D. Area Credit Manager
Campbell, V. M. Property Accounting Coordinator, Detroit
Conlon, D. M. Collection Manager
Conroy, M. E. Senior Analyst-Accounting Projects
Cunningham, R. D. Asst. Credit Manager-Special Accounts
Dalessio, R. J. Analyst-Accounting Projects
Davis, W. R. Receivable Manager-Application
Dolish, R. C. Collection Manager
Everett, A. L. Area Credit Manager
Faber, S. S. Area Credit Manager
Fauerbach, E. W. Collection Manager
Flora, L. L. System Customer Account Auditor
Higi, J. K. Supervisor-Corporate Audits
Johnson, J. P. Area Credit Manager
Kaufman, C. L. Supervisor-Collections Identification
Kirkman, F. J. Supervisor-Customer Accounting Procedures
Mackewich, J. A. Supervisor-Collections Reporting Adjustments
McDowell, E. J. System Customer Account Auditor
McElroy, W. V. Systems Auditor
McGoldrick, J. P. System Customer Account Auditor
McIntyre, F. J. Supervisor-Junction & Voucher Settlements
Miller, E. J. Supervisor-Collections Processing
Napoli, R. J. Area Credit Manager
Norwicke, A. E. Supervisor-TrailVan Accounting Policy
O'Connor, W. J. Supervisor-Collections Corrections
Onofrio, F. J. Asst. Collection Manager
Phillips, J. G. Area Credit Manager
Rockwell, H. A. Supervisor-Roadway Accounting, Detroit
Sitkowski, K. J. Collection Manager
Snyder, D. A. Budget Analyst
Stevenson, T. H. Property Accounting Coordinator
Tarpey, J. P. General Accounts Manager
Vasek, S. M. Receivable Manager-Adjustments
Wilcox, J. H. Area Credit Manager
Williams, T. C. Supervisor-Government & Bank Settlements

Sales & Marketing-Automotive

Bemis, T. G. Market Planning Analyst
Bielan, J. T., Jr. Senior Market Planning Analyst

Marketing

Conley, G. F. Manager-Pricing Services, Pittsburgh
McCoy, R. F. Manager-Pricing Services, Boston
Mortensen, R. E. Asst. Director-Market Planning

Purcell, P. E. Manager-Pricing Services, Cincinnati
Sussman, H. J. Manager-Market Development-Food Products
Wolfe, R. K. Manager-Pricing Services, St. Louis, Mo.

Sales

Bardon, J. Division Sales Manager, Springfield, Mass.
Lolos, P. C. Division Sales Manager, St. Louis, Mo.

Labor Relations & Personnel

Higginbotham, T. L. Supervisor-Personnel, Altoona, Pa.

Vice President-Staff

Brown, J. T. Senior Computer Analyst, Altoona, Pa.
Cassella, V. J. Asst. Manager-Communications Facilities
Conlan, R. C. Systems Analyst
Covino, J. A. Network Monitor
Coyle, E. G. Computer Analyst
Drelick, S. J. Computer Analyst
Herman, J. R. Senior Systems Analyst
Hughes, K. J. Coordinator-Planning & Development
Marakoff, B. P. Manager-National Car Utilization Studies
Potter, L. J. Operations Control Supervisor
Reagan, B. M. Director-Planning Coordination
Sutcliffe, V. J. Project Manager
Webber, J. V. Standards Analyst

Transportation

Athey, P. R. Supervisor-Industrial Car Control
Dick, D. E. Asst. Supervising Agent, Baltimore
Evans, F. O., Jr. Agent, Toledo
McGill, C. J. Manager-Heavy Duty Flat Cars
Miller, D. W. Supervising Agent, Cleveland
Pelliccione, A. A. Asst. Supervising Agent
Sims, G. C. Asst. Supervising Agent, Chicago
Tucker, L. F. Supervising Agent, Pittsburgh

Engineering

Willbrant, B. G. System Production Engineer-Track

Equipment

Chilcoat, G. A. Asst. Superintendent-Car Classification, Altoona, Pa.
Pacifico, F. D. Superintendent-Car Classification, Altoona, Pa.
Robinson, R. J. Asst. Manager-Freight Car Maintenance
Shimer, R. E. Superintendent-A. A. R. Services, Altoona, Pa.
Treese, C. C. Manager-System Car Projects

Operating Administration

Flood, J. A. Manager-Safety Administration
Harding, J. Z. B. Safety Superintendent (Eastern Region & PCA)
Mitchell, M. C. General Superintendent-Safety

METROPOLITAN REGION

Biancur, B. G. Supervisor-Agency Audits, New Haven, Conn.
Bourcet, J. B. Supervisor-Mechanical Training, Harmon, N.Y.
Locke, A. E. Supervisor of Track, Hudson, N. Y.
O'Connor, F. M. J. Asst. Engineer-Communications Facility, New York

NORTHEASTERN REGION

Foss, G. A. Regional Mechanical Supervisor-Passenger Cars, New Haven, Conn.
Gouin, E. J. Asst. Field Engineer-Communications & Signals, New Haven, Conn.

Hartsoe, G. E. Chief Regional Engineer, New Haven, Conn.
Lane, J. L. Field Engineer-Communications & Signals, New Haven, Conn.
Mathews, R. W. Engineer-Communications & Signals, New Haven, Conn.
Spencer, L. L. Engineer Training Assistant, New Haven, Conn.
Wetstone, J. A. Engineer-Structures, New Haven, Conn.

Mohawk-Hudson Division

Murphy, C. Y. Division Engineer, Utica, N.Y.
Piantek, R. F. Terminal General Foreman, New York, (W. 72nd St.)

New England Division

Bettencourt, R. A. Terminal Trainmaster, South Boston
Duffus, G. J. Asst. Division Engineer, Springfield, Mass.
Ebbing, J. R. Terminal Trainmaster, Framingham, Mass.

EASTERN REGION

Cosell, J. D. Chief Regional Engineer, Phila.
Hartfield, J. E. Engineer-Communications & Signals, Phila.
Kane, L. L. Regional Mechanical Supervisor-Freight Cars, Phila.
Miller, D. K. Production Engineer-Track, Phila.
Rasmussen, L. B. Engineer-Structures, Phila.
Rohrbacher, R. E. Field Engineer-Communications & Signals, Phila.
Tomasevich, K. J. General Superintendent-Transportation, Phila.

Chesapeake Division

Lull, R. G. Terminal Trainmaster, Baltimore
Moore, J. P. Supervisor-Structures, Baltimore

Harrisburg Division

Dunn, M. E. Asst. Division Engineer, Harrisburg, Pa.

New Jersey Division

Norton, J. F. Terminal Trainmaster, Waverly, N. J.
Sobotka, L. J. Supervisor-Train Operation (Night), New York

PHILADELPHIA COMMUTER AREA

Anderzunas, P. P. Supervisor-Track, So. Phila.
Duda, D. J. Asst. Superintendent-Freight
DuPrau, L. B. Superintendent-Freight
Irvine, W. H. Supervisor-Track, Columbia, Pa.
Romig, W. E. Supervisor-Track
Schwendemann, F. H. Manager-Suburban Service
Shoemaker, J. K. Superintendent-Passenger

CENTRAL REGION

Barnett, R. V. Equipment Engineer, Pittsburgh
Barr, A. S. Chief Regional Engineer, Pittsburgh
Ellis, G. E. Production Engineer-Track, Pittsburgh
Geist, D. M. Field Engineer-Communications & Signals, Pittsburgh
Haines, L. M. Engineer-Communications & Signals, Pittsburgh
Hutchinson, C. E. Asst. Production Engineer-Track, Pittsburgh
McKibben, D. H. Engineer-Structures, Pittsburgh
Rose, M. J. Asst. Field Engineer-Communications & Signals, Pittsburgh

Allegheny Division

Bonfardin, L. P. Division Engineer, Williamsport, Pa.
Richards, H. E. Division Engineer, Altoona, Pa.
Rudy, G. A. Asst. Division Engineer, Altoona, Pa.

Pittsburgh Division

Holloway, J. L. Asst. Division Engineer, Pittsburgh
Mefford, R. W. Division Engineer, Pittsburgh
Ross, E. V. Supervisor-Track, Wellsville, Ohio

Valley Division

Conway, R. J. Asst. Division Engineer, Youngstown, Ohio
McGuire, R. M. Division Engineer, Youngstown, Ohio

NORTHERN REGION

Blake, J. E. Engineer-Structures, Detroit
Crawford, J. A. General Inspector-Communications & Signals, Detroit
Deblin, G. W. Chief Regional Engineer, Detroit
Eveland, E. T. Engineer-Communications & Signals, Detroit
George, S. M. Staff Engineer, Communications & Signals, Detroit
Maloney, R. C. Administrative Assistant (Engineering), Detroit
Simpson, E. W. Field Engineer-Communications & Signals, Detroit

Canada Division

McRae, A. S. Division Engineer, St. Thomas, Ont.

Detroit Division

Embler, D. C. Road Foreman, Detroit
O'Leary, R. J. Division Engineer, Detroit

WESTERN REGION

Baffa, J. J. Production Engineer-Track, Chicago
Bitting, H. C. Engineer-Structures, Chicago
Hammons, W. L., Jr. Asst. Production Engineer-Track, Cleveland
Harris, E. E., Jr. Engineer-Communications & Signals, Chicago
Hill, J. L. Administrative Assistant (Engineering), Chicago
Koch, R. H. General Inspector-Communications & Signals, Chicago
McNamar, F. M. Field Engineer-Communications & Signals, Chicago
Nolf, J. H. Equipment Engineer, Chicago
Pegelow, W. F. Staff Engineer-Communications & Signals, Chicago
Rosenbaum, J. E. Chief Regional Engineer, Chicago
Willing, B. J. General Supervisor-Maintenance of Facilities, Chicago

Chicago Division

Glenn, L. T. Terminal Trainmaster, Elkhart, Ind.
Todd, W. E. Supervisor-Track, Elkhart, Ind.

Cleveland Division

Myers, G. N. Division Engineer, Cleveland

SOUTHERN REGION

Clark, M. K. Chief Regional Engineer, Indianapolis
Engle, D. J. Engineer-Structures, Indianapolis
Jones, R. F. Asst. Field Engineer-Communications & Signals, Indianapolis
Shields, D. G. Engineer-Communications & Signals, Indianapolis

Cincinnati Division

Smith, D. Supervisor-Track, Sharonville, Ohio

Southwest Division

Adams, J. E., Jr. Asst. Division Engineer, Indianapolis
Hess, S. G. Division Engineer, Indianapolis
Smallwood, T. W. Division Engineer, Indianapolis

Portrait of a Mother of Five

Mother's Day has stirred the Penn Central Post to pay tribute to mothers who are railroaders and who do a top job in both their important assignments.

As an example, here's Mary Beth Stokes.

She's a tape librarian. That means she's one of a team that keeps tabs on 20,000 or so reels of computer tape at the System Data Center. She works second trick.

The tapes contain information on freight traffic, freight claims, taxes, payrolls, car movements, supplies, purchases and a vast variety of other Penn Central data. If you need a particular tape, Mary Beth gets it for you.

It's a busy job.

So's her other job—taking care of her house and her five young children.

How does she manage it?

"Scheduling," Mary Beth says. "Like running a train."

Here's a typical timetable at the Stokes household in Upper Darby, a Philadelphia suburb.

6:30 a.m.—Husband Bob gets up, makes coffee, departs for his job with a printing firm.

7:30 a.m.—Mary Beth wakes up. Makes sure the kids are dressing properly.

8:00—Serves breakfast to Jeannie, 10; Bobby, 9; Mary Beth, 7; Jeff, 5; Brian, 3.

8:30—All the children except Brian catch the school bus.

9:00—After doing the dishes, Mother has breakfast—just a cup of coffee and, occasionally, a bowl of cereal.

9:30—Shopping, with the help of 3-year-old Brian.

11:15—Jeff returns from nursery school. Generally brings a friend for lunch.

Noon—Lunch for the children. Mother's lunch is usually a cup of tea—"have to watch my calories."

"From noon on," Mary Beth says, "I start rushing. Set my hair, clean the house, do odd jobs like laying tiles or refinishing furniture, and play referee for Jeff and five friends who come over almost every afternoon."

2:15 p.m.—Puts meat on the stove for dinner. When husband Bob gets home at 5:30, he'll do the vegetables and serve dinner.

2:45—Mary Beth bathes Brian.

3:00—Gets Brian and Jeff ready for nap.

3:15—Joy Marshall, 15-year-old baby-sitter arrives.

3:20—Mary Beth jumps into '72 Ford wagon, heads for work.

3:50—Arrives at PC Data Center, 15 N. 32nd St., Phila., in time for second trick.

"I make a point of not being late and not missing days," she says.

"After all, the railroad pays me the



Mary Beth Stokes at work, taking care of the reels of tape at System Data Center.



Naptime for Jeff, 5, and Brian, 3.



Hotrodding with Bobby, 9.

money that helps support my family."

6:30—Dinner in cafeteria.

Midnight—Work done, drives home.

12:30 a.m.—Late snack, with TV.

1:15 a.m.—To bed.

7:30 a.m.—Mary Beth wakes up

again.

It's like running a train—on an endless track.

You know, the reason Mother's Day was invented is because mothers deserve to have at least *one* day off per year.



Accompanist for Jeannie, clarinetist, 10.



Hairdresser for Mary Beth, 7.

Unscheduled Stop

He keeps a sharp eye on the track he's traveling on. But he's also alert to what goes on beside the track.

So when Brakeman S. T. Zaborac, riding on the head end of Train P-3 on the Trenton Branch, noticed an odd-looking hummock in a field up ahead, he got set to watch closely as the locomotive moved past.

"Look!" he exclaimed to Engineer T. J. Flanagan. "There in the field!"

A man was lying still under a motorcycle, 25 yards off the track.

Engineer Flanagan used the train radio to alert Conductor L. Mennie

and Brakeman D. A. Wertz in the caboose 108 cars behind—then brought the train to a stop so the caboose was near the injured man.

The conductor and brakeman lifted the motorcycle and found that the victim was conscious and in great pain. They got to a nearby phone and called for an ambulance. (Later at the hospital, he was found to have a compound fracture of the leg.)

After this unscheduled stop, the crew of Train P-3 went on about their business, delivering 108 cars of freight to the PC yard at Enola, Pa.

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Forward to: PC Payroll Operations Manager, Room 207, 15 N. 32nd St., Phila., Pa. 19104.

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| CHECK ONE | | <input type="checkbox"/> NEW ENROLLMENT | <input type="checkbox"/> INCREASE MY DEDUCTIONS |
| EMPLOYEE NAME | SOCIAL SEC. NO. | EMPLOYEE NO. | OCCUPATION |
| DEDUCTIONS | IF WEEKLY PAYROLL 2ND WEEK 4TH WEEK | IF BI-WEEKLY PAYROLL 1ST PERIOD 2ND PERIOD | EFFECTIVE MONTH OF |
| REGISTER BONDS IN THE NAME OF AND MAIL TO | MR. MRS. MISS NAME (FIRST, MIDDLE INITIAL, LAST) - NAME ONLY ONE INDIVIDUAL | ADDRESS (NUMBER & STREET, CITY, STATE) | BOND MATURITY VALUE \$ ZIP CODE |
| FOR CO-OWNER OR BENEFICIARY (check ONE - not both) | <input type="checkbox"/> CO-OWNER <input type="checkbox"/> BENEFICIARY | MR. MRS. MISS NAME (FIRST, MIDDLE INITIAL, LAST) - NAME ONLY ONE INDIVIDUAL | DATE |
| SIGNATURE AND DATE REQUIRED | This authorization will continue in effect until I advise you to change it (SIGNATURE) | | |

The engineer's eyes widen as his locomotive heads toward a crossing and he sees an auto speeding toward the same crossing.

Will the motorist obey the warning sign and stop? Will he try to get across? Will he stall on the tracks?



"You get all tensed up," said William W. Sheaffer (photo above), engineer on PC's Pittsburgh Division and former local chairman of the Brotherhood of Locomotive Firemen and Enginemen.

"When you're in my seat — running a passenger train at 70 miles an hour — all you can think is that if the motorist won't be able to stop in time."



"You wonder what's in the mind of those drivers — so willing to toss up their lives rather than wait a few moments," said Ernest S. Hamm (photo above), freight engineer on the Chesapeake, Division and president of Division 51, Brotherhood of Locomotive Engineers.

Engineer Eugene E. Bonnell, who runs commuter trains between Chicago and Valparaiso, Ind., has seen autos barging through stop signals and around crossing gates.

"They cut it so close," he said,

Who Is Responsible?

A wide-ranging study of crossing accidents led the Interstate Commerce Commission to this conclusion:

"The principal cause of grade crossing accidents is failure of motor carrier operators to stop or exercise due care and caution or to observe and comply with existing safety laws and regulations."

The Commission noted further: "In the past, it was the railroad's responsibility for protection of the public at grade crossings.

"This responsibility has now shifted.

"Now it is the highway, not the railroad — the motor vehicle, not the train — which creates the hazard and must be primarily responsible for its removal."

The U.S. Department of Transportation recently noted that in one-third of crossing collisions, the train doesn't run into the motor vehicle — the motor vehicle runs into the side of the train.



The Heart-Stopping Moment

"you can't possibly prevent an impact if they stall on the tracks.

"It makes you feel so helpless."

PC locomotive engineers are doing something to cope with that helpless feeling. They're making out reports on grade crossing violations, identifying the vehicle whenever possible by license number, insignia and time of day.

The report form — labeled S-53, but popularly called the Near-Miss Report — is sent to PC's Safety Department.

"When the report is clear and complete enough for remedial action, we take it up with local authorities," said Robert E. Feeley, PC director of safety.

"The reports that receive the most urgent action have to do with school buses. Our engineers' reports on these near-misses may help avert some terrible tragedy."

F. L. Snyder, head brakeman, Harrisburg Division, reported for his engineer: "School bus, loaded with kids, went across 150 feet in front of train at Carlisle, Pa."

J. H. Lindsay, engineer, Columbus Division, reported on a Licking County school bus that approached a crossing at Marne, O., "going very fast, applied his brakes, throwing kids about in seats. We didn't think bus was going to stop."



V. L. Stokes (photo above), engineer out of Niles, Mich., reported on a Berrien Center School bus that came toward a crossing "loaded with school children and made a screeching stop to avoid collision."

R. W. Tressler, conductor, reported a Williamsport, Pa., school bus that ran through crossing lights, with only the driver aboard. "Another time, the bus may be loaded," Mr. Tressler grimly noted.

Reports of such violations at Teller's Crossing, between Castleton and Rensselaer, N.Y., have come from Engineers W. J. Garrity, J. Swanberg, E. E. Nugent and W. J. Garvitz. The repeated violations here have been called to the attention of New York State and local police, Mr. Feeley said.

C. M. Miller, Harrisburg Division, reported on a green Plymouth that disregarded a warning light on the Columbia Branch — "we just missed this car by inches."

E. H. Dickinson, switching cars at Camden, N. J., wrote about a dark blue Chevy, Pa. license 9S9-187, that disregarded lights and "almost hit Condr. & Bkm. flagging crossing."

H. Ellrod, told of a green Buick, Ohio license 8344EB, which ran the stop lights at Yonkers, N. Y. — "never slowed down or looked for train."

C. W. Dearborn reported on an auto that "pulled around truck that

was stopped at flashing lights and continued over crossing," at Wyman St. in Stoughton, Mass.

R. R. Ladig, Fort Wayne Division, identified an auto that ran around the crossing gates and "just missed hitting our head brakeman who was walking ahead to handle the track switch for Fort Wayne relay yard."

W. H. Taylor, Valley Division, told about a commercial bus, loaded with passengers, that disregarded warning lights near Mansfield, Ohio.

D. J. Penatiz reported on a blue Dodge, Pa. license 939-172, driven by a man who whisked over a crossing at Arcadia, Pa., "lost control of car and went into woods 100 yards."

The persons making out the Near-Miss Reports need not sign them. But most do. They're too indignant to be anonymous.

One notable unsigned report came in from the Detroit Division, dated December 25, 12:01 A.M. It described the vehicle as a "sleigh, with large bag in back." The driver was described as "jolly red-faced man."

There was no — repeat, no — safety violation. This driver apparently knew how to assure a merry, and safe, Christmas.



Near-miss reports from locomotive engineers all over the System are reviewed by R. E. Feeley, director-safety, and M. C. Mitchell, general superintendent-safety. The postcard size report forms are available from road foremen of engines in each Division.



This motorist obeyed the crossing signal and waited in safety till the train went by.



The motorist in this case ignored safety, and his car crashed into side of locomotive.

NEW MONEY for crossing safety

Money alone won't do it. Crossing accidents will end only when all motorists resolve to stop, look and listen before crossing any railroad tracks.

But money can help.

It can help by putting up warning signs where they don't exist; by installing more flasher lights and gates; by eliminating roadside obstacles that impede a clear view; and, when funds permit, by separating the highway from the railway by relocating roads, relocating tracks, or constructing overpasses or underpasses.

For many years, the Federal government has been concerned with crossing protection.

The interstate highways, for example, have been designed so as to pass above or below tracks.

In contributing funds to the States for highway construction, the Federal Government has specified that 10 percent of the money could be used by the States to improve safety at highway-railway crossings.

"This was optional — the law said the States may use the money for crossing protection — and few states ever spent the full ten percent for that purpose," said Thomas P. Cunningham, PC assistant chief engineer-staff.

"The usual average was about three or four percent, and many States spent considerably less than that."

That's why Mr. Cunningham — who maintains close liaison with government agencies dealing with crossing safety — was delighted when the Federal Aid Highway Act was passed last year.

This act, signed by President Nixon in August, provides substantial funds to increase crossing safety.

Mr. Cunningham calls particular attention to a provision for \$175 million of Federal money to be given to the States over the next three years to survey all highway-railway crossings and initiate projects to improve safety.

The law specifies that half of this money must be used for installation of protective devices.

This provision of the Highway Act applies only to State roads that are included in the Federal-aid highway system.

But another provision offers aid to State and local highways not included in the Federal network. A total of \$250 million will be available over the next three years to improve safety on such highways by warning signs, pavement markings, elimination of roadside obstacles, and grade crossing improvements.

In order to share in this new money, the States have to take certain administrative actions or pass enabling laws. For example, the new law requires that each State shall conduct and systematically main-

tain a survey of all highways to identify those railroad crossings that may require separation, relocation or protective devices, and implement a schedule of projects for this purpose.

Railroad people and other citizens concerned about the needless deaths and injuries of crossing accidents hope that State governments will act promptly to do what's necessary to qualify for these funds.

The money comes out of the Government's Highway Trust Fund, which receives billions of dollars each year from taxes and fees paid by motorists, truckers and bus companies.

The new Federal Law also provides money for demonstration projects to reduce or eliminate highway-railway contact points in several selected cities, including two served by Penn Central:

In Wheeling, West Va., a demonstration project will relocate railroad lines away from the central city area.

In East St. Louis, Ill., rail lines between 13th and 43rd streets will be relocated.

Another new Federal project is an on-the-ground inventory of every highway-railway crossing in America. Each will be given an individual identifying number.

Penn Central people participated in a test run by affixing numbers to crossing signs or posts along the Penn Central routes in Connecticut.

The nationwide program, funded 50-50 by the Government and the railroads, aims to create a data bank containing the physical characteristics of every crossing and an estimate of rail and highway traffic passing over it. This will establish priorities for improvement projects.

"This cooperative effort of the Federal Government and the railroad industry will set the framework for a significant improvement of safety and the saving of lives at highway-railway grade crossings throughout the Nation," said John W. Ingram, Federal Railroad Administrator.

There are approximately 225,000 public grade crossings in the United States, and about an equal number of private and pedestrian crossings.

A separate program, started two years ago with a special Congress-



C&S Inspector F. L. Marchiano checks the batteries that power a crossing signal.

sional grant of \$40 million, aims to eliminate all grade crossings on the PC's Northeast Corridor line between Boston and Washington, D.C.

There are 51 crossings on this route: 15 in Maryland, 4 in Delaware, 16 in Connecticut, 15 in Rhode Island, and 1 in Massachusetts.

The States have already completed surveys for most of these, and in several, necessary construction work is already underway.

When the job is completed, the Northeast Corridor will be the Nation's first rail route completely free of crossings.

Do safety projects reduce crossing accidents?

The figures appear to say yes.

During the past 10 years, a period of accelerated safety efforts, deaths at crossings have decreased by 10 percent and injuries have decreased by 16 percent.

In 1972, there were 3,379 crossing accidents, which took the lives of 1,260 persons and injured 3,285. All these figures were below the previous year's. Preliminary figures for 1973 indicated a further drop.

Collisions at railroad crossings account for slightly over 2 percent of all highway deaths.



"It means that Jim wants to be left alone . . . and I ALWAYS obey crossing signals."

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MANAGER — EMPLOYEE PUBLICATIONS
Joseph Shallit

SYSTEM PHOTOGRAPHER
Nelson M. Stickler

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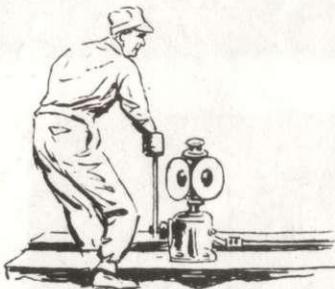
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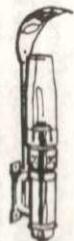
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